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SPECIAL NOTICE
King Cole - Sledge Hammer Areas Chart. See page 89

SPECIAL NOTICE
Aeronautical Chart Correction p. 71

AIRMAN'S GUIDE

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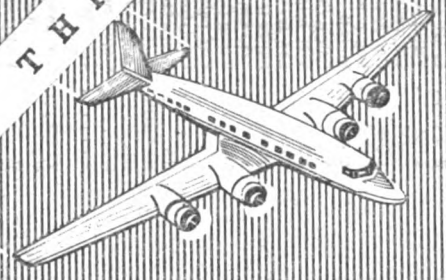

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VOL. 12, NO. 1 **MARCH 19, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•————	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•————	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored solely through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual; "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TVOR. . . Low power VOR (no standby equipment) located on airport
TX. . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 40 cents.

RADAR AVAILABLE : How and Where

(19 Mar 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
   "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
   The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.

Continued on next page.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 ,305.4, 348.6,385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260; 109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc Does not guard 122.5 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Runway 13R Arrival Control Gds 122.7mc; does not gd 122.5.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 121.5, 126.5, 126.18, 142.2, 243.0, 257.8, 263.0, 274.3	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8, 120.5, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 118.7, 126.18, 257.8, 118.1, 122.2, 135.0, 135.9, 255.4, 121.5, 110.3, 116.4.	ASR	
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 123.8, 126.18, 173.75, 257.8, 348.6, 379.1, 243.0	ASR	Arrival & Departure Control
Los Angeles Intnl Arpt., Calif	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6	ASR PAR	Rnwy 25L. Gds 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7,	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	Arrival control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.13, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control Runway 36
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Arrival & Departure Control ASR apchs not authorized Does not guard 122.5 mc Guards 122.7 mc

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7, 125.1, 250.2, 301.4, 323.2, 340.6, 378.8, 385.4, 121.5, 243.0	ARSR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6.	ARSR	
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1, 121.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 TinkerAFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 327.4, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32 Arrival & Departure Control
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8, 298.9		Arrival & Departure Control Gds: 3023.5; 122.5, 298.9
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5, 125.7 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. Gds 3023.5; 122.5.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB. Gds: 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0, 3023.5

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.

(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:

(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)

(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).

(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).

(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).

(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.9	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	108.3	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.41		4.1	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. + & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

AIR NAVIGATION RADIO AIDS

(19 Mar 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,3486, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	#,122.1	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3),#	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,3486	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N 184 A 297 N
Camarillo	*SRAWZ	CAV	359		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		90 N 180 A
China Lake NAF	MRLWZ	NID	326		270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	MHW	DIX	270		
Donner Summit	HW	DOS	385		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,123.8	(2),#,122.6	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
" San Fernando Valley			See Van Nuys		
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8,289.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Mar 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Norton AFB	H	SBD	397		
	MHWZ	SDN	512		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	3023.5;122.7,#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3) San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,271.2,343.6,348.6	(2),#	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2	#	
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4 391	(3),#	
Ellicott	MHW	ELL	287		
(1) Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0,122.2	(3),#	DME
(3) Kiowa	VORW	IOC	112.6		
(1) Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1) Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1) Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3) Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 Mar 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,250.2,255.4,301.4 318.2,362.3,120.5,121.5	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;191,121.5,126.18,257.8,348.6	(2),#	
Fleming Island (N	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,348.6, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"PinecastleAFB	MHW	POQ	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" "	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 243.0(126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.3,257.8,3486	(2),#	(0700-2300)
Perrine-ATCS Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St.Augustine Fairchild	CI		272;126.18	3023.5;#, 122.5	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3,257.8	3023.5;122.7, 121.5,126.18,#	(0700-2400)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0,3486	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Mar 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 348,243.0,271.2,290.8,338.2,343.6	(2),# 118.9,120.3,121.5,132,243.0	
"	Center		120.3,132.8,118.9,301.4,348.6,353.7,301,307.9,324.7,353.7,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,243.0	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4,348.6	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8, 305.4,348.6	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7 323.4,355.2,320.7,379.9,352.0	126.5,
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378.8,385.4	
"	Center		124.5,120.9,301.4,125.1,123.7,123.9,124.7,124.3,119.7,250,232.3,234.0,63.5		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8,120.2,125.4	(2),#	
(1) " "	TVOR	ORD	108.4		
	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2	(2),#	
" Arpt			278;119.1,126.18,257.8		
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0, 255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18, 121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5,126.18 & any HF& VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g.7)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc;

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Glenn Martin	CI		317;126.18,121.3,257.8	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1) Grantsville	VORW	GRV	110.4	ATCS-Morgantown, W.Va	
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2		#
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0, 257.8,305.4, 348.6	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth, Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1) Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1) Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 302 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
(1) Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8		125.7,269.2,121.5 #
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381,4355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8	255.4 (2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3) Bemidji (S)	TVORW	BJI	111.2		
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V-0500-2230wk days 0 5-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126.1,83.4,86	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,39.1	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.3,119.7, ,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121.5,307.8,319,232.4,343.6	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;118.3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)				3023.5 (voice 1400-2200)	
Alliance (P)	MH	AIA	287	121.5,122.1	
" (S)	TVOR	AIA	117.2		
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,134,288,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House . ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2 554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW.	RYE	359		
NEW JERSEY					
[redacted]	[redacted]	[redacted]	[redacted]		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS - Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
"	HW	NEL	396		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	(2),#,126.18 Fri;Sat0830-1630;Sun1130-2130	0830-2330Mon-
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0.3486	(2),# 121.5,243.0	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,2 55.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc [illegible]
ground traffic. * = Automatic

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		DME
" Arpt	AC(g)	BPA	278;118.7,121.5,137.88,243.0,383.8	(2),#	(on req)
Bethpage (P)	MH		323		(0700-1830 Mon-Sat)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,318	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Flatbush	MHW	FBH	353		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6,317.5	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1)" "	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	(0700-2300)
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 3486,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Mar 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
Hickory	TVJ	HKY	V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#	
"	BVOR	LBT	117.0 243.0 255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLWZ (voice avail thru Navy Elizabeth City twr)	NFG	254		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,14274,243.0,257.8	30235,1227,#	
" "	UHF/DF		305.4,255.4 other freq on req		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C	227	121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,119.0, 121.5,126.18,257.8,243,269, 291.6,307,250.2,	(2)(g-257.8)	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;1167,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,263.0,274.3	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
(1)Jefferson	VORW	JFN	115.2 243.0		ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc;

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	*HW*	*LTS*	*401*		
Ardmore	*BMH-DTV*	*ADM*	*400;V;121.5,122.2, 126.7,243.0,255.4*	*(3),#*	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4	(3),#,255.4	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
OREGON					
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Mar 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	CI(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.1,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1)Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 [illegible] 3486,263.0		DME
" AFB	AC(g)		278,118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396,119.5,126.18,121.5,257.8,3486,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,3486	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7 [illegible] 3486		DME
" Arpt	AC(g)		317,118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,3486,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - ---	See Tri-City		**TENNESSEE**		
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(19 Mar 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486 340.6,126.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,3014,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1	243.0	DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0, 255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 243.0 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0,250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2, 255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,34 7.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6,3486,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	114.7;V;121.5,126.7, 122.2 243.0, 255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 121.1,121.5,243.0,126.18, 348.6,119.5,257.8,307.2,312.6,290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3,120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,363.8,236.2,324.7	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;257;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278,118.1,118.7,126.18,290.3, 3486,284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278,199,121.5,126.18,257.8	(2),#	
(1) Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4, 243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6,243.0	121.5	DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
(1) "	BVOR	EWM	112.4		ATCS-El Paso
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 3486		DME
SanAngelo Mathis	AC(g)		272,118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BHZ-DTV	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272,119.1,243.0,257.8,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,1215	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3,119.5,126.18, 3486,121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,3014,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,3014,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 2578,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;1191,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;120.7,121.5,126.18,257.8,383.8,243.0,118.5	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0 ;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.9,126.18,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285 4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18,243.0 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382; V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272 118.3,121.5,243.0,257.8,3486	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(1000-0200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

ALWAYS CHECK NOTICES TO AIRMEN SECTION

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.

2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.

3. When city and airport names are identical, the airport name is omitted to conserve space.

4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting

L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

✱ An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					ALABAMA		
Albertville	L	NW;RR NE	1058	2	28-L4-(S1)	(F1)	N/S strip soft when wet. P-line N.
(PC)Alexander City, Russell	P	1.5 SW	685	2	h39	F2	3200' strip available. N, - blkd.
(PC) " Municipal	L	5.5 E; hwy S	330	2	h36	F1	3800' strip available
(P)Anniston	P	5.5 SSW; hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft when wet.
(AF)Anniston, Talladega	L	15 WSW	627	3	h53		
(PC)Auburn-Opelika	P	2.5 E; hwy 1 N	774	3	h40-B*-L4-S5	F2	5050' strip available
Bessemer, Durham	L	2.5 SW; RR SE	500	1	23		Rgt tfc NNE.
(AF)BIRMINGHAM (INTL)	P	5.5 NE	643	3	h57-B-L4,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
(PC)Brewton	L	3.5 S; riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3NNW;hwy SE	634	1	20	F2	Rgt tfc NE.
Canoe, Bachelor	P	0.5 SW; RR N	288	1	16-S5	F2	
Centre	L	0.6NNW;hwySSE	581	1	20		
Clanton, Gragg	L	1.8 NE; crk S	593	2	h40-BL4-S3	F1	ENE, SE blkd, SE end ruf. Soft-wet. Ctn-not maintained.
(PC)Courtland	L	1.8 W; RR S NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE; hwy W	591	2	h40-B*-L4-S5-U	F3	
Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW; hwy S	330	3	h40-B-L4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. TV ant, rnwy 31.
(P) " Napier	L	7.5 NW; RR S	397	3	h45-S5	F1	Use rnwys, Ctn-vehicles on rnwys.
Elba	L	1.5 W	265	2	25-*L4		Unattended, Bcn on req.
Enterprise	L	3 W	349	2	37		
(PC)Eufaula, Weedon	P	4.3 NNE; hwy E	275	2	h34-*L2-S5	F2	
Eutaw	L	2 SE, hwy N	160	2	23		
(P)Evergreen, Middleton, 20 MSY-ATL	P	6 WSW	258	2	h40-*L4-W		Bcn prior req 8U oct avail. prior req.
Fairhope, Klumpp	P	3.1 E; rds S, E	110	1	19	F1	
(PC)Fayette	L	2.2NNE;hwy W	364	2	h21		2400' strip avail.
Flomaton	L	2 NNE; hwy W	247	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE; lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Foley, Oak		6 S; Hwy E					
Ft. Morgan	L	24 WSW Foley	10	2	18		ABANDONED
Ft. Payne	L	2 SW; RR NW	905	1	18		Antenna pole W.
(PC)GADSDEN	P	5 SW	554	2	h48-B-L4-S5-W	F4	
" Goodyear	L	3.5ESE; hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE; hwy NE	478	2	22	(F1)	
(PC)Guntersville	P	3.8 NNE; hwy W	609	1	h24		
Headland		2 ENE; hwy NW	361				
(PC)HUNTSVILLE	P	3.1 S; RR E	619	2	h52-BL4-S5-U	F4	PERMANENTLY CLOSED
(PC)Jasper, Walker County	P	2.2 NNE; RR W	496	3	h28-S1	F2	Use rnwys.
Lafayette	L	1.4 NE; hwy W	850	1	18		P-line NW. 3100' strip avail.
Lanett, Valley	P	2 SE; riv N, E	564	2	31-S5	F1	
Livingston, Jackson	L	1 N; RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W; bet rds	217	3	h51-BL4,6-S5-W	F4	
" Davis		13.5 SW					ABANDONED
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW; hwy N	219	3	h80-BL4,6-S5-W	F4	Use rnwys.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-W	F4	Use rnwys only.
Ozark	L	2.0 SE	358	1	20		Drive-in theater S.
Roanoke	L	2 S	907	1	21		
Russellville, Wood Dearing	L	4 E	762	2	20		SE, NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW; hwy S	603	1	20		CLOSED-TVA Fld, P-line SSW.
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
Selma, Dallas	L	2.2 SW; riv SSE	123	1	23	(F1)	
(AF)SELMA, Selfield	P	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations.
(PC)Tallassee	L	4 S; riv NE	200	2	29		Exten mil trng 0630-2400 Mon-Fri.
(PC)Troy	L	5 NNW; hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW,hwyENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N; hwy W	270	1	40		Unattended
(PC)Wetumpka, Elmore	L	7 W; hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
NEW AIRPORTS (or airports out of alphabetical order)							
Red Bay Municipal	L	0.5 NNW	620	1	21		Ctn - wet. No sod on fld. 80 oct fuel in emerg.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					ARIZONA		
(PC)AJO	L	5 N; RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	6.8SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	
Buckeye-Stephens	P	0.8WNW;hwy S	890	1	26-S5	F2	E, W blkd.
Bullhead City, Bullhead	L	1 N; riv W	550	1	30	(F2)	
Cameron	L	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3100	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6.0 SE	1450	2	42		Unattended.
" , Three Point	P	1.5 NNW;hwy E	1389	4	40-L4	F3	2600' N/S strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE; RR W	1236	1	h26-S5	F3	P-line NE.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not mainted.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	F1	Hazardous take-off SW.
CLIFTON-Greenlee County	P	8.7 SSE;hwy W	3600	2	62-BL4		P-line E.
Colfred	L	1.6ESE;RR 1N	345	2	h40		Ctn-access is by poor desert trail.
(PC)Coolidge, Florence	P	6.0 SE	1587	3	h56	F3	
Cordes	L	0.4NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4.0 NE	6200	2	23		Ctn-erosions.
Dateland, Whitewing Rnch	L	13.6 N; RR S	550	1	29		
Dewey-Humboldt		1 E of Dewey					
Douglas	P	2.5 E	4181	3	h41-L2,4-S5	F1	ABANDONED.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5NNW;hwy W	4158	4	h75-BL4-S5-W	F4	5300' strip avail.
(PC)Duncan	L	2.3 SW	3878	2	35-S3		Inner dual rnwys clsd. ARPT OF ENTRY. Tfc pat alt, 1000', NW/SE clsd acft over 30,000 lbs.
Elfrida	L	1 SE;hwy W, N	4200	1	26		
(PC)FLAGSTAFF	P	4.5SSW;hwy W	7010	1	h63-BL4-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion,vegetation. E blkd.
" -Junction	L	1 mi SW	1900	1	53		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4750	1	34		Rolling. Cattle on fld.
Ganado	L	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW; RR W	858	3	h62		
" Gila Gin	L	6.9WNW;riv NE	750	2	24		P-line NE.
" Hunt's	P	1 WNW,RR S	738	3	27-S3	F2	Rolling. TV ant. NE.
" Stephens Ranch	P	13 mi NW	650	1	26	F2	P-line E.
Gilbert	L	0.7 SSW	1200	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E, W.
Globe Wheeler Crosswind	L	4.2ENE;hwy W	3810	1	29		Surd by mtns. Rolling, ruf. Soft-wet. Cattle-fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	F1	
(PC)Hackberry	L	6.4NW;hwy S	3390	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1.2S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6700	1	34		Ruf. Use strip.
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
" Y-Lighting Rch	L	6.WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2NNE;hwy SE	5241	2	48-BL2	(F2)	Strip soft. Unattended.
Kaibito	L	1.8 SW;rd E	6000	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5700	1	56	(82)	Ctn-erosions. Soft when wet.
Kelvin	L	0.5E;RR S	1875	1	17		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5NE;RR NW	3446	3	h69-BL4-S3	F3	
" Temple Bar	L	61NNW;lk NE	1330	1	36		Rolling.Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 mi E	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW;rivSW	1891	3	h65		Inten trng 50 mi radius.P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.
(PC)Marble Canyon	P	0.3SW;bet hwy riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	11.5E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Mormon Lake	L	0.5 N	7200	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5-U	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches, adj to strip: E blkd.
Paul Spur		0.7 SE					
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	ABANDONED
Peach Springs	L	1.2N;hwy SE	4825	2	19		Ctn -Rolling.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	P-line ESE. Cattle-fld Lgt acft only.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	No storage. P-line ENE, WSW. Soft.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Phoenix, International Harvester Proving Ground	L	11.0 S	1234	1	54		
Phoenix, Paradise	P	8.0 NNW;canal S	1245	3	32-S5	F4	P-line E.
(NG) " - SKY HARBOR	P	2.8 ESE; RR N	1124	3	h78-BL4,6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr rqrd. Rgt traffic rnwys 26R, 8R.
"South Phoenix	P	3.0 SSE; riv N	1100	1	26-S5	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3.0 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2941	3	32		Ctn-down drafts. On high mesa.
Polacca	L	3.5 SW; rd 1 N	6000	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8.0 NE; RR E	5042	2	h76-BL2,4-S5-W	F4	Use runways.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on field.
(PC)Red Rock, Marana Aux #3	L	8.0 ENE	1970	aw	h30		
Rimrock	L	2.5 NW	3600	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3700	1	26		Mountains ENE. Land to WSW.
Roll, Antelope Ranch	L	2.0 SW; RR E	250	1	30		W blkd. P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	1 mi S	5400	1	33		Caution-soft when wet - erosion.
(PC)SAFFORD	P	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1.0 NW; hwy S	5700	2	45		
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE (south) blocked.
" 27B, LAX-PHX	P	15.8 SSE; rd N	1362	2	41-BL2		
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N; rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Sedona, Oak Creek	P	2.0 SE	4800	1	38	F2	
Seligman	L	2.0 NW; hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2.0 NW; hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2.0 ENE; hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3.0 ENE; hwy S	254	3	20		Ctn- soft sand.
"McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)-	(F2)	E/W strip rough.
Superior	L	2.0 WSW;hwy N	2600	2	h40		NNE blkd. Mountains WSW.
Tempe, Sanders	P	5.0 SSW; RR E	1240	1	26-S5	87	N, S blkd.
Tes Nos Pas	L	2.0 E	5450	1	27		Caution - erosions.
(PC)Tombstone	L	4.0 SE; hwy W	4743	1	42		Take-off to ENE.
Topock, Lake Havasu	P	19.0 SSE; riv N	490	3	60	F2	Caution on NNW/SSE strip.
Tuba City	L	1.0 WSW	5000	1	44		Rolling.
(NG)TUCSON	P	7.0 S; RR W	2630	2	h20-BL4-S5-W	F4	
" Cielo-Terra Guest Rnch	L	13.5 N; hwy W	2650	1	30		
"Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
"Downtown	L	1.4 S; RR SW	2490	3	43	F2	N blkd. P-line NW.
"Ryan	L	13.0 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
"Thunderhead	L	15.0 ESE; rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn - vegetation. Surd by mountains.
(PC)Valle	P	2.3 E; hwy E	6001	3	57-BL2		
Webb	L	3.5 N; hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE; RR N	315	2	h40		
White River Fort Apache	L	3 mi S	5109	1	42		Ruf - vegetation on lndg area. Surd by mountains.
Wickenburg	L	15.0 W; hwy S	2380	3	h45		Use rnwys.
"El Rancho De Los Caballeros	L	3.6 WSW	2750	1	26		Ctn - cattle, autos. Uphill landings, downhill tk-offs. Circle rch before lndg. Hill WSW.
"Flying E Guest Ranch	P	4.4 WSW;hwy N	2650	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W; rd N	4188	2	h61	(F1)	
(PC)Williams	L	4.3 N; RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW strip muddy-wet. NNE/SSW strip rough, dangerous.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Take-off SW or W. Soft-wet. Use strips.
(P)WINSLOW	P	2.0 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
"Chilson	L	15.5 W	5500	1	35		Cattle on field.
Young, McKenzie Ranch	L	1.2 WSW	5200	1	26		Ctn-erosion. Hazardous WNW end. Cattle on field. Rolling.
" Q-Ranch	L	8.5 ESE	5800	2	34		Hill SE; wind-mill SW. Ruf.
→ (AF)Yuma-VINCENT AFB	P	4.5 SSE;hwy N	213	3	h96-BL4, 6-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi. radius, 1213' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14.0 SSE	275	2	h37		
" Aux #4	L	14.0 SSW	200	2	h37		Derricks, cables N - open ditch.
"Fisher's Landing	L	20.2 NE;riv W	250	1	32		
"Marsh	P	0.7 E; riv N,NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
Alma	L	1.5ESE;rdS	420	1	17		
(PC) Almyra	L	3W	208	1	h30-S5	91	Emerg only. Dangerous. Soft.
Arkadelphia, 24, DAL.-LOU		1.5ENE;RR NW				F1	PERMANENTLY DISCONTINUED.
(PC)Batesville	P	3S;hwy E	464	2	h28-BL4	F2	P-line W. Rnwy lgts dusk-2400.
(PC)Benton	L	1.6W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5SSW;hwy E	1296	1	27-S3	F1	2270' strip avail. lgtd.
Berryville, Masco	L	1WNW;hwy E	1200	1	19		Cattle on fld.
(PC)Brinkley, Federer Mem'l	P	1E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch holes between boundaries. No storage.
Cabot, Bailey	L	0.5W;RR;hwy SE	305	2	16		E ruf. Unattended.
(PC)CAMDEN, HARRELL	P	4.5NE;hwy W	128	3	h35-BL4	F2	
Carlisle	L	0.5S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
→ Clarendon	L	6WSW;hwy E	217	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5SE;rds NE	309	2	32-B-S5	F3	Unicom days.
Cotton Plant, Overhold	P	3W;hwy S	250	2	18	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3W;RR N	200	1	26-S5	F3	ENE, E blkd. Use strip.
El Dorado	P	1.5S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6W;hwy S	277	3	h51-BL4	F4	Use rnwys.
(P)FAYETTEVILLE	P	4S;hwy W	1251	4	h38-BL4-S5-W	F2	Fld lgts on req after 2200. Mtn SE.
" Henson	L	3.5ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL.-BNA	P	1 N	721	1	38-BL4-S3-W	F3	
(NG)FORT SMITH	P	4SSE;RR S	468	2	h70-BL4, 6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2NW;rd N	229	2	24-S1	F2	
Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
(PC)Harrison	P	4.1NW;hwy NE	1375	2	h40-BL4-S5-U	F1	
Hasty, Smith	L	3.3SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7E;RR N	229	2	21-S3	F2	S blkd;p-lines N, WSW. Ctn-N/S -wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, Thompson-Robbins	P	6NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5NW;RR E	358	3	h55-*L4-S5	F2	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
(PC)Jonesboro	P	3.5ESE;hwy SW	264	3	h44-BL4-S5-W	F1	Use rnwys.
Lake Village, Tindall	L	1.3SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5ESE;rd N, E	257	6	h70-BL4, 6-S5-W	F4	P-line N.
Lonoke, Hauk	L	4.3NW;lk NE	235	1	16		Soft when wet.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
Malvern, Harlas	P	2.2WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30-L4	(F1)	Ctn-wet. No bcn. Rnwy lgts dusk-midngt.
(PC)Mena, 4J, NEW-MKC	P	2SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1E;hwy W	200	1	13		Ctn-when wet.
Mountain Home, DiamondBay	L	9ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2N;rd E	450	2	19-(S1)	(F1)	
(PC)Newport	L	6 ENE	237	4	h50-S1	F3	Use rnwys.
Ozark, Whitman	L	1.2NNW;hwysSW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE. Caution-wet.
PINE BLUFF, Grider	P	5.3SE;hwy 1N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5N;hwy W	213	3	26	F1	
Pocahontas	L	2SE;hwy W	280	2	38	(F1)	
Prescott		2.8SW;RR SE					ABANDONED.
Rogers	L	2.7N;hwy SE	1360	1	32		N blkd.
→ Round Pond	L	1.6NW;hwy N	202	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req after 2400.
(PC)Searcy	L	3.8S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ.	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8SSE;RR	1352	1	26-*L4	F1	
(PC)STUTTGART	P	7N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5NNW;hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4NE;RR NW	389	2	h40-BL4-S3-W	F4	Use rnwys.
Texarkana, Mack's	L	4SE;RR N	390	2	18-S3		SW blkd. No storage.
(P)Walnut Ridge	P	4NE;RR SE	275	3	h50-BL4-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
→ Weiner	L	2.5 S;hwy W	245	1	26		
West Memphis, Bowen	P	1.5W;hwy N	215	2	17-S5	F3	P-lines E, NE, W. Rgt tfc E, NE. Ctn-when wet.
→ " Farmers	P	3.2 W;hwy N	212	1	26-S3	F3	Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
→ Mountain Home, Lahar Field	L	2 SW	900	1	23	(F2)	Unattended
→ Lewisville, Harrison	P	0.3 NE	360	1	18-S3	F2	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11WNW; lk N	2865	4	h37-S3	F3	
" Sun Hill Ranch	L	13.1NNW;hwy E	2950	1	23	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW; hwy S	4228	1	29		Ruf-weeds. Too soft for use-wet weather.
Aguanga, Stardust Ranch	L	3.4 NW; hwy W	1750	1	20		Hill E.
Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W; RR S	4391	3	h35-S1	F2	P-line NE, SW. Ant. NE.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-lines E. Rolling. Soft when wet.
(P)ARCATA	P	7.6NNW;oceanW	217	2	h60-BL4,6,7-S5-W	F4	Rgt tfc rnwy 13.
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
(PC)Auburn	P	3.8 N; hwy 1W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet
Avenal	L	0.3 W; hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet. Electric ear.
Bakersfield	P	2.8 S; hwy W	378	1	h30	F2	CLOSED - Sat, Sun.
(P) " KERN CO. #1	P	4.4NNW; RR W	515	3	h59-BL4,6-S5-W	F4	TV antenna E, SE, S.
(PC)Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2150	3	28-L4	F2	P-line N; hill NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW; tk-off SSE. Surd by mtns. Ruf.
Beckwourth, Plumas Co.	P	1.2 E; RR SW	4900	2	35-*LI-S5	F3	Lgts summer months. P-line SW.
Benicia-Air Harbor	L	2.9WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8ENE; riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1NNE;hwyNW	5280	1	34-B-W		P-line NNW. Rolling.
(P)BLYTHE, 21, LAX-PHX	P	7 W, hwys S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E; hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.
Bonsall, Shearer's Ranch	L	4.5ENE;hwysSW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	24		Soft, ruf, rolling.
" -Springs	L	2.5 W	700	1	20		Lnd to SSW. Rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	28		SSE, NNW blkd. Use caution.
Boulevard, J3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE; rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport, Bryant	L	0.3NNE; lk N,W	6465	1	31		P-lines, S, W. Ctn-weeds.
(P)BURBANK, Lockheed Air Terminal	P	3.5WNW; RR S	764	2	h60-BL4,6-S5-W	F4	Fee when no 2-way rdo. Rgt tfc rnwys 7, 15. Clsd trans jet acft, 925' ext on rnwy 15 avail for take-offs only. P-lines 1 mi W.
Buttonwillow-Kern Co #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	36-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5WNW;hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
Calistoga	P	0.2 ENE; RR S	365	1	h23-S1	F2	Rft tfc WNW. P-line WNW. Hills ESE. Rgt tfc to WNW.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Surrounded by mtns.
" McMahan	L	9.5 SE	1000	1	h22		
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1ESE;RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emergency.
CATALINA ISLAND, Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N; hwy W	4610	1	h36		
→ Centerville, Fremont	P	2.1SSE; hwy NW	40	1	20-(S1)	(F2)	P-line WNW. Atnd wk-ends only.
Chester	P	1.5SSW;hwy NW	4525	2	53-S5	F2	ENE, SSE, WSW blkd.
(PC)CHICO	P	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7SE;RR,hwy E	201	1	29		
→ " Ranchaero	P	2.2WSW;hwyNE	173	1	22-*L4-S5-U	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h62		Rgt tfc to E, NE. Ctn F86 & C47 acft operg in vcnty. Taxiing on rnwys.
Chowchilla	L	0.8SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Clarksburg, Borges-Clarksburg	P	2.4NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N; hwy E	714	3	h52-L4-S1	F2	
(PC)Columbia	P	3.4NNW; hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2WSW; hwy S	45	1	15		P-line SE. Soft when wet.
" U. S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft - wet.
Compton	P	1.5SW;hwys E,W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC)Concord, Buchanan	P	1.5NW;hwys N,S	22	3	h50-BL4-S5	F3	P-line WSW.
Corcoran	P	1.3WNW; hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn - weeds.
" Baldwin	L	2.7NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2SE;RR,hwy W	205	1	29-L*13-(S1)	(F3)	Twr NNW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC) Corning	P	1.3NE; hwy W	300	1	24-B	F2	
Corona, Thursby's	L	1.3NE; RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N; hwy E	3380	2	26		E/W strip under const.
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7SW; crk NE	1418	2	30		Hill WNW. Caution - wet.
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
(P) CRESCENT CITY, Del Norte County	P	2.5 NW,ocean W	56	2	h50-BL4-S2-W	F2	
Creston	L	1.5SSW	1300	2	18		SSW blkd.
Culver City, Hughes	L	3.6 SSW, RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL2-W		
Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	
Darwin	L	0.6 W; hwy 1NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution - holes.
" University	P	2.4WSW; crk S	65	3	h37-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley Jct, Amargosa	L	0.7 W; hwys E,N	2037	1	23		Rgt tfc N.
(PC)Delano-Kern Co, #3	P	1.5SE;RR,hwy W	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1NNE;riv NW	11	1	h25-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5NE; hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5NNE; hwy W	900	1	45		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.8 NNE;hwy NW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	158	1	23-B	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
Downey	L	1.5SSE; hwy W	100	1	h39		Rgt tfc SW.
(PC)Dunsmuir, Mott, 25B, FSO-SEA	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd. winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8SE; hwy SW	275	1	16		
→ El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-BL3,4-S5-U	F4	Rft tfc SW.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N; hill W. Soft when wet.
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
" -County	P	3.6 ENE; hwy N	5	2	h22-L4-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
Fair Oaks-Phoenix	P	3.5ENE;riv E,S	270	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3 S; RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills	P	1 N; hwy E	3300	1	h33	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		Unattended.
Fontana	L	3.5NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW; ocean W	65	1	h24		
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW; rd E	2728	1	38	(F1)	Surd by mtns.
(P) Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5	F3	Rgt tfc rnwy 11.
(PC)Franklin	L	5.5 SSE; RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S,E	331	2	h71-BL4,5,6-S5-W	F4	Rgt tfc rnwys 11 & 7. Use rnwys.
" -Chandler	P	1.8 W; hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys after rain.
" Furlong	P	6.5NW;canal NE	300	1	25-S5	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32-*L	F2	Hi-voltage p-line SE end strip, unlgtd. SE blkd.
(PC)Fullerton	P	3.0 W;hwy S,N	93	1	21-BL4-S5	F3	w/caution. Entire fld clsd to hvy multi-eng acft.
Furnace Creek	L	2.0 NW	-211	1	h45		N 1200' clsd, hazard mrkd, 8450' open lgt acft day
(PC)Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gasquet	L	1 W; hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE. NW/SE strip not maintd.
Glen Ivy Hot Springs, Glen Ivy	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley	L	0.8 W; hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" MacBoyle	L	2.7 E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC)HALF MOON BAY	P	5.5 NW; hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE; hwy S	245	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W; hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N; lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW; RR W	46	3	h52-BL4-S5-U-W	F4	Rgt tfc ENE, ESE, Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR 2 E	225	1	23		

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				CALIFORNIA			
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5WSW;RR SE	1502	2	h23-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW; RRSSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		Closed
" McKim Ranch	L	5 NW; riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E; RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8SE; ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P) IMPERIAL-COUNTY	P	1 S; hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
→ Independence		0.9 N; hwy W					ABANDONED
(PC) " Inyo County	L	6 SSE; hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8ESE; hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
→ (PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S5-U	F2	
(PC)Jacumba	L	1.3 E; hwy N	2810	1	24		W end soft. Mtns. E. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
→ Joshua Tree, Giant Rock	P	14.5 NNW	2820	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE; RR N	222	1	18		
Kernville-Kern Co #13	L	2 S; riv W	2575	1	h30		Soft.
(PC)King City	P	1.5NNE; RR W	370	1	h45-*L2-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N; RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE;riv S,W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8NNE;riv S,W	25	1	h16-S5	F3	
Lake Hughes, Neenach Rch	L	11.8NW; hwy S	2975	1	19		
(PC)Lakeport, Lampson	P	4SSE; rd E	1380	1	35-S5	F2	Mtn WNW. Ruf.
LaMesa	P	4.2SE;hwy 1.2N	480	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
→ " La Presa	P	4 S; rd W	275	2	22-S5-U	F3	P-line SSE. E/W rolling. Rgt tfc ESE.
→ " Sweetwater		4.8SSW; hwy S					ABANDONED
Lancaster, Quartz Hill	P	5.2 SW	2470	3	26-*L4	F2	NW blkd. P-line W, SW. Soft in spots.
" Sterks Ranch	L	2.6 ENE;hwy S	2361	2	21		P-line W. Soft in spots.
" Waldrip	L	2 NNE; RR W	2335	1	19		
(PC)Lemoore	L	9 SW; hwy N	245	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Kleinhammer	L	1.2 N; hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8SW;hwy NW	2350	3	31-*L4-(S1)		Soft. Weeds on N/S strip.
(PC)Lincoln	L	3.6WNW;hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5SE;hwy 1.5W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5NW; hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6SSE; RR W	65	1	18		N, S blkd. Caution-weeds.
" -Sky Ranch	P	1.2WNW;hwy NE	448	2	40-B*L4-S5	F3	NE blkd.
Lodi	P	4.5SW; hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N; hwy E	54	1	30	F2	P-lines E, W.
(PC)Lompoc	P	0.6N; riv 1 N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mal avail - use with caution.
Lone Pine	P	0.8 S; hwy W	3700	2	26-S5	F2	NW blkd. Mal rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W, N 800' rnwy 16L perm clsd.
(P)LOS ANGELES, Intn'l	P	9.5 SW; RR E	126	3	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
(PC)Los Banos	P	1.2 W;hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S; hwy 1.5W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills Kern Co. #9	L	0.6 NE;hwys S,W	285	1	h63		
" Blackwells Corner	L	10.5W; hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
(PC)Madera	P	3.5WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa, Sunset	L	3.1 NE; RR SW	520	3	21-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5WNW; rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
→ (P)MARYSVILLE, YUBA CO.	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW;hwy 1 NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE;riv W	40	1	14		Cattle on field.
Middletown, Larry's	L	2.5WNW;hwy SW	1200	1	17		Rolling. Hill NW.
Midland	L	1 S; RR NE	940	2	18		Rgt tfc to NW.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F3	
Montague	P	1 W; hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE; RR W	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)MONTEREY PENINSULA	P	3.4ESE;bay NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	17		P-line across W end. Lnd W on 450' extn.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N; RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1ENE; rd S	1137	1	22		P-line E.
(PC)Napa, County	P	5.5 S; RR E, S	36	2	h53-BL4-S5	F3	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				CALIFORNIA			
Napa Stewart	L	2 S; hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1SSE; riv S	8	2	23-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5S; hwy E	990	2	h58-BL4-W		91,100 oct avail emerg.
" Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW;rds S,E	3060	2	26-(S5)	(80)	No storage. NW blkd. Rolling. Soft-wet.
New Cuyama	L	0.4 S; hwy N	2225	1	40		
North Sacramento-City	L	1.2 N; RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	P	2.6NNE;RR W	1	2	30-(S3)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8ESE; RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE, SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S; hwy 2 NE	5	3	h62-BL4,7-S5-W	F4	Channel clsd to seaplanes, vessels moored in channel. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE;riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ojai, Henderson	L	3.5WSW;RR E	600	1	18-(S3)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E; hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW; riv W	8000	2	29		Clsd winters. FEE. Lnd, take-off S on N/S strip.
" Grant's	P	1.8 SSE;hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8WSW;riv E	8000	1	25		
" Tunnel USFS	L	16.5WNW;riv S	9100	1	18		Land and take-off to SW.
(NG)ONTARIO-International	P	1.5E; RR N,S	952	2	h70-BL4-6-S5-W	F4	Rgt tfc rnwys 3,7
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No storage. SW corner used by farmers.
" Kirkwood	L	4.8NE; RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W; riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW; hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Oxnard, Broome Ranch	L	8 SE	15	1	10	F4	Ctn-ditch and p-line parallel SSE strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W; hwy E	43	2	h45-BL4-S5-W	F4	Ctn-hi performance jet acft operg in ctl zone.
(P)PALMDALE. Air Force Plant 42	Airport now Air Force Installation.						
→ Palm Desert	L	1.2 NW;hwy SW	215	2	30	F1	W blkd. E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5E;dry riv NE	448	2	h70-BL4-S5-U	F4	Rgt tfc N and NW.
(PC)Palo Alto	P	2 ENE; bay 1 E	2	1	h25-S5	F2	Ant. SSE; p-line S, WNW.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5NE;hwy 1.5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W; rd S	168	1	26-*L4-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma-Sky Ranch	P	2.3 NE; rd NW	78	1	h21-*L1-S5-U	F2	
(PC)Pismo Beach-San Luis Obispo Co.	P	2.7 SSE;RR E	14	1	h23-S1	F1	
(PC) Pixley	L	1.2 SW; hwy E	260	1	h20-(S1)		
Placerville, El Dorado Co.	L	1.5ESE;hwy 1 N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	64	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW; hwy S	1850	1	40		Use strip. P-line each end - ruf, E end soft.
(PC)Point Arena-Hotel	L	2 NW; hwy E	80	1	13		Ruf.
Pomona Brackett	P	3 NW;hwys N, E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW; hwy 1 N	444	2	h60-BL4-S3-U	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Gansner	P	0.5 N; hwy W	3415	1	h31-*L4-S1	F2	Surd by mtns, Tfc pat N.
(PC)Ramona	P	2.6WSW;hwy SE	1393	1	h40-L4-S1	F2	
Ravendale	L	0.2 N; RR SW	5300	2	37		Slippery when wet. Cattle on fld.
→ (P)RED BLUFF, Bidwell	P	1.7SSW; crk N,S	354	2	h40-BL4-S5-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE; rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S. Ruf.
" Sky Ranch	P	5 S; canal E, N	486	2	29-S5	F2	
Redlands, Flying Inn-Redlands	L	3 NE; RR E	1574	1	26-L4-S3	F2	Rgt tfc E. Lgts on req after 2400. Rolling.
Reedley, Great Western	P	5 N; RR W	381	1	22	F2	Rolling. Rgt tfc N, avoid flgt over school.
Rialto, Miro-Fontana	L	2.5NW; crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE.
" Morrow	P	1.8 S; hwy S	1100	1	h32-S5	F2	P-line ENE, WSW. Clsd Sundays - races.
Richvale	L	1.5 WNW; RR E	112	1	25		
" LaMalfa	L	3 ENE; hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5SSW; hwy E	2300	2	26-S1	F3	P-line ENE.
Riverside, FlaBob	P	2.3WNW;riv SE	760	2	37-L1-S5	F4	2000' pavement avail.
Riverside	P	4.5WSW; RR W	790	2	46-*L4-S5	87	FEE for lgts. Rolling. Bcn on req.
Robbins, Lampson's	L	0.4 W; hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N; rd S	450	1	h18		Use rnwys.
Rosamond	L	2.5 WNW	2415	1	26-S3	F2	No storage.
" White oaks	L	19 WNW	4100	1	36		Mtns N.
Rutherford Inglenook Rch	L	1.5WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5SSW; RR W	21	3	h60-BL4,6-S5-W	F4	
" Capitol Sky Park	P	3.5WNW;RR N	15	1	30-S5	F2	Use strip.
→ " Jensen	P	4SSW; RR W	20	1	17-S5	F3	Rgt tfc S. Unlgtd ant. N. Soft-wet. S blkd.
" Sky Ranch	P	4.6SSE;hwy E	26	2	23-S5	F2	P-line S, NE.

h-paved rnwys. B-rotating lgt, L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(P)SALINAS	P	2.8 ESE; RRSW	84	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras	P	0.5 SE	1200	1	h20-*L4-S3	F2	No storage.
" #2	P	5.6NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7NNW;RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
" Tri-City	P	3.3 SSE; riv N	1040	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E, S. 2700' of E/W strip lgtd.
San Carlos-San Mateo Co	P	1 NNE	6	2	h25-S4	F2	8'levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W; bays S,W	15	2	h87-BL4-S5-W	F4	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY.
(PC) " Montgomery	P	7 NNE; hwy W	423	2	h34-BL4-S5-U	F2	Rgt tfc rnwys 5, 10.
" Pike's	P	4.8WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
→(PC) " San Diego County (Gillespie)	P	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F2	Rgt tfc ESE.
San Fernando	P	1.5 E; hwy 1 SW	1168	1	24-S1	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE; RR SW	1033	2	38	F4	P-lines NNE, SSW. Rgt Tfc NNE.
(P)SAN FRANCISCO INTNL	P	9 SSE; bay E	11	4	h89-BL4,6,7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley	L	15.3 NE; rd S	630	1	25		Rd crosses strip. Tfc pat. NE. Surd by mtns. Cattle on fld.
San Jose	P	3.4 E; rd W	114	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW; RR SW	62	1	h45-BL4-S5-U	F4	
" Reid's Hillview	P	4 E; rd NW,SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo, Calif. State Polytechnic College	L	1.9 N; RR SW	342	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
(PC) " COUNTY	P	3 SSE; hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Valley	P	1 W; RR N	550	2	20-S1	F2	Rgt tfc N. Caution weeds on strip.
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S; hwy N	54	1	h48-BL4-S5-W	F3	
(P)SANTA BARBARA	P	8.1 W; RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Sky Park	P	5.3 N; hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
Santa Maria, Hancock	P	1.1SE; RR N	236	3	h33	F4	P-lines W, NW, SW. Rgt tfc E, ESE. 3800' strip avail. NW/SE strips not maintd. NE/SW strip clsd.
" Machado	P	2.2 N; riv N	230	1	27	F2	W blkd.
(PC)SANTA MARIA-PUBLIC	P	4.2 SSW; hwy E	259	2	h57-BL4-S3-U-W	F3	
(P)Santa Monica	P	2.6 ESE; rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3. Rnwy 4-22 perm clsd.
Santa Paula	P	0.8 S; riv S	240	2	21-*L4-S5	F2	Rgt tfc to S. 91 oct avail on req.
Santa Rosa	L	2.8NNW;hwyE	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW; RR I E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	P	0.5 S; RR N	965	1	18-S1	F1	W blkd; hills S, E; Rgt tfc N. Ctn-weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	
" Crawford	L	4.1ESE; hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8ESE; rds E,N	2150	1	53		1800' SSE end strip unusable winter mos-mrkd. Unattended.
Selma	L	2.3 E; rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E; RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W; ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S; hwy W	1580	1	23		Mtns N. Rgt tfc N.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE; lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Solemint, 6 S Ranch	P	1 WNW; hwy S	1349	1	h26-S1	F2	E, W blkd. Clsd Suns - auto races.
(PC)Sonora, Columbia	SEE: Columbia, Columbia Airport						
South Belridge, Belridge	L	0.6 NNW;hwyE	575	1	38		
(P)STOCKTON	P	4 SSE; hwy E	28	3	h48-BL4,6-S5-W	F4	
" Oranges Bros.	P	5 N; RR E	23	1	h20-L4-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	1	19	F1	Unattended. E end E/W strip ruf.
Stratford, Jones Farms	L	1.1NW; RR NE	200	1	16		
" Newton	L	2.7SSW;hwyNW	190	1	h22-U		P-line NNW.
" Rowan	L	1.7SE	200	1	19		
" Schwartz Farms	L	2.0 SE	195	1	25		
" Westlake Farms	L	6.1SW; hwy W	200	1	15		
Strathmore, Trauger	P	1.1NNE; RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunset Beach	P	2.0 E; ocean S	30	2	19-S5	F2	6' fence end rnwy 24. P-line WSW.
Susanville	P	6.5SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft-Kern Co. #2	P	0.6 E; RR S	873	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip 7R-25L.
Tehachapi-Kern Co. #4	L	0.8 NE; RR S	3952	1	h45-(S1)	(F1)	
→(P)Thermal	P	1.8SW; hwy W	-117	2	h50-BL4-S5-W	F3	Use rnwys.
Three Rivers	L	2.2NNE;rivS,W	850	1	20		SSE blkd. Soft when wet.
(PC)Torrance	P	3 SW; hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NE, NW.
(PC)Tracy	P	3.5SSW; RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5ESE; riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1ESE; RR S	164	1	27		SSE blkd. Soft when wet.
(PC)Trinity Center	L	0.4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE; dry lk S	1716	1	60-B*L2		Rolling.
Tulare	P	3.7SSE; hwy W	270	1	21-S1	F2	
Tulare Moore's	L	2.2NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE; hwy SW	4048	1	35		
Turlock	L	4WSW;RR SW	78	1	20		Edges soft.
" -Municipal	L	9 E; hwy N, W	160	1	h33-S1	F2	
" Roe		7.8 S; riv S					ABANDONED
Twentynine Palms, Cones	P	1.5ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
(P)UKIAH	P	1.5S; RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N. Rnwy rstd to acft in excess 24,000 lbs.
Upper Lake, Gravelly Valley USFS	L	20 N; lk I S	1900	2	44		NNE blkd; hills WNW. Deer on fld. Clsd Nov-Mar. Land NNE, WNW; take-off SSW, ENE.
" Polk	L	0.6SE;hwysN,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8NE;hwy NW	65	1	23	(F2)	
Valley Center, Schafer's	L	4 E; riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7SE; RR NE	13	1	h24	F3	Rgt tfc SE.
Vidal	L	1 SE; hwy SW	590	1	29		Emergency only.
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwys.
(PC)VISALIA	P	5 W; RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8WNW; RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7NNW;riv S	320	1	20		CLOSED.
" Dinuba	L	8.5NNW;RR I NE	310	1	h25		
→ Walnut Grove	P	2.4SW;riv W	SL	1	26	F2	P-line E.
Warm Springs	L	2.3SSE; RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4W; hwy N	2875	1	35		
Wasco-Kern County #5	L	2 NNW; rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6NW; hwy S	160	2	h45-*L4-S5-W	F2	Bcn prior req.
Weaverville	L	1 SSE; hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.6NW;Sea adj	-152	2	51		CLOSED, except on ofl bus.
Westwood	L	1.5 W; hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2NNW;hwyW	546	1	24		SSE blkd.
Williams, Dalton	P	1.5NE; RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3ENE; rd S	1356	1	18	(F2)	P-line W. Slippery when wet. Rgt tfc strip 25.
Willows, Nolta's	L	4 N; hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S; RR W	90	1	20		Soft when wet.
" Glenn County	P	1.3WSW; hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5ENE; hwy W	98	1	h60		
Woodland	L	3 SE; rd S, W	30	2	27		Soft when wet.
" Watts	P	5.5 W; hwy E	121	2	h27-*L1-S5	F2	P-line ESE. 3400' strip avail.
(PC)Yuba City, Sutter County	P	0.6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W; hwys SW	2350	2	22		P-line WSW.
NEW AIRPORTS (or airports out of alphabetical order)							
Upland Cable-Claremont	P	1.8 ENE;hwy S	1450	3	h21-*L4-S5	F3	ENE blkd. 3350' strip avail. Bcn on request.
→ Vacaville, Nut Tree	P	1 NE	112	!	h19-U	F2	Rgt tfc rnwy 19
(NG)Van Nuys	P	4 NW	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rft tfc rnwys 26, 34.
COLORADO							
Akron, Ward	P	0.7 N	4600	1	28-*L4-S1	F2	P-line S, E.
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E. Ruf
(PC) ALAMOSA	P	2S; riv 1.5NE	7535	2	h59-BL4-S1-W	F3	Unlgtd 1120' overrun
"Kramer	P	3 WNW; RR N	7550	2	52-*L4-S5	F2	NE blkd. Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Bianca	L	2.7SSW;hwy 1.5N	7730	3	58		S blkd.
Boulder	P	3ENE;bet RRs	5350	4	42-BL4-S5-U	F2	
Brush	L	2.7ENE;hwys W	4280	3	35	F1	S, SSE, W blkd. Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5W; RR S	4160	4	38-S1	F1	S, SE blkd; p-lines N, NE, NW.
Calhan	L	0.6ESE;hwy N	6500	1	22		Use at own risk. Ctn-ditch S. Cattle-fld.
(PC) Canon City, Fremont County	L	6.9 E; hwy N	5436	2	h54		
Center	L	65WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd. Ruf. Soft when wet.
(AF)Colorado Sprgs. PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
" Pine Valley		9.2N;bet RR,hwy					CLOSED
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC) Craig	P	2 SE; riv N	6197	1	56-L2-S5	F3	Caution-ditch. Use strip.
Creede	L	2SSE;hwy NW	8700	2	50		P-line NE. Use strips.
Crested Butte	L	0.8 SE	8800	1	27		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Del Norte	L	2.5N	7900	3	60		Hills SW, W. Ravine S. N/S Strip rolling
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
(PC) Delta, Starr Nelson	L	4 E; RR N	5200	4	56-*L1		
Denver, Ruston Hgts.	P	10NNW; hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E; RR S	5478	3	41-L4-S5	F3	Rgt tfc strips 26, 30, 36. Ditch W.
(P) "STAPLETON	P	5 ENE; RR N	5331	5	H100-BL4-7-S5-W	F4	Rgt tfc rnwys 35, 26L, 26R, 30, 21. Rdo rcvr rqrd. Land W numeral 26L. Acft avoid flgt vcnty jail ictd 4000' NE apch end rnwy 21.
Dove Creek	L	0.6 E; hwy W	7000	1	44	(F1)	P-line SW.
(PC) Durango-LaPLATA	P	10.6SE; riv NW	6684	1	h56-BL4-S5	F4	SW end soft, ruf.
Eads	L	1.3WSW; RR N	4250	2	35		Ruf. Emerg only.
" Freeman	L	10 SSE; hwy W	3950	4	35		P-lines S, SSW, W, NNW.
Eagle, 76, LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Eaton-Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E; dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE; riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S; hwy N	4975	3	40-*L4-(S3)	(F1)	E, SE blkd.
(PC) Ft. Collins, Christman	P	4 WNW	5160	2	h40-BL2-S5	F3	Use strips.
Ft. Morgan, Young	P	6.0 N	4550	3	52-L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6.0 N; riv E	8000	1	68		Surd by mtns. Peake either side S apch. Ctn-holes.
Glenwood Springs	L	2S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd. Cattle on fld.
(PC) Granby	L	1 ENE; RR S	8203	1	40		
(P) GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC) Greeley	P	3.5 E; rd S	4645	3	50-BL4-S5	F2	Keep alert for dusters during summer months.
(PC) GUNNISON-County	P	1.2 SSW; RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6, 17.
" Quarter Circle	L	29.8 SSE	9300	1	37		Closed winters.
"Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE; riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld. Ruf, Emergency only.
(PC) Hugo	L	1.5 NW; hwy W	5128	3	40		
Julesburg	P	2.4 SW; RR N	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	L	10.0 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW; hwy S	4290	3	35		Cattle on fld. Use strips.
(PC) Kremmling	L	0.9 E; hwy N	7411	1	h55		
(P) LA JUNTA	P	4.5 NNE; hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW; riv 1 N	3673	3	42-BL2-S3	F1	N blkd; p-lines SW, W. Ruf.
Las Animas	L	1.4 S; hwy N	3900	1	26		P-line W.
← Limon	L	1.4 NE; hwy S	5365	2	42-*L4		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5616	1	26-*L	F1	N blkd. Rolling. Land, take-off N.
(PC) Longmont	L	2.9 W; hwy S	5047	3	44-B*L4-S5-U		
(PC) Loveland	P	2 WNW; hwy S	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E; riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E; hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista, SAN LUIS VALLEY	P	6 E; hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC) MONTROSE COUNTY	P	1.5NNW; hwy SW	5758	2	h56-BL4-S5	F1	P-line SW. NE/SW Strip soft when wet.
Norwood	L	3 NE; riv E	7000	1	27	(F1)	Rolling. Unattended.
Nucla	P	2.3 SSW; riv 1 S	5910	2	50-(S1)	(F1)	
Ordway - #1	L	0.9 S; RR N	4300	3	39		Poor drainage, dangerous.
(PC) "- #2	L	6.4 SE	4367	3	h60		Unusable-weeds.
Ovid, Woodham	L	2.1 E; RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW; RR NW	6000	1	30-S1		Soft when wet.
(P) Pueblo Memorial	P	7 ENE; hwy S	4725	2	h85-BL4-S3-W	F4	
Rangeley, California	L	5 WNW; hwy S	5500	1	44		
" - Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE. S blkd.
Rifle	P	3.3 E; riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8SSW; canal N	4370	2	28		P-lines NW; hill SE.
Saguache	L	2 WNW; hwy NE	7700	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W; RR S	7484	1	38-(S5)	(F1)	Ruf. Steep grade on W.
San Acacio, Lyckman Ranch	L	5.3 SW; hwy N	7710	4	74	F1	Soft, ruf.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N; hwy W	4410	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	25 NW; hwy NE	6920	2	34		Unsafe when wet.
(PC) Sterling-Logan County	P	2.8 W; RR S	4037	2	h47-S5	F3	P-line NE. Ditch S.
Stratton		1.3 NE; hwy S					ABANDONED
(P) TRINIDAD	P	10.5ENE; riv NW	5761	2	h55-BL4-S3-W	F3	Use runways.
" Newcombs Ranch	L	20 E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U. S. Vanadium	L	2.9 NE	5850	2	52-L1-S3	F2	Soft-wet. Rolling. Unattended.
Vernon, Dickson	L	5.0 SW	3950	1	45	F1	P-lines S.
(PC) Walden-Jackson County	L	1.5NNE; hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable. Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 N; RR, hwy S	3950	3	29-(S1)	(F1)	P-line SE, S. Ruf.
Watkins, Craig	L	6.2 W; hwy S	5500	2	26		S blkd; p-line W. Rolling.
← " East Colfax	P	2.7WSW; hwy N	5650	3	30	F2	P-lines N, NW. Ruf.
Wray	P	1.2 NNW; hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S. Emergency only.
Yuma	P	1.4 SSE; hwy N	4150	3	34-S1	F1	SE, S, SW blkd; p-line NW. Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
CONNECTICUT							
Ansonia	L	1.6 ENE	440	1	18-(S5)	(F2)	
← Bethany	P	1.3 N	680	1	28-*L2-S3-U	F1	500' N end slopes sharply.
(P) BRIDGEPORT	P	3.5ESE; hwy 1N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj NE.
(PC) Danbury	P	2.5SW; RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E. Hartford, Rentschler	P	1.5SSE	45	4	h58-L4-S5	F4	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
(PC) GROTON, Trumbull	P	2.8SE; RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
(PC) Hartford, Brainard	P	2.8SE; riv E	18	3	h47-BL2,3,4-S5-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall. FEE Rnwy 15-33 permclsd.
Madison, Griswold	P	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	P	2.4SW; RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC) NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
New Milford, Candlelgt Farms	P	3.0 W	650	1	21	F1	
Pachaug	L	1.4 E	204	1	25-*L4-S3	71	
Plainville, Robertson	L	2.5N; RR E	200	1	21-*L4-S5	F1	
Simsbury	P	2.6NNE; RR W	210	2	18-S5-U	F3	
S. Woodstock, De Florez	L	1.2SSE; hwy W	485	2	18-S3	F1	No storage
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7NNW; RR 1E	843	2	20-S3	F1	
Waterford, New London	P	1.7N; hwy N	60	2	19-*L4-S5-U	F3	SE blkd. Ridge NW.
(PC) WILLIMANTIC, Windham	P	2.7NE; hwy SE	244	3	h43-S3-U	F2	Dike NE.
(NG) WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4,5,6S-W	F4	2-way rdo rqrd unless prior authorization rcvd
NEW AIRPORTS (or airports out of alphabetical order)							
DELAWARE							
Bridgeville	L	1.7SE; hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	L	2.2 N	37	3	24		P-line SW.
(PC) Georgetown, Sussex Co.	L	1.5SE; RR N, E	51	2	h50-U		Fuel emergency only.
Hartley, Lasch	L	0.8WNW; rd NE	70	1	15		SE blkd.
Laurel	L	1.5SW; hwy S	30	3	21		Unattended.
Milford	P	1.1NNW; hwy E	35	2	24-*L4-S5	F3	ESE blkd.
" Biggs	L	1 NW; RR E	60	3	21		SE blkd. P-line NE. Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W; hwy N	28	4	38-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E; riv N	20	1	18-*L		
" Ewing	L	3 SSE; hwy E	50	1	16		
" Lakeside	L	1 S; hwy E	45	1	18		S blkd. twr, Philadelphia rdo only.
Wilmington, Du Pont	P	3 WNW; hwy S	185	2	29-BL2, 4-S5-U	F2	SSW blkd. Lgts to 2300 prior req ctc NewcastleCo.
AF, NG) " NEW CASTLE CO:	P	4.8SSW; hwy SE	79	4	h71-BL4, 6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W; rd SE	45	1	21-S3	F1	WNW blkd; p-line ESE. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
← New Castle, Piasecki	P	1.5 W; hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip, soft-wet. Rgt tfc NE.
DIST. OF COLUMBIA							
AF, NG) WASHINGTON NATIONAL	P	2.2S of Monument	16	3	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd. FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. Rnwy 9-27 perm clsd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Allenhurst, Haulover Canal	L	0.5 N; hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE; rd S	3	1	19		S blkd. Sandy.
(PC)Apalachicola	P	2 W; bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE; rd W	60	4	33		
Atlantic Beach, Bull	P	1 NW; ocean E	15	1	20-S5	F1	
Avon Park	L	1.5 W; hwy N	156	4	h40-S1	F1	P-line NW. Use rnwys.
(P)Bartow	L	5.5 NE; RR NW	124	3	h50-B*L4		AF primary contr school. Intensive student trng within 20 mi radius 0700-2400. Mon-Fri. No ATC interphone. CLOSED CIVIL ACFT.
Belle Glade- State	P	1 NNE; hwy W	17	2	24-S5	F1	W blkd. Soft when wet.
Bradenton	P	1 SW; hwy E	22	2	34-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW; RR E	70	3	h70-S5	F1	Use runways.
(PC)Bunnell	L	3.5 E; lk SW	34	4	h50		Cattle on fld. Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W; hwy 1S	20	1	h40		Use rnwy.
(PC) Cedar Key, Lewis	L	1W; gulf W	7	1	h24		Tower S. Use rnwy. Unattended.
Chipley	L	1.8 SE; RR N	166	2	26,		S blkd.
Clearwater	P	2.5 NE	73	3	30- S5	F3	
→(PC)Clewiston, Airglades State	P	7.6 W; hwy N	20	2	h30		Use rnwy.
→ Cocoa (Merritt Island)	P	2.1 ESE; riv E	4	1	31-BL4-S5	F1	
Crestview	L	2.5 N; RR E	274	1	33-BL2-(S3)-W	(F1)	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE; hwy W	7	1	30		
(P) DAYTONA BEACH	P	2.8 SW; hwy N	34	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	L	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW; hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW; bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4.0 S; riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW; RR SE	14	4	h40		Caution-not maintained. Use rnwys.
→ " Bradley	P	2.8 N; RR W	9	1	h26-S5-U	F4	
(PC) " BROWARD CO. INTNL.	P	3.7 SSW; RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY. Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE; RR E	19	3	27-B-S5	F1	N, NW blkd; p-line W. Caution-wet.
(PC) " St. Lucie County	P	3.5 NW; RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F3	Use rnwys.
" Stengel	P	4 WSW; lk E,W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds. P-line N.
High Springs, Sky Road Inn	P	5.0 N	90	1	21	F1	
Hollywood		1 S; RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	9	4	h32-*L1-S5	F4	Use rnwys.
(PC)Holopaw	L	2.2 E; hwy S	70	1	26		
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
→ Immokalee, 13, TPA-MIA	P	1.3ENE; RR W	20	3	h50-BL2,4	(F3)	Unattended.
(P)Jacksonville, Craig	P	9.0 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(PC) " Herlong	P	9.0 SW; hwy NW	87	4	h40-S3	F1	perm clsd.
→(NG) " IMESON	P	6.3 N; RR W	52	3	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Rnwy 18L-36R
" Mile Branch	P	11 SW	62	2	18-S5	F1	Cattle on fld.
(PC)Keystone Hgts, Keystone	P	4.5 NNW;RR W	196	3	h50-S3	F2	Use rnwys. xcpt 9-27 clsd.
→(P)KEY WEST, International	P	2.3 E; ocean S	4	1	h48-B*L-S3	F4	ARPT OF ENTRY. FEE. Use rnwys. All rnwys,
→(PC)Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	Rgt tfc rnwys 15, 24, 27.Use rnwys. Cattle on fld.
Labelle Mun	L	1.0 S	18	2	24		P-line N. Unattended. NE/SW unusable.
(PC)Lake City	P	3.7 ESE;hwy N	202	4	h68-S3	F1	Use rnwys.
→(PC)LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of T-28 or T-34 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F3	Rnwy lgts not avail after 2400.
→(PC)Lake Wales	P	2.3 WSW;RR N	125	2	h40-*L2-S5-U	F3	Int. mil student trng 0700-1730 Mon-Fri. Rgt tfc rnwy 17.
(PC)Leesburg	P	4 ENE;lkSE, NW	67	2	h50-BL2-S5		Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80-S3	F1	
(P)MARIANNA, Graham Airbase	P	5.0 NE;hwy E	113	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo rqrd. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW;RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
→ Miami, Brown's	P	9.7 SW; RR W	10	1	26-S5	F3	Acft higher than 600 hp prohibited.
(AF)"-INTERNATIONAL	P	5.0 NW;canal NE	9	4	h94-BL4,5,6-S5-W	F4	ARPT. OF ENTRY. FEE. 2-way rdo rqrd. FOR. CLEAR. BASE. Non-sked exec & pvt acft use 20th St. term. ramp. No storage. Use rnwys.
" Tamiami	P	9.0W;canal N,W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S, W, blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Minneola, Kerlin	L	0.5 NE;hwy W	100	2	16		Unattended.
Mount Pleasant	P	1.0 W	301	1	22	F1	
(PC)Naples-America	P	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys. Rnwy lgts prior req after 2400.
(PC)New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F3	35' antenna 300' NW end Rnwy 11. Use Rnwys.
(PC)Okeechobee-County	L	2.5 NW; RR S,E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF)ORLANDO	P	2.5 E; lk S	115	5	h55-BL4, 6-S5-W	F4	Rnwy 10L-28R perm clsd.
" Hoequist	P	3.8 SW; lk NW	90	2	20-S5	F1	E blkd.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC)Palatka, Larkin	P	3 NW; RR N,S	56	4	h50-BL4-S1	F4	Use rnwys.
Panama City, City Air Park		3.5 NNE;hwy E					ABANDONED
(PC)" FANNIN	P	3 NNW;bay NW	14	2	h49-BL4-S5-W	F4	Use rnwys. Unattended 2300-0600C.
→ " Skyland	P	0.2 W; RR N, E	32	1	19-S5	F2	P-lines N,S. N end soft. Rft tfc S.
(P)PENSACOLA	P	4 NNE;bay E	121	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC) Perry-Foley	P	3.2S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC)Plant City	L	2.5SW; RR SE	154	1	19		Washes near edges of rnwy. Use rnwy.
"Robinson	P	1.5 WSW;RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-BL4-S5-U	F4	Use rnwys.
(PC)Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-(S1)	(F1)	Use rnwys.
Quincy	P	2 NE; hwy S	226	2	35-S1	F1	SW blkd.
(PC)St. Augustine-Fairchild St. Augustine	P	2 NE; hwy S	10	3	h50	F3	E/W rnwy clsd. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC) " PINELLAS CO. INTNL,	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG)St. Petersburg, Whitted	P	2.5E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd. Slippery when wet. Use rnwys.
→ Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC)"-BRADENTON	P	3.5NNW; RR E	24	4	h50-BL4,6-S5-W	F4	N/S rnwy emerg use only.
(PC)Sebring Air Terminal	P	6.5ESE;RR2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
Starke, Conway	L	0.3 W; RR E	167	1	20		NNE, WSW blkd.
(PC)Stuart, Witham	P	1.5SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
Tallahassee	P	9NNW; riv NW	250	2	26-S3	F1	Surrounded by trees.
(P)" DALE MABRY	P	3 W; RR S	70	3	h52-BL4, -6-S5-W	F4	Rnwy 9-27 clsd ngts. Use rnwys.
(PC)Tampa, Hillsborough Co.	L	7 NNE;riv 15 S	67	3	h50		CLOSED-LEGALLY, Cattle on fld.
" Knight	P	3.7 S; bay S	8	4	h40-BL2-S5-U	F3	Use rnwys.
(P)"- INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5,6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-lndg N, NW; hwy tfc S.
Tarpon Springs	L	2WNW; gulf W	12	2	20		INACTIVE.
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC)Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnwys.
(P)VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P)West Palm Beach, Palm Beach County Park	P	7.5 SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys.
(PC)Williston	L	2.2SSW; lk SW	70	2	h70		Use rnwys.
→ Winter Haven, Gilbert	L	3.5 NNW;hwy N	135	2	h40		0700-1730 concentrated flying T-34 acft engaged in student trng. Rgt tfc rnwy 29. Ctn-entering active rnwy. Hard-surfaced parking area for mil acft only.
(PC) Zephyrhills	P	1.5 ESE;RRNW	92	3	h55-*L-S1	F1	Bcn prior req/circling. Use rnwys.
		NEW AIRPORTS			(or airports out of alphabetical order)		
Clewiston, Sugarland	P	1.0 SW	18	3	30-S3	F1	P-line N, NE, SW- trees NW.
Longwood, Slade	P	2 mi W	110	1	26-S5	F1	P-line S.
					GEORGIA		
Adel, Cook County	L	1.3W;hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P)ALBANY	P	4 SW;hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys. P-line W. E/W rnwy clsd ngts air carriers.
" Pine Knoll Lodge	L	11.5WSW;RR S	196	2	30		SW blkd.
(P)Alma, 43, MIA-ATL	P	2.5W;RR N	200	2	43-BL4		P-line NW
(PC)Americus, Souther	P	4NE;RR W	470	2	52-S5	F1	No sto, Slick-wet. Ctn-hangar in E/W strip.
(PC)ATHENS	P	3.5E	807	2	h40-B*L4-S5-W	F2	Use rnwys.
(P)ATLANTA	P	8S;RR N	1024	5	h78-BL4, 6, 7-S5-W	F4	FEE. Clsd HB. VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3W;riv NW	820	3	h44-BL4-S5	F3	
(P)AUGUSTA, Bush	P	7.5SSE;riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W;RR S	424	3	h41-BL4-S3-U	F4	Embank. W. Use rnwys. N/S rnwy clsd.
(P)Bainbridge	L	6.5NNW;hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy. Clsd wk ends, holidays xcpt prior approval.
(PC) " Commodore Decatur	L	2 WNW;hwy ENE	103	2	h40-BL4		Use rnwys.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Blakely, Early County	L	2 SSE;hwys NE	260	2	20		Soft when wet.
(PC)Brunswick	P	2 NNE;RR W	14	2	h23-B*L4	F1	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC)Butler, 14, TLH-ATL	P	0.5 NW;RR S	667	2	32-BL2		S blkd: p-line SW.
(PC)Cairo-Grady County	L	3.3 ENE;hwy S	263	2	21		Road WNW, S, N;p-lines WNW, S;house N. Ruf.
(PC)Camilla	L	2.2WSW;hwy N	180	2	30		E blkd. Use center of strips.
(PC)Carrollton	L	2.3 NE;hwy E	1049	1	23-L4	F1	P-line NE. Trees SW.
Cedartown, Waters	L	1.2 W;hwy E	798	2	26		P-line E. Soft when wet.
Chipley, Gardens	P	2.0S	904	1	31	(F1)	
Cochran	P	5NE;riv E	324	2	21-B*L2, 4-S5	F1	
(P)Columbus	P	1.5SSE;riv S	240	2	47-S5	F1	SE blkd. Rgt tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE;RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys. Caution-due unlgtd trees in apch area.
Commerce	L	1.8E;hwy S	910	2	14-(S1)	(F1)	Lgt acft only - rolling, to rnwy 5, approx 1000' of rnwy unusable.
Conyers	L	1S;hwy E	750	1	20		P-line N. Ruf.
(PC)Cordele	L	1.8NNE;RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW;RRs E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence endgof strips. Cattle on fld.
Dahlonega, Wimpy's	L	4NNW;lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7ESE;riv NE	700	2	21		INACTIVE.
" Mountain View	P	2NW;hwy E, N	867	2	19	F1	ESE/WNW rnwy clsd.
(PC)Darien, Edenfield	L	3.5 N;hwy NE	30	1	30		
Dawson, Terrell County	L	2.5SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC)Douglas, S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-S5	F1	Use rnwys-holes adjacent.
Dublin Arpk	P	3.0 S	300	2	20-B-S3	F1	
Ellaville, Gill's	L	1.E;hwy N	565	1	16		INACTIVE. N blkd. Land from S to N, take-off from N to S.
Fitzgerald	L	2 SSW;RR W, E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W, E	1277	2	BL4, 6	F3	Use rnwys.
Griffin-Spalding	P	1.5S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW; Hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S1-W	F1	
Lithonia, Gunn	P	3.3 WNW;hwy S	960	1	h21-S3	F1	Hill W. Rolling.
Louisville, Port Maybe	L	4N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4, 6-33-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E, W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd, P-line NE. Do not lnd SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SE strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd, P-line NW. Soft, slick-wet. No sto.
" Parkaire	P	7.7 E	1100	2	23-S1	F3	
Milledgeville	L	1.5 NW; RR SW	360	2	25		Unattended. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E; RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E, W	287	3	h43-L4-S1-W	F1	Clear Jr. bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-BL4		AF basic contr. school-student trng 25 mi radius. Lmtd svcg. facs trans mil acft 0800-1700 Mon-Fri. 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd. No storage.
(NG) " TRAVIS (Chatham)	P	7.5 NW;RR E	50	3	h34-BL4, 6-S5-W	F4	Use rnwys. Rnwy 14-32 closed.
Smithville, N. Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W strip clsd-p-line W, end.
(PC)S. Newport, Harris Neck	L	8.E;riv N	22	3	h53		Use rnwys. Stock on field.
(PC)Statesboro	L	3.8 NE;hwy W	182	3	h53		S blkd: twr W. Use rnwys.
Stockbridge, Belleh	L	4.ENE;dam SE	750	aw	21		Unattended.
				1			
" Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE. Ruf.
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL4	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, Le Tourneau	L	2.5 NE;RR W	950	2	46-BL2-(S1)-U	(F4)	E, NNE blkd;p-line SSW. UNICOM-req. Servcg, fuel on call.
(P)VALDOSTA	P	3.7S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys.
(PC) Vidalia	P	3.2 SE; RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19	F1	Rolling.
Wadley, Foster	L	3.0 E	250	1	30		
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5NW;RR 1.5 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE; RR S	943	2	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
IDAHO							
Aberdeen	L	2.7SW, canal E	4460	2	26		Soft when wet.
American Falls	L	2Nb;rdc NW	4404	1	38		Ctn-weeds. ridge of dirt SE edge
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2SW;hwyNNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1WNW;rivNE	5300	2	50		Soft when wet
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle on field. Soft when wet.
Ashton, Anderson	L	5.8 ESE;rivN	5520	1	22		Ruf. Soft when wet.
AtomicCity, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle on field. Soft when wet.
" Cox's Well	L	26.6SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle on field. Soft when wet
" Midway	L	0.7N;hwy SW	5000	2	h21		500' extension NE/SW strip ruf
Bancroft	L	1.2E;RR SW	5425	1	28		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	19.5W of Forney	3710	1	19		CLSD WINT. Land to N; take off S.
Big Creek USFS	L	0.2NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take off NNE. Fence SSW. Skis winters.
Big Springs USFS	L	1.1WNW;RR SE	6350	2	27		Skis winters. Soft when wet.
(PC)Blackfoot	P	1.5 N;rivNW	4488	1	h30	F2	
(NG)BOISE AIR TERMINAL	P	4.5 SSW;RR2W	2858	3	h80-BL4,5,6S5-W	F4	Non-rdo equipd acft use rnwys 28R-10L only when tfcNW or SE, making left pat. on rnwy 10L. Rgt tfc rnwy 28R. Rnwy 16-34 perm clsd.
" Bradley	P	3.3WNW;rivNE	2637	1	30-L4-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5NW;riv 1.5S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Campbell Arpk	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5NW;Stanley	6404	1	19		Land S;take-off N. Cattle-fld. Skis wint. S end wet.
(PC)Buhl	P	1.8W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3ENE;rivNE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, signs SW.
(PC)Caldwell	P	1.3W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5NW,Stanley	6635	3	40		Open June-November. ESE blkd.
Cascade	L	2SE;riv NW	4239	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	L	36.5ENE Pierce	3770	1	20		CLSD WINT. Land to SW;take-off NE.
(PC)Challis	L	1.2NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW;ridge SSE. Skis winter. E/W strip unusable.
(P)COEUR D'ALENE Air Terminal	P	6.3NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE BigCrk	6705	1	18		EMERG ONLY. Skis winter. Danger-ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5N;canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.5S;bet rd,crk	5200	1	36		Maintd June to Nov. Land to N;take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4850	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.8SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	L	0.4NE;RR S	2850	1	26-*L1		P-line S. Skis Nov-Apl. Ngt lodgs S. Soft when wet.
(PC)Emmett	L	2.6SW;RR NW	2359	1	24		Use strip. Soft when wet.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IDAHO		
Fairfield, Camas County	L	0.4S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW. SE blkd
Fish Lake USFS	L	36.5 ESE Pierce	5800	1	29		
(PC)Glenns Ferry	L	1.3WSW;riv S	2538	1	32		
(P) Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F3	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. Weeds, cattle on fld. Soft off gravel-wet
Grandview	L	0.7ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)HAILEY, Friedman	P	1.1SSE;RR NE	5315	1	52-S5	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Henry's Lake, Flying R	L	2.8SE;hwy E,SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1NW;riv NE	2300	1	14		Ctn-brush on strips. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW;take off to SW.
Horse Heaven	L	9.5SE;Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-Off to SW. Open May-November.
(P)IDAHO FALLS, Fanning	P	2NW;riv E	4731	2	h51-BL4, 6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15SE Stibnite	4662	1	23		Land NE, take-off SW. Holes SW end. Poor apchs.
Indian Valley	L	2.0 N	2800	1	20		Unattended. Open Apr.-Nov.
Island Park, Last Chance	L	4.4WSW;rivW	6160	1	30		S 500'usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam rd.	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28	F2	Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	36-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft-wet. Ruf.
(PC)Kooskia	L	0.7S;riv W	1265	1	19		P-line E. Hill NNW.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd;hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5ESE Belmont;bet crks	2990	1	28		Open June - October
Mahoney Creek USFS	L	23ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW;take-off NE.
Malad City	P	2.6WSW;hwySE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2620	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5ENE;rivSW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6NNE;hwy S	5975	1	26-(S5)	(F2)	No storage. Hills S. Tk-off N. Soft-wet.
Moose Creek USFS	L	26.5NNE Red Riv HotSprings	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch watch for tfc. Open Apr-Nov. NE, SW blkd. P-line NNE. Cattle on field.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8W;RR NE	3161	1	36-L4	F2	4800'x2500'aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5E;hwy NW	2535	3	28-S5	F2	WSW blkd;p-line ENE.
New Meadows	L	0.5N;hwys SE	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3NW;riv NE	1003	1	27-S3	F3	Use ctn. Ridge WNW, ESE. Rgt tfc lndg SE. Ruf.
Paris, Bear Lake County	L	3.3ENE;rdS	5928	2	h57-B		Ctn-fowl on fld. Fuel, repairs on call.
Parma	L	0.6SSE;RR NW	2225	1	26		P-line NW. Rgt tfc to S.
Patterson, Ima Mines	L	0.8S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks.
Payette	P	2NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
(P)POCATELLO MUN	P	8.1 WNW	4448	3	h83-BL4, 6-S3-W	F4	Ctc Pocatello twr for take-off and landings.
(PC)Preston	P	1.5NW;riv W	4726	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-L4	F2	
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked
Riggins	L	0.3NE;riv WNW	1800	1	25		NNE blkd;mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19NE Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N. Canyon to S. Soft-wet.
Rupert, Brockie	L	9ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1SSE;RR NW	4966	1	39-S5	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" " River	P	1.2S;hwy E	3980	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet.
(PC)Sandpoint	P	1.5NNW;RR W	2126	1	h32-L4-S1	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper. flyers only. One way apch. Cattle-fld. Watch for tfc.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IDAHO		
Shoshone, Flying Bar "S"	L	4.6 NNW;riv S	3900	1	13		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1680	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED. ENE, WSW blkd. Ruf.
Spirit Lake	L	0.7W;RR NE	2500	1	22		Jon fld. Hills NW, SE. Ctn-debris;rd crosses strip. Cattle.
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		Land SW;tk-Off NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000'ENE soft-wet. When wind permits land upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10WSW;riv SW	5850	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct. avail in emerg. or prior req.
Victor	L	0.8SE;crks SW	6240	1	31		INACTIVE. Use ctn-not maintd. SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8S;riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S, W. Cattle on fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
		NEW AIRPORTS (or airports out of alphabetical order)					
					ILLINOIS		
Alexander, Negus	L	2.8WNW; RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E; hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW; hwy E	750	2	22-S3	F2	No storage. E blkd.
Aurora	P	2.7NNW;RR E	701	2	h28-U	F3	N, S, W blkd.
Beardstown, H ood	L	2.1SE; hwy E	440	1	18-(S3)	(F2)	
Benton	P	1.5 NW	445	3	26	F2	Soft when wet.
(PC)BLOOMINGTON	P	3.3 E; hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Mound, McCoy	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC)CAIRO	P	4.5NNW;RR E	322	2	h36-BL4-S5-U	F3	
Canton, Ingersoll	P	2.5NNW; RR E	700	2	26-*L4-S5-U	F2	Soft when wet.
(PC)Carbondale, Murdale	P	4 NNW	408	3	h36-BL4-S5-U-W	F4	4200' strip avail.
Casey	P	0.8 NW; rd N	645	2	23-*L-S5	F2	Rgt tfc S, W over town.
Centralia	P	1.5ESE; rd N	520	2	h20	F2	2600' strip avail. N blkd. E/W strip soft-wet.
Champaign	P	2 NNW;hwySW	753	3	26-*L-S5	F3	S, NW blkd; p-line W.
(PC) " UNIV. of ILLINOIS	P	5.5SSW; RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.
Charleston	L	1.3SW;RR NW	690	2	26		Unattended.
Cherry Valley, Morlind	P	1 E	750	3	33-S5	F3	NE blkd. P-line N.
Chicago, Hammond	P	24.6SSE of Loop	615	4	32-BL2-S1	F3	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips. Soft when wet.
" -Howell	P	19.1 SSW	600	4	28-S5	F4	Soft when wet. Use strips.
(P) " -MIDWAY	P	9 SW of Loop	618	8	h64-BL2-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
" Stinson	P	13.1WSW;quarryS	646	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h37-BL4-S5-W	F4	0600-2200. Rgt tfc N. FEE. 2-way rdo rqrd.
(AF,NG)" O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	4	h73-BL4,6,7-S5	F4	Rdo rcvr rqrd. Overrun lgts.
" Pal-Waukee	P	2INW; RR W	642	4	h29-BL4-S5	F4	No 91 octane.
Chicago Heights Governor's	P	5WSW; hwy E	750	2	29-S5	F3	E blkd. Rolling.
Clinton	L	4.8NE; crk N	720	2	15		
Compton, Bresson	P	5 N; hwy E,S	800	1	26-S3-U	F2	S blkd. No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S; hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5SW; hwy E	650	2	18-*L4		
(PC)DANVILLE, Vermilion Co.	P	4.8NNE; RR E	607	3	h40-B*L4-S5-W-U	F3	Use rnwys.
(PC)DECATUR	P	4 E; RR S	679	3	h53-BL4-S5-U-W	F3	
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5SW; RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon	P	1.9ESE; RR S	786	2	h28-S5-U	F2	Code Bcn.
East St. Louis, Lakeside	P	7 NNE; lk W	420	3	32-S5-U	F1	Soft-wet.
" Parks	L	4.2 SW; RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6S; RR W	585	2	30-S1	F2	S blkd. Road crosses E/W strip.
Elgin	P	2.3 N; riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy 18. Rolling.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Forrest, Honegger	L	3 S; RR E	710	2	23	F1	E blkd. Use strip.
Freeport, Albertus	P	3.5 SE; RR S	840	3	h23-S5-U	F2	S blkd.
➤ Galesburg Mun		3.5 W		1	h38	80	
Gilman	P	1.2NNE; RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6NNE; RR E,W	499	1	26		Unattended.
(PC)Harrisburg-Raleigh	P	5.2 N; hwy E	399	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail. Use when wet. Lgts oper by elec. ear.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3WSW; hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E; hwy N	510	1	30-S3	F2	
Highland-Winet	P	3.6NE; hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE; lk E	625	1	24		N, S blkd.
(PC)Jacksonville Mun	P	2.7 N; hwy E	623	3	h30-BL4-S3-W	F2	3200' strip avail.
(P)Joliet	P	5 W; riv W	582	2	h30-BL2-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S; hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
Kankakee	P	3.2WSW;RR I5E	625	2	26-S5-U	F3	Ditch N. S blkd. Use strips.
Kewanee Arpk	P	6 E	760	2	24	F2	
Kewanee	P	3 S; hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E; hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
(PC)Lawrenceville	P	4.5NE; lks ESE	428	4	h52-BL4-S1	F3	
➤ Lebanon	P	0.5SE; RR N	440	1	22-S3	F2	S blkd. P-line N. Soft-wet.
(PC) " Logan County	P	2ENE; hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC)Litchfield	P	1.4SW; hwy E	690	2	h23-BL4-S5	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	P	2.2WNW;canal E	670	4	h31-BL4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8NNW; RR S	740	3	28-S5	F2	P-lines, S, SW.
" York Township	P	2 SSW; riv W	740	2	20-S5	F2	Use strips.
Macomb	P	2.4 E; hwy E	695	2	26-S5	F2	N, E, blkd.
(PC)MARION-Williamson County	P	4.6WNW;hwy W	472	3	h38-BL4-S5-U	F4	4200' strip avail.
(PC)Mattoon, Coles Co., Mem'l.	P	5 E; RR I N	720	3	h37-BL4-S5-U	F4	3900' strip avail.
Metropolis	P	2 NW; hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7NNW;hwy E	650	2	28-L1-S5	F3	E blkd.
(P)MOLINE, Quad-City	P	4 S; hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
➤ Monmouth	L	1.5NNE; RR W	770	1	31	(F2)	S blkd. E/W rnwy clsd. Unattended.
Morris	P	4.5N; hwy W	588	2	23-L1-S1	F3	
(PC)Mt. Carmel	P	13.7NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W; RR S	424	1	22-S1	F2	N blkd. Soft when wet.
(PC)Mt. Vernon	P	2.5ENE; RR S	465	3	h22-L4-S5-U	F3	3800' strip avail.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6NW; RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12,000 lbs. Lgts req after 0100.
➤ Olney, Ulrich	P	1.8ESE; RR S	537	1	30-S1	F1	P-lines N; S blkd.
Ottawa	P	1 NNW; rd N	615	2	28-S5	F3	N, S blkd. Rgt tfc S.
Palestine, Crawford county	L	1 N; RR S	450	1	26		W blkd.
Pana	L	2 E; RRs N	670	2	23		N, S blkd.
Paris, Stewart Hog Ring	L	1 S; RR W	740	1	21-L6	F1	
Pecatonica	P	1 N; hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5S; RR E	521	3	34-*L-S5-U	F3	E blkd; p-line W.
(NG)PEORIA, Greater Peoria	P	4.8WSW;hwy E	659	4	h50-B14-S5-W	F4	S blkd.
" Mt. Hawley	P	6.4N; RR SW	800	3	30-L4-S5	F3	NE, SE, S, SW blkd.
Plymouth	L	2 W; rd S	650	1	20-(S3)	(F2)	S blkd. Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	26-L2-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5WNW;hwySW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5E; hwy N	625	2	24	F2	N, S blkd.
(P)QUINCY, Baldwin-Quincy	P	10.5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
Robinson	P	5.3E; hwy S	500	2	35	F2	E/W rnwy clsd. S blkd. Ruf.
Rochelle	P	2 S; hwy E	780	1	22-S5	F2	Closed.
Rock Falls	P	3 S; hwy W	645	4	25-S5-U	F2	P-lines W, SW, NW.
(P)ROCKFORD, Greater Rockford	P	4.9 S; hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE; riv NW	732	3	30-*L2-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC)Salem, Salem-Leckrone	P	1.9NW; lk NW	571	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4WSW; RR N	670	2	20-S5-U	F3	P-line N. Soft when wet. [illegible] ed.
➤ Savanna, Stransdale	L	4 SE; hwy W	610	3	23-S1	(F2)	1000' NW end NW/SE rnwy clsd. P-line W. Unattend-
Serena	P	2.8NelevatorSE	640	1	21-L4-S3-U	F3	P-line NNE. Soft when wet.
Shelbyville, Shelby County	L	2.5 W; RR S	618	2	28-S2	F2	NE, SE, SW, NW blkd.
Sheldon, Disoway	L	5.4 SSW; RR W	688	2	26-L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S; RR E	772	4	27-S5	F1	Use strips.
(AF,NG)SPRINGFIELD, Capital	P	3.2NNW; hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.
" Southwest	P	3.5SW; RR N,S	606	2	28-*L4-S5-U	F3	Use strips. Bcn on req.
Steger, Will County	L	0.5 S; RR W	710	3	15		W blkd; p-line N. Soft when wet. Rgt tfc strips 9, 36.
Stockton	L	1.9SSE; hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE; RR N	650	2	23-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Sycamore	P	1.4ESE; RR N	840	4	26-S5	F2	Rgt tfc NW tk-off. P-line N, NE, E, SE.
Taylorville	P	1.8WSW;RR SE	612	1	h22-B-S5	F2	Soft-shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	590	1	22		Soft when wet.
Tuscola	P	2 SW	650	1	23-S5	F2	
Urbana, Illini	P	2 NNE; hwy E	740	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE; hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	L	1 WSW;RR E,S,W	640	1	22-S3		P-line N.
Waukegan	P	1.5NW; RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-S5-U	F2	Landing fee multi-engine acft.
(PC)West Chicago, DuPage Co.	P	3 NW; RR S	760	4	h32-BL4-S5-U	F4	
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B-S5-U	F3	
Wood Dale, Moody-Wooddale	L	1.3NNE;rd adj N	711	4	27		Clsd wk-ends. Acft over 3500 lbs prohibited.
Wyoming	L	1.4SSW; hwy E	720	1	21		
NEW AIRPORTS (or airports out of alphabetical order)							
Momence	P	3.5 mi W	645	2	25-S5	F2	NW, NE, SW blkd.
➤ Carmi, Rebstock	L	1 NE	372	1	25	(80)	Unattended
INDIANA							
Anderson	P	3.5SE;hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S;RR E	910	3	41-S5-U	F4	
(PC)Angola, Tri-State	P	4.2W;hwy S	984	3	32-B-S5	F3	SE, SW blkd.
(PC)Annapolis, Port-O'-the Woods	L	2.2 NNW;hwy 1E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE. N blkd.
(PC)Bedford	P	3.5 SE;hwy E	728	2	h31-U	F1	Use rnwy Ruf.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-BL4-U	F3	Use strips, rnwys.
Bluffton, Miller	P	4.2 WSW;RR S	827	2	26-B-S5	F2	E blkd. Rgt tfc E, S. Depression near center E/W strip.
" -Wells County	P	2.8 WSW;RR S	820	1	32-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5SSE;RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
➤ Cedar Lake	P	1.2 NW;hwy W	751	3	27-*L1-S5	F2	E, NE, SE blkd; p-line SW. Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-S5	F3	Use rnwys.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC)Connersville, Mettel	P	2.8 NNE;canal W	867	3	h25-BL4	F2	3200' strip avail.
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE, E.
Culver	L	2 E;lk W	815	2	23		Rolling. Use strips.
Decatur, Hi-Way	P	3.0 E	841	1	26-S3	F1	Soft when wet.
DeMotte, Cheever	L	2.2SSE;hwy E	676	3	29-(S1)	(F1)	N,S, WNW blkd; p-line ESE. Ruf. Unattended
Dyer, Triangle	P	1.5NE;RR E	630	4	31-*L-S5	F2	S blkd. Use strips. Soft-wet.
Elkhart	P	2.7NNW;hwy 1E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E;riv N	750	3	30-*L2, 4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
Elwood	P	2 S;hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(P)EVANSVILLE, Dress Meml.	P	4.5NNE;RR W, E	389	3	h60-BL4, 6-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	2.0 NW	380	2	26-S5		P-line S. No storage.
(NG)FORT WAYNE, Baer	P	7.5 SSW; RR E	801	3	h78-BL3,4,5,6-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	3	h33-BL2-S5-U	F3	
Franklin	P	4 S;hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S strip at N end. Use strips.
French Lick	L	0.8ESE	500	1	h26-S1	F3	Hill N
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	591	2	h46-BL4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SW. Bcn, lgts req after 2100.
" Midway	P	4.9NW;riv NE	780	2	26-*L1-S3	F1	S, W blkd.
Greensburg	P	2.1WSW;RR N	915	2	23	F2	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-B*L4-S1	F2	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24 -S3	F2	
" Hoover's	L	1.8 SW;hwy N	875	1	19		
Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW;hwyS	644	2	25-*LI-S1	F2	E blkd.
Huntingburg	P	3.8;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	21-S5	F2	P-lines SW; gully S.
(P)INDIANAPOLIS, Weir Cook	P	8 SW; RR N	796	4	h61-BL4,5,6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open jet acft. Fee multi-eng and wt excess 110,000 lbs.
" Shank	P	6 NW;hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 ENE	670	2	h35-*L4-S5-U	F3	E blkd. Ruf.

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
Jeffersonville, Hap's	P	2 N	478	1	20	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-BL4	F1	S blkd, P-line SW. No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE, NW, SE blkd.
KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S1-W	F3	
" Ruzicka	P	2.5 S;hwy E	840	2	22-S5	F2	Use strips.
Lafayette, Aretz	P	3 NE bet RR, hwy	614	2	30-S5	F1	P-line NW. Use strips.
→ " Haismer	P	4 ESE;riv NW	664	2	h40-*L4-S5-U	F3	P-line WNW. Use strips. Gross wt - 50,000 lbs.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5SSW;RR W	803	aw	30-BL4-S5	F3	P-lines S, SW, SE, NW.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE. N blkd. Use strip.
Logansport, Williamson	P	6 NE	770	2	20-S3	F1	P-line W.
Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	P	3.8SSW;hwy E	850	1	h42-BL4-S5-U-W	F4	Attended 0530-2300 daily.
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
Michigan City	P	4 E; hwy Jct SW	650	2	h30-*L4-S5-U	F3	Tower N; P-line S, E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N, W.	668	1	h24-S3	F2	
Mishawaka, Sportsman	P	3.7NE;riv S	760	2	21-S5	F2	P-lines NE, SW.
Monticello, Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd.
→ " Dittman	P	2.8 S; lake E	700	2	30-S3	F1	P-line SW
Mt. Vernon	L	1 E; bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
" Reese	P	3 SE	991	3	20-S5	F2	
New Carlisle, Gordon	L	2.8 ESE; hwy IN	736	2	16		Use strips. Ruf.
New Castle	P	1.8 ENE; hwy N	1080	3	29	F2	N, NE blkd. Rgt tfc W. Use strips.
" " -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N. Vernon, St. Anne	P	2.3NNE;RR W	750	2	h45-*L4	F1	
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S3	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S5	F3	
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd. Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-S5	F2	S blkd. Use strips.
" Steed	P	1.5 NW;hwys N,E	926	3	26-*L4-S5	F2	N, NE blkd. Use strips.
Princeton	P	0.8 E; RR NE	502	3	20-S3	F2	Use strips. Tower NW
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-S3	F3	Hill E.
Rising Sun	L	0.5N	530	3	22-S1	F2	Rolling
Rochester	P	1.5 E, bet RR, hwy	787	4	25-S5	F3	N,NW,NE,SSE blkd. Use rnwys. N rnwy tk-off only.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd. P-line S.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE, E Blkd; p-line N. Use strips.
Sheridan	P	2.1 N;rd W	940	3	23-B-S5-U	F2	SW, W, NW blkd. Use strips.
" Black Hawk	L	5.3 N; road E	925	2	18		P-line N. Use strips.
(P)SOUTH BEND, St. Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4, 6-S5-W	F4	2230-0630 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail;bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
" Cadet	L	6.5 NE;RR 2E	730	3	25-S1	F3	INACTIVE
" Chain-O-Lakes	L	5.2W;lk SW	765	4	24-U		P-line N, NW.
Spurgeon, Enos	L	2 NNE; hwy W	435	1	27		
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N, NE, SE.
(P) " HULMAN	P	5.ESE;hwy N	585	3	h82-BL4, 6-S5-W	F4	Use rnwys.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B*L4-S5-U	F2	
" Urschell	P	1.7N;RR S	829	2	26-L4-S5	F3	Use strips. P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
Wabash	P	1.3 NNW;hwy W	781	2	20-*L4-S5	F2	Rgt tfc S, W. Bcn prior req. Silo W
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.Rgt tfc N,E, NE. Use rnwy, strips.
" Smith	L	4 N; RR E	839	2	27	(F3)	NE, SSW blkd. Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W. Use strips.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical order)							
→ Lafayette, PURDUE UNIVERSITY	P	1.5 SW	610	2	h35-BL2-S5-W	F4	Clsd to acft over 26,500 lbs gross wt orlarger than C-47 or DC-3 xcpt by special permission. Use rnwys. 3700' strip avail. FEE.
→ Huntington, Scott Ranch	P	6 SSE	816	2	22-L4	F2	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Albia, Airway Implement Co.	L	1.8 S; RR E	959	1	22-(S1)	(F1)	P-line NNW.
Algona	P	2 WNW;hwy N	1219	2	28-BL4-S5-U	F2	P-line N.
(PC)"Squeeze	L	4.5 S; hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	39-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E; hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W; hwy E	1153	3	33-*L4	F2	P-line N. Bcn prior req.
Audubon	P	1SSE;RR, hwy W	1300	1	15	F2	
Baxter	L	0.5 SE; hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N; RR W	652	2	9		DANGER-SHORT FLD. Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7WNW;hwys S	850	1	19-(S-3)	(F1)	Atnd week-ends. No storage . S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk. Rolling P-line S.
(PC)Boone	P	2 ESE; hwy N	1143	2	26-BL4	F2	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12, 18. Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1145	1	18		
Carroll	P	4.2 ESE; RR N	1196	3	34-*L4-S3	F2	
(P)CEDAR RAPIDS	P	6.7 SSW; RR E	863	2	h54-BL-4,6-S5-U	F4	
"Hunter	P	3 S; hwy E	732	4	27-L1-S5-U	F2	
Centerville	P	3.5SSW; RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N, E, W blkd. Land at own risk.
(PC)Chariton	L	2.5 W; hwy S	1050	1	24		P-line S.
(PC)Charles City	P	3.3E;bet RR, hwy	1126	3	28-BL4-S5	F2	S blkd; p-line N, SW, NW.
(PC)Cherokee	P	1 S; RR W	1212	3	33-*L1-S5	F2	P-lines NE, SE. Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE; RR W	992	2	h21-BL4-S5-U	F2	Rgt tfc SW, SE. Ditches S, NNE.2900' strip avail.
" Schenck	P	0.8 SE	992	1	28	F2	Rgt tfc N.
Clarion	P	1.4 NW; hwy S	1162	4	27-BL4-S3	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S; hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)CLINTON	P	7 WSW; hwy S	701	3	h37-BL4-S5-U-W	F1	
Columbus Junction	L	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE; hwy S	974	4	37-S5	F1	SW blkd; p-line SE; tank S.
Creston	P	2.5 SW; RR N	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W; hwy W, N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.
(P)DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F4	
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
(PC)Denison	P	2.8 SW; hwy N	1280	3	30-*L4-S5-U	F2	Soft when wet. Land at own risk.
" Chamberlain	L	1.3 SE; riv N	1200	1	18		Soft when wet.
(NG) DES MOINES	P	4.5 SSW; hwy S	957	4	h75-BL4,5,6-S5-W	F4	Rdo rcvr capable of rcvg twr commun rqrd for all itinerant acft.
" Dodge	P	8.0 NW	935	1	25-S5	F2	P-line N.
" North	L	4.9 NNW	810	1	20		
Dewitt	L	1.5 SE; RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd. Land at own risk.
(PC)DUBUQUE	P	7.5 SSW; hwy E	1075	2	h56-BL4,6-S5-U-W	F3	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk. Rolling.
(PC) Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk - 2200.
Elkader, Meyer	P	1.1 SE; RR E,S	915	1	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W; riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5S; hwy E	1200	1	20-*L1		S blkd. S end rolling.
Emmetsburg	P	1.3 SW; RR N	1205	3	35-S1	F2	
(PC) Estherville	P	4.6 E; hwy S	1298	3	32-*L1-S5-U	F2	P-line SE, S, SW.
Fairfield Memorial	P	1.0 SE	780	2	26-S1	F1	P-line N.
Farnhamville, Saucke	L	3 SW;hwy 1.3N	1150	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling
Floyd, Henry's	L	4.0 NE; riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC)FORT DODGE	P	3.5 N; hwy E	1160	2	h44-BL4, 6-S5	F4	Use rnwy.
Garner, Wicks	P	1.8 NW; hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2.0 NE; riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW; hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 1/4 N	770	2	23	F2	
Grant Center, Maynard	L	2.0 E; RR E	1100	1	16		Unattended.
(PC)Guthrie Center	L	0.5 NW; riv E	1083	2	28-*L-S(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N; riv E	610	1	26		
Hamburg, Hoover	L	2.2 W; RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	L	2.7 NW; lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5.0 SSW; hwy E	1204	2	27-BL4-S5	F2	P-line S.
Hartley	L	1.2SSE; RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd; p-lines S, SE; bins NE atnd week-ends. Caution-weeds.
Humboldt	L	1.0 N; RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1250	1	20		Use strip. Rolling.
Independence		4.1 W					ABANDONED.
(PC)IOWA CITY	P	1.7 SW; riv E	661	3	h43-BL4-S5-U-W	F3	
Iowa Falls	P	4.1 S; RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E; hwy N	1041	2	24-*L1-S5	F2	
(PC)Keokuk	P	4.6 NW	671	2	h38-BL4-S5-U	F1	
Lamoni, 10, MKC-MPS	P	3.0 WNW ; RR E	1163	2	37-BL2-W	F1	
LaPorte City, Clarks	L	2.4 NW; hwy 1 E	900	3	26		Land at own risk. Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1300	1	24-S5	F2	
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S5	F2	W, NW blkd; p-line SE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Lenox	L	1.3 N; hwy W	1200	1	26		N blkd, Rolling. Use center of strips.
Leon	L	4.1 N; RR SE	1050	1	20		Land at own risk.
Malvern, Bass	L	5.5 SSE; RR E	988	1	16		Land at own risk.
Manchester	P	1 S; RR, hwy W	935	1	25		Unattended.
Manning	L	0.6 SW; RR W	1321	2	24		Twr NE. P-lines S, SW. Emerg. only.
(PC) Mapleton	P	0.5 NW; riv NW	1150	2	29-S5	F2	NE, SE, SW blkd. Ruf.
Maquoketa	L	2.8 SSW; hwy E	720	1	20		Land at own risk.
Marshalltown, Neiderhauser	P	4.0 N; hwy 1 E	990	2	26-L4-S5-U	F2	W blkd; p-line N.
(P) MASON CITY	P	6.5 W; hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.6 ESE; riv S	1215	1	24-S1	F2	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW; RR S	850	2	25		E/W Strip clsd. P-line S. Cattle on fld.
Milford, Fuller	L	0.7 mi NNW	1440	2	36		S, W blkd. P-line E.
Missouri Valley	L	1.5 S; Inet RR, hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3.0 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW; hwy N	1100	1	15		Ruf.
(PC) Mt. Pleasant	P	2.6 ESE; hwy N	727	3	19 S1	F2	
(PC) Muscatine	P	6.0 SW; hwy SE	546	2	h42-BL4-U	F3	
" Greiner	L	6.0 N; hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2.0 NW; hwy E, N	1000	2	26-(S1)	(F1)	E, NW blkd. W end E/W Strip ruf.
Nevada, Nelson	P	1.7 W; hwy N	995	2	21-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
New Hampton	L	2.3 NW; RR NE	1180	3	28		NE blkd; p-line SE.
← Newton Mun	P	1.7 SE	952	2	26-BL4-S5-U	F3	P-line SW. Fld soft when wet
Nora Springs, Spotts	P	3.2 W; RR S	1170	2	26-*L-S1	F2	E blkd. Rolling.
Oakland, Kimberly	L	0.5 NW; riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3.0 W	1050	3	28-S5	F2	W blkd; p-line NW. Use strips.
Osage, Rex	L	1.7 NNW; RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N; RR, hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	P	2.0 SSE; RR NE	850	2	21	F2	P-line NE. Use strips.
(P) OTTUMWA	P	6.4 NNW; hwy 1 E	845	2	h52-BL4-S5-W	F4	
Pella	L	3.5 SE; RR NW	877	1	24		
(PC) Perry	P	3.5 WSW; hwy N	1014	2	23-L4-S3	F2	
(PC) Pocahontas	L	1.5 ENE; hwy S	1216	2	25-(S1)	(F1)	N blkd.
Prairie City	P	2.0 N	950	2	30		Ctn-cattle on fld. Trees W; cable line.
(PC) Red Oak	P	1.5 W; hwy N	1044	3	28-L4-S5	F2	P-line N.
Riceville, Mosher	L	1.1 WNW; hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rockwell City	L	W; hwy W	1234	1	22-S3		30 oct. P-line W. Trees N.
Rudd, Ehlebrachts	L	0.5 S; hwy N	1150	2	19		N, W blkd. Rolling. Use at own risk.
Sac City	P	3.0 SSE; riv W	1250	2	22-*L1-S5	F2	
Sheldon	L	5.0 NNE; riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E; RR S	800	2	18	F1	Land at own risk.
(PC) Shenandoah	P	2.8 WSW; riv NW	963	2	37-BL4-S5-U	F3	
Sibley	P	2.0 S; RR NW	1500	2	26-*L4-S5	F2	E, S, W blkd; p-line N.
Sigourney	P	3.0 S; riv N	692	2	24	F2	S blkd. Soft when wet.
(AF, NG) SIOUX CITY	P	6.5 S; RR 1 NE	1097	3	h75-BL4, 6, 7-S3-W	F3	
" Rickenbacker	SEE: North Sioux City, S. Dak., Rickenbacker Fld.						
Spencer	P	2.9 WNW; RR 1S	1335	3	40-L4-S5-U	F2	P-line NE. Lgts prior req after 2400.
Storm Lake	P	3.5 SSW; hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE; RR1 SE	1178	1	15	F1	P-line SE. Rolling.
Tama	L	1.3 S; hwy E	825	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW; riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2.0 E; hwy S	810	3	18		S blkd; p-line SE; culvert W; use strips; cattle on fld
Vinton, Milroy	L	1.5 NW; hwy N, E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE; riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE; RR NE	769	2	26		P-line E.
(P) WATERLOO	P	5.0 NW; riv 1 S	870	3	h54-BL4, 6-S5-W	F4	
" Canfield	L	3.0 NW; hwy NE	800	4	28-(S5)	F2	P-lines N, NE, bldgs SE. W blkd. Personal use only.
(PC) Waverly, Bantam	L	6.0 E	1000	1	26	(F1)	P-line N.
Webster City	P	3.3 SW; RR 2.3 N	1100	4	26-S5	F2	P-lines N, NE.
Wesley	L	1.5 E; RR N	1250	1	30		N, S, W blkd.
Winfield	L	3.0 E; RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.
NEW AIRPORTS (or airports out of alphabetical order)							
Spirit Lake Mun	L	1.0 mi S	1405	1	15	F1	Ruf - rolling.
← Corning		3/4 W, hwy N	1250	1	24-L4	F1	Rgt tfc S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
(PC) Abilene	P	1.7 WSW; RR N	1148	3	h21-L4-S1	F3	2300' strip avail. NE blkd. p-line SE. Ruf. Soft-wet.
Anthony, 24, AMA-MKC	P	2.7 WNW; hwy S	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Arkansas City	P	3.5 S; hwy, RR W	1170	4	27-S5	F2	N, NE, S blkd; p-lines SE, SW.
" Strother Aux #1	L	7.5 NE; riv E	1145	1	26		Use strip.
" " Aux# 2	L	6.6 W; hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2 S; RR NW	1940	2	32-S5-U	F2	Use strips.
(PC) Atchison	P	3 W; hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N; hwy W	2980	4	36-S5	F2	Use strips
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N, E, W blkd; p-lines S. Lgts prior req after 2200.
Baxter Springs, Y & M	L	3.5 W; hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW; hwy S	1320	3	24-S5	F1	P-line SW. Use strips.
(PC) Beloit	P	1.2 NW; RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Bern	L	0.6 S; RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.
Bird City	L	0.5 S	3470	2	24-B	(F1)	P-line N. Caution-wet. Use strips.
Brewster, Hutton	L	1 SE; hwy N	3420	3	35		SE blkd; p-line SW. Low area S center of fld un-
Burdett	L	1 SW; RR N	2140	2	19	(F1)	usable. Ruf. Use strips. Caution-elevator adj NW. SSE blkd. Ditches N, W.
Byers, Moore	L	1.7 NE	2000	1	19-S1	F1	P-lines N, W. Use strips.
Caldwell	L	1.2 E; hwy S	1105	2	22		SE blkd; p-line SW. Ruf. Use strips.
(P) Chanute	P	2 WSW; ilt SE	1091	2	h42-BL2, 3-S5-W	F3	SE blkd; p-lines S, NW
(PC) Cimarron	L	1.9 N; hwy W	2750	3	29-(S1)	(F1)	Unattended
Clay Center	P	2 W; hwy S	1200	3	30	F2	P-line S, SE, SW, NW. Ctn-wet. Ruf.
" Dinsmore	L	6 WSW; RR N	1250	2	21		N, S blkd. Soft-wet. Hedges W.
" Wood	P	3.5 N; hwy W	1260	3	15-S5	F2	Use strips.
(PC) Coffeyville, McGugin	P	5.3 NE; RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC) Colby	P	1.8 N; hwy W	3176	3	h29-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf-caution.
" Murray	L	0.8 N; hwy W	3125	1	22-S1	F1	P-line S. Ruf. Hazardous-erosion center of strip.
Coldwater, Stark	L	0.7 NE; RR SE	2100	1	27		Use strip.
Collyer, Scherr	L	1.7 E; RRN	2563	4	25-(S1)		P-line NE. Use strip. Cattle on fld.
Columbus	L	1.2 SW; RR E	900	2	21-S3	F1	S, SE, SW blkd. Cattle on fld.
(PC) Concordia	P	1.7 S; hwy W	1474	3	36-S1	F2	NE blkd; hedge S. Soft when wet.
" Blosser	L	1 S; hwy W	1475	1	18		Erosion edges of strips. Use strips.
(PC) Cottonwood Falls, Chase Co.	L	0.5 SSW	1264	1	25		P-line E. Caution-ruf.
Council Grove	L	4.5 WNW; lkS, W	1380	2	20		P-line N
Dighton	L	1.2 WNW	2785	3	35		ENE blkd; p-line S, SE.
(P) DODGE CITY	P	3 ENE; RR SE	2594	4	h16-BL2, 4-S5-U-W	F4	Use rnwys.
" Ford County	L	6 WNW; hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Garden	P	6.3 ESE; RR S	2440	1	22-S5	F2	Soft when wet.
(PC) Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6 SE; hwy W	1360	4	25-L4-S5	F3	E, S blkd; p-line NW. Ruf. Soft-wet.
Elkhart	L	0.6 ESE; RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5 NW; hwy, RR	1790	2	26-S5	F2	Caution-oil well 58' E N/S strip; N blkd; use rnwys
Ellsworth	L	1 N; hwy S	1611	2	24		
(P) Emporia, 37, AMA-MKC	P	5.6 S; hwy E	1204	3	h21-BL4-W	F3	N/S strip 4000'; use ctr strips, dry; pvd rnwy, wet.
Eureka	L	2.7 E; hwy S	1100	1	26		S blkd.
Fall River	L	3.9 NW; dam NE	1035	1	20		S blkd. Rolling.
Florence, Clothier	L	5.8 SE; crk E	1320	2	19-(S1)	(F1)	
(PC) Fort Scott	P	4.5 SW; hwy S	900	2	26-B	F1	Caution-avoid light concs.
Frankfort, Maneval	L	1 N; hwy E	1230	2	15		
Fredonia	L	3 NNW; hwy E	880	2	26		
Garden City	P	3 SE; hwy S	2842	3	44-S5	F3	Use strips. Caution when wet.
(P) " NEW GARDEN CITY	P	8.5 ESE; RR SW	2895	4	h65-BL4-S1-W	F3	Use rnwys. Only rnwy 17-35 usable ngts.
(PC) Gardner	L	1.5 W; hwy SE	1070	2	39		Ruf. N blkd. Use strips.
(PC) Garnett	L	1.6 E; hwy NW	995	3	28		Ctn-at all times. Intsxns ruf. SSW blkd.
(P) Goodland	P	2 NNE	3653	4	h30-BL4-S5-W	F3	
(PC) GREAT BEND	P	5 WSW; hwy SE	1891	3	h80-BL4-U	F3	Use rnwys.
Great Bend-Darr	L	1W	1890	2	32-U		Soft when wet. P-line S.
Greensburg	P	1E; RR N.	2230	3	36-L4-S1	F2	N, NNE blkd. Use strips.
(PC) Harper	L	1.3 WSW; hwy sE	1429	3	22-(S1)	(F1)	P-line N. Ditches end of strips. Soft-wet. Use strips.
Hays	P	1.5 E; RR S	2021	aw	29-B*L2-S1	F2	
(PC) Herington	L	6 ENE; RR 2N	1455	3	h67		Closed civil acft. Rgt tfc NW.
(PC) Hiawatha	L	2 NNE; hwy W	1133	2	23	(F1)	Ruf. Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC) Hillsboro	L	0.7 SW; hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Holyrood	L	0.5 ESE; RR N	1820	1	17		P-line N. Shoulders ruf.
(PC) Horton	L	1.2 NNW; hwy E	1134	2	22-L4	(F1)	
Hoxie	L	0.8 N; hwy S	3665	3	26		S blkd; p-lines NW, SW.
" Hedge	L	1.5 NW; hwy SE	2780	2	19		Caution-erosion-ditch center E/W strip. Ruf.
Hugoton, HAP	L	1.5 W; hwy N	3120	4	26		N blkd; p-line NE; hill SW. Use strips.
(P) HUTCHINSON	P	4 ENE; hwy S	1542	3	h70-BL4, 5-S5-W	F4	Use rnwys.
" Mills	L	4.4 E; RR W	1533	1	25-(S1)	(F1)	
(PC) Independence	P	6 SW; RR E	820	4	h55-BL4-S1	F4	
(PC) " Montgomery County #1	L	9.5 NW; hwy W	918	1	35		Use with caution. Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution. Ruf.
(PC) Ingalls	L	6.8 NW; riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5	F3	Soft when wet. Use strips.
(PC) Jetmore	L	7.2 S; hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW, hwy NW	3320	3	28-(S5)	F2	P-lines N, S, NE.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					KANSAS		
(PC) Junction City	P	0.8NW;hwy E	1104	3	36-B*L4-S5-U	F1	P-lines NE, SSW. Use strips.
Kanora do, Winter	P	0.6SE;RR N	3910	1	27-S5	F2	P-line N. Use strip.
(AF) KANSAS CITY, Fairfax	P	3 NE;riv N, E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5NNW;RR E	1606	4	27		Unattended
(PC) Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5WNW;hwy S	1375	1	20		Cattle on fld. Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd; p-line S. Ruf.
La Cygne	L	0.7W;riv NW	825	2	29	(F1)	HAZARDOUS. N, NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A) Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use strip.
Larned	P	1.6NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S strip;soft when wet.
Lawrence	P	2.5NNE; hwy S	832	3	32-*L2-S5-U	F3	P-line W. Use strips.
(PC) Lenora	L	1.2NNW;crkNE	2260	2	24	(F1)	Ruf.
(PC) Liberal	P	2.5WNW;RR S	2888	6	h70-BL4-S5	F3	
Lincoln	L	1.5NW;RR S	1412	2	27-*L4		NE, NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N, windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC) MANHATTAN	P	5.5 WSW;RR SE	1050	2	h38-B*L4-S5	F4	Use rnwy, strip. Ditch SE end NW/SE rnwy. Ctn-Danger AreaWNW arpt. NW end ext 1050'-sod.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd. Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	26-S1	F1	Windmill NE;dike W end E/W strip. Use strips.
Marion	L	1.8 ESE;hwy N	1390	4	36		S end N/S and NW/SE strips soft when wet. E, NE, S, NWblkd;p-line SE, SW.
(PC) Marysville	L	1.3 NE;hwy S	1283	2	27-(S5)	(F1)	P-line NNE, NNW
(PC) McPherson	P	1.5SW;hwy adj	1493	2	h23-L4-S5	F3	P-line N, E. Shoulders soft-wet.
Meade	L	1W;RR, hwy N	2525	2	26-B*L4		P-line N. Use strips. Caution when wet.
Medicine Lodge	L	2.1SE; RR S	1520	1	34		Caution-gopher holes. Ruf. Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters. N, S blkd.
" Horner	L	2 NW	1265	2	26		Unattended
Moline, Elk County	L	2.3ENE;hwySW	1050	3	31		SW blkd. Cattle on fld.
(PC) Neodosha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	22-S5	F1	Caution - soft when wet.
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F2	Ruf. Use strips.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips. P-lines N & SE. S blkd.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-BL4-S5	F2	SE blkd. Caution-60' poles adj S. Use strips.
Olathe-City	L	5 ESE; hwy W	1090	3	h17		P-line NW. Lgt acft only. Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N, S blkd. Use strips.
(PC) Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32		INACTIVE.
Osborne	L	0.8ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW. Soft when wet.
(pc) Ottawa	P	5.3S;hwy W	975	3	h24-S5	F2	Use N/S rnwy. 2700' strip avail.
" Conard	P	3.8 NNE;hwy W	946	2	28-S3	F2	N, W blkd.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd. Use strips. Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Use strips.
(PC) PITTSBURG-ATKINSON	P	2.5NW;hwy E	948	3	h40-BL4-U-W	F1	Use rnwys.
Plains	L	0.3NNE;hwy N	2755	3	30-*L4-(S1)	(F1)	P-lines NE, SE, S. Use strips.
(PC) Pratt	P	4.5N; hwy E	1959	3	h30-BL4-S5	F2	Use rnwys.
" Fincham	L	12. 2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
PrettyPrairie,Prairie Oak	L	1 NNE;RRNW	1573	2	25-(S1)	(F1)	E blkd;p-lines N, W. Use strips.
Protection	L	0.7SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E, W.
Rexford, Dible	L	0.5W;RR NW	2900	2	24	(F1)	N, W, blkd. P-lineE. Ruf-obstns-dangerous.
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N, NE, E, SE, NW. Cattle-fld.
(P) Russell	P	2.7ESE;hwyNE	1863	3	h26-BL4-S5-W	F3	SW blkd.
(PC) Sabetha	L	1.4E;RR NW	1290	2	22		Ruf. Use strips.
St. Francis	P	1S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P) SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW. Use strips, rnwy only.
Satanta	L	1.2N;RR SE	2970	2	26-(S1)	(F1)	Closed
Scott City	P	1.3ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200'strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
Sedan, Walter's	P	2.7SSE;hwy S, W	940	1	17-S3	F2	
Seneca	L	0.5W;RR S	1180	1	23		P-lines N, S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5W;hwy N	1889	4	26-L3, 4-S5-U	F3	P-line N, NE. Lgts avail. sunset-0200. Use strips. Ruf.
Sublette	L	1NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE, SW.
Topeka	P	3.8 NNE;hwy W	890	2	26-S5	F2	SW blkd.
" Allen	P	4.3 WSW;hwy N	1000	3	h23-*L4-S5	F2	N, SW blkd. Ctn-N/Sstrip-dtich. Soft when wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4, 5, 6-S5-W	F4	Bridge SE. SW end rnwy 22 rstd 15,000 lbs max.
Toronto	L	1.1NE;RR E	965	4	24		SW, Wblkd;p-line NW. Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3620	2	26		P-line W.
Ulysses	P	1.3NNW;hwy E	3070	3	30-S5	F2	S blkd; fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	38		
Valley Center, Harrison	L	1.5 N	1240	1	18	F2	N blkd;p-line, rolling, ruf.
(PC) Washington	L	0.9E; hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2WSW;RR S	1332	2	h73-BL6-S5-W	F4	Use rnwys. 145 octane avail.
Wichita, Beech	L	6E;hwy S	1378	3	h51		Factory use only. P-line N. Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr-tfc instructions. 5300'strip avail.
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5-U	F2	P-line N, SW. Use strips.
" Rawdon	P	5.7 E	1396	1	35-S1	F3	P-line S. Rgt tfc N, W. Use strip.
" Westport	L	4.5SW;RR N	1290	1	26		N blkd. No storage. Cattle-fld. Soft-wet.
" Westport Aux.	L	5.9 SSW	1265	1	26	F1	N blkd. Ruf. Caution when wet.
(PC) Winfield-Ark. City Strother Fld	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S, SE. NW/SE strip ruf. Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd. Use strip. Caution when wet.
		NEW AIRPORTS (or airports out of alphabetical order)					
Oakley	P	2.3 mi E	3042	3	28	F2	Caution when wet. P-line N.
Ness City Mun	L	0.5 mi N	2240	1	26		Not attended. Strip usable dry wea-ctn; unusable wet.
Abilene Wright Airpark	P	1 mi S	1150	1	23-S5	F1	
					KENTUCKY		
Albany		6.0 W; hwy S	1020	1	22		Ctn when wet-New turf.
(PC) Ashland-Boyd County	P	7.5NW; RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr. prior req thru Huntington rdo.
Bardstown, Nelson County	L	4.1 W; hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	P	2.5SSE;h wy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
Carrollton, Butler St. Park	L	2.0SE;hwy, RRW	500	1	25		Caution - wet.
Clementsville, Gulf Interstate	L	6.0 W;Liberty	1080	1	35		
(P) COVINGTON, Greater Cincinnati		SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.					
Frankfort, Capital City	P	1.0 SW	788	1	h40-BL4-S3	F3	Use rnwys.
(PC) Georgetown, Marshall	P	1.5 S; hwy E	910	1	18	(F2)	Unattended.
Gilbertsville, Ky. Dam. State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E, W landings use rnwy.
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Caution-slippery when wet.
Golden Pond, Ken Lake	L	4.4 W;lk W	388	1	22		Hills N, S, E. Caution when wet.
Harlan	L	5.3 NE; riv S	1230	1	21-S1	(F2)	E blkd. Mtns each side of strip, Unattended.
Harrodsburg, MaAfee	L	5.9 N; hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling.
(PC) Hazard	L	2.5 NNW;rivN,W	861	1	21	(F1)	S blkd. Mtn sur fld. Unattended.
Henderson	L	5.0 WSW	385	1	20		P-lines along hwy in N apch.
Hopkinsville	P	1.0 E	510	1	18	F2	
(P) LEXINGTON, Blue Grass	P	6.0W; hwy N	978	3	h50-BL4-S5-W	F4	
London	P	3 SSE; hwy E	1189	1	h40-BL4-W	F2	Use rnwy.
(P) Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL2,4-S5-W	F4	NE blkd. P-line S. Trees SW.
(NG) " STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h50-BL4,6,7-S3-W	F4	2-way rdo rqrd. FEE.
Madisonville	L	6.0 ENE;RR S	420	2	h25-(S3)	(100)	
" Athey	P	1.0 NE;hwys SW	500	1	24-S3	F1	
(PC) Mayfield-Graves Co.	L	3.6 ENE;hwy S	580	1	h33		Unattended.
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E. Levee W. Use rnwys.
Midway-Green Meadows	L	3.0 SE;hwy N	900	1	22		Rolling.
Milford		0.5 SE; riv S, W					ABANDONED.
Monterey, Karsner	L	2.0 SE;hwy W	540	1	20-S1	F1	NNW, SSE blkd.
Morehead	L	8.0 WSW;RR N	610	1	20		300' SW end ruf. Unattended.
(PC) OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(P) PADUCAH, Barkley	P	8.8 W; RR 1 N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	15-(S3)	(F1)	Caution-mtns sur fld.
Russell Springs		1.0 S hwy E	1080	1	20		Unattended.
Shelbyville, Shelby	L	2.9 E;hwy S	830	2	17-S1	F1	
(PC) Somerset-Pulaski Co.	P	2.5 S; hwy W	927	1	30-S5	F1	
Springfield	L	4.0 ESE;hwy N	810	1	19		P-lines along hwy in N apch.
Stanton	L	1.0 E	650	1	31-S1	F1	
(PC) Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Point	P	1.3 ENE;RR W	430	1	20-S5	F1	Hills to SW.
		NEW AIRPORTS (or airports out of alphabetical order)					

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Abbeville	L	3.0 E;hwy S	16	2	20-S3	91	
Alexandria		2.4 NW;hwy N					Perm Closed
" McArthur Drive	P	2 WSW;hwy E	87	1	16-S5	F3	
(PC)Bastrop, Morehouse Mem'l	P	2.5 S E;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE; RR SW	35	1	41		NW blkd. Cattle on fld.
" Downtown	P	3.5 E; hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only. P-lines N.
(P)" RYAN	P	5.5 N; riv 3 W	70	3	h60-BL4-S5-W	F4	
→(PC)Bogalusa	P	2.0 N; RR E	113	3	h36-BL4-S5	F3	P-line E.
Bunkie, Haas	L	3.0 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv 2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4.0 W; hwy N	30	1	18		
" K.P.	L	2.0 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-*L-S1	F3	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf. Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3.0 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Bcn prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd. Soft spots when wet. Land from and take-off to S.
Elton, Doise	L	1.5 S W;hwy, RRN	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W, NW.
Franklinton, Green		12.0 SSW; rd E					Perm Closed
Gilliam	L	1.0 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE; rd N	5	2	18		ENE, ESE, WNW blkd.
" " #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE; rd N	5	1	12		DANGER-SHORT FIELD.
→(PC) Hammond	P	3.0 ENE; hwy S	40	3	h50-B*L	F1	
Haynesville	L	0.9 N; hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly		1.2 NW;hwy W					Perm Closed
Jackson, Holloway		5.0 S SW;hwy 2 S					Perm Closed
" Howell	L	2.5 ENE; rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE; RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan-Broussard	L	0.5 S	12	2	15-S3	F2	Attended May-Nov.
Kaplan, Trahan Airstrip	L	6.0 W; hwy N	10	1	20		P-lines N, S.
(P)LAFAYETTE	P	2.0 SE; RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
" Bois De Lafayette	L	2.5 S; hwy E	39	3	20		P-lines N, S.
" Girard	P	2.0 NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur		0.5 ESE; hwy S					Perm Closed
"Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles	L	4.0 E	17	1	30-S3	F4	Ctn-wet. If unsuitable use Lake Charles AFB with FEE.
Lake Providence	L	0.2 E; river E	110	1	18-S3	F1	
(PC)" Byerley	L	1.8 NW; lk S	106	2	35	(F3)	
Logansport, Averett	L	4.2 NNW; rd E	300	2	20		S blkd; p-line SSE.
Longville	L	0.5 SE; RR W	80	1	27		
(PC)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8 SSW;hwy NNW	324	1	23		Use with caution.
(PC) Marksville	L	2.2 S; RR E	78	1	27		
Minden-Minden-Webster	P	1.0 NW	250	1	h35		
Monroe, Mid-South Duster	L	6.8 S; hwy W	80	1	23		P-line W. Use strip.
(P)" SELMAN	P	5.0 E; RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root		6.0 SE;hwy NE					Perm Closed
Morganza-Pte Coupee	L	0.1 S; RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2.0 SSW; hwy E	115	2	h41-BL4-S5	F2	
→ N New Iberia, Iberia Parish	P	5.0 NW; hwy NE	28	2	h40-S5	F3	Use rnwy.
(NG)New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No ngt operns 5-23, 9-27.
(P)" MOISANT INT'L	P	11.0 WNW;riv S	3	4	h70-BL4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC)Opelousas, St. Landry Parish	P	2.0 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Mem'l	P	20 WNW;bayou NW	9	3	45-S5	F3	NE, W blkd.
(PC)Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1.0 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
(PC)Rayne	L	1.0 NW; RR S	29	2	18		
" Hains	L	4.0 SSW; rd E	20	1	26		P-line N.
(PC)Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
" Garland	L	7.5 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE; rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1.6 SSW; rd N	155	1	21		P-line N.
(PC)Ruston	P	1.0 SE; RR N	317	3	h34-BL4-S5	F4	
St. Joseph, Castle	L	2.0 N; hwy NE	75	1	22		P-line N.
(P) SHREVEPORT, Greater Shreveport	P	6.5 S W; RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) "-Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	9.0 S; RR E	170	1	31-S5	F1	S end soft when wet.
Slidell, Pravata	L	1.5 NW;hwy N	9	1	18		Use ctn. Ends of strips ruf. Cattle-fld.
Tallulah, Scott	P	2.4 ENE;hwy S	64	2	32-*L4-S3	F2	Bcn prior req.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5 WNW;hwy S	40	1	16		
Vinton, Breaux	L	1 NNW;RR S					Perm Closed
(PC)Welsh	P	0.5 NW;RR S	19	2	31-*L4-S5	F3	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3.0 NW;hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution. Unattended, No storage.
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC)AUBURN-LEWISTON	P	4.5 SW;riv 1 N	292	3	h44-BL4-S5-U	F3	WNW blkd. Use rnwys.
(P)AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30, 3-21 clsd to acft over 15,000 lbs, and all acft winter months.
(PC)BAR HARBOR	P	9.0 NW;riv E	84	3	h45-BL2-S5-U	F4	Bcn oper June-September.
(PC)Belfast	L	1.0 SW;hwy 1 E	160	2	h40		SE,NW blkd. Safety strip E side NW/SE rnwy unusable.
Benton, Fernald's	L	0.6 WNW;riv W	130	1	14		Overhead cable W-dangerous. Ruf. Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5 NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	1	21-*L-S5	F2	
(PC)Caribou	P	1.0 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT. OF ENTRY.
(PC)Deblois Flight Strip	L	2.0 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun.
Dexter	L	3.0 ESE	485	2	h30		NE blkd. Use rnwy.
East Baldwin, Baldwin	L	0.3 S; riv W	290	1	14		
Eastport	L	1.5 WNW;hwy NE	67	2	h28		No storage. Unsafe-holes, ruf high bushes. NW blkd; p-lines NE,SE,SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5 WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1.0 SW;RR, hwy W	470	2	18-S5	F1	NNW blkd.
(PC)Fort Kent	L	3.4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwy N,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC)Greenville	P	2.0 ENE;pond E	1401	2	h30-S1-U	F3	Unattnd winters. Repairs avail. on request.
(P)HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. Rnwy 5-23 clsd winters wheel-equipped acft.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Lewiston, College Road	L	2.2 NNE;riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2.8 SW; rd SE	85	1	12		DANGER-SHORT FLD; Soft when wet.
→(P)Millinocket	L	1.0 SE	408	2	h50-BL3, 4-W		Unattended. Use rnwys. Ctc lgts avail rnwy 16-34 only.
Milo	L	1.3 SE;hwy W	295	1	18		Rgt tfc W. P-line W.
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	N,S blkd.
Moose River, Sky Lodge	L	1.0 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE,W	270	2	h40		Use rnwys.
→ Norway	L	1.0 N; RR S	387	1	15-S1		Soft when wet. Use strip. Unattended.
→(P)Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F4	Ctn-edges of rnwys ruf. Use rnwys. FEE.
Patten, Camerons	P	5.0 NW;hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
Peru, Linnell's	L	0.5 NW;RR, riv W	410	1	20		
Phillips, Pleasant Valley Farms	L	2.9 NNW;riv N	670	1	41		
(PC)Pittsfield	L	0.3 SSE;riv N,S	190	2	h40		SSE blkd. Skis winter.
(P)PORTLAND	P	2.0 W; riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters.
(PC)Princeton	L	1.5 SSE	250	2	h40		Use rnwys. NW blkd.
(PC)Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC)ROCKLAND	P	3.0 SSE	60	3	h45-B*L4		
Rumford	L	2.0 SSE;riv NW	615	1	18		
(PC)Sanford	P	4.7 SE;hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Lgts unreliable.
Seven Isl., Maine For. Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD).
Skowhegan	L	1.0 NNE	240	1	18		P-line W.
South Portland, Port O'Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Stonington	L	1.2 NNW;hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW;hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5	F1	Fld surrounded by trees. W blkd.
Van Buren, Levesque	L	1.0 NW; riv E	520	1	15		INACTIVE. Ruf, rolling.
(PC)WATERVILLE, LaFleur	P	1.5 SW	332	3	h40-B*L4-S5	F1	WSW blkd. Use rnwy 14-32 with caution.
Winterport, Fernald	L	3.0 WNW;RR E	181	2	h40		Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW; riv NE	30	1	30-*L-S3	F1	P-line ESE.
Baltimore, Eastern	P	11 E; riv S	20	2	21-S5	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S; RR W	146	3	h94-BL4,6,7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG, A) " Harbor	P	6 SE; riv SW	14	2	h44-BL3, 4, 5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2400-0800
							Use paved areas.
" Martin	L	10 E; plant W	18	4	h71-*L3		No public services.
" Rutherford	P	8 WNW; rd W, N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf.
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Russell	P	8 WNW; bay W	25	1	32-U	F4	
Churchton, Deep Creek	P	1.6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	P	2.5 E; hwy S	400	3	21	F1	P-line S. Rolling
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, ctc Washington rdo.
College Park	P	0.4 E; RR W	49	2	22-*L4-S5	F3	N, NW blkd.
(PC) Crisfield	L	3 NNE; RR SE	4	2	h25		3500' strip avail. Soft-wet. Unattended
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S; riv N, S	780	3	h58-BL4-S1-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W, Ruf. Rgt tfc E.
(PC) EASTON	P	2.2N; RR E	66	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE; RR NW	140	3	21-S3	F1	Clsd to heavy acft when wet. Rolling.
(PC) Frederick	P	1.8E; riv N, E	304	2	h38-B*L4-W	F3	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs, NE/SW rnwy 15,000 lbs.
(P) HAGERSTOWN	P	4.2N; factory SE	704	2	h44-BL2,4-S3-W	F4	Use rnwys. Weekends lgts avail sunset-2200.
Hollywood, Half Pone Point	L	3.5 E; riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Laytonsville, Davis	P	2.3N; hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.
							permission only.
→ Salisbury, Delmarva	L	2.8 NE; RR S, W	45	1	20-U		Clsd all com operns. Lndgs by prior ✈
(P) " -WICOMICO COUNTY	P	5.3 ESE; hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8SSW; hwy SW	10	1	20		SSW blkd. E/W strip under const.
Stevensville, Kentmorr	L	4.7 SSW; bay W	12	1	25		E blkd.
Westminster	P	2.6N; hwy E	780	2	25-S3	F3	Rolling. P-line E.
NEW AIRPORTS (or airports out of alphabetical order)							
MASSACHUSETTS							
Adams	L	1.3SSE; RR W	1400	1	18		CLOSED
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5	F2	Hi-tension line SE; p-line E. Ruf.
Barre, Hiller	P	4.7SSW; riv NW	599	1	40-L4-S3-U	F3	
Berkley, Myricks	L	3 E; RR SW	65	2	20		S blkd. Ruf.
(AF) BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd. 17-35 perm clsd. No storage.
" Beverly	P	17.5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL4,6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum. 2-way rdo rqrd. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
" Revere	P	5.5 NNE; twr N	25	3	h27-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S; hwy E	80	1	h18		CLOSED. P-line N.
(PC) Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW; RR S	640	1	16-S3	F1	Ruf.
Edgartown	P	2 S; bay E	20	4	33-S1	F1	P-line NE, SE.
→ (PC) Fall River	P	4.3NNE; RR N, W	192	2	h39-BL4-S3	F3	
Falmouth, Coonamessett Ranch	P	6.4 NNE	100	2	40-*L4	F1	
FITCHBURG	P	2.5 SE; riv S, SW	348	2	h45-BL4-S1-U	F3	P-line SSE.
(PC) Gardner	P	2 SW; hwy N	946	2	22-S5	F1	
Great Barrington	P	2 W	726	3	27-S5-U	F3	ENE blkd; p-line SW.
Hanover, Clark	P	2.6 WSW; riv S	74	3	h23-S5	F1	N, NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW. Ruf.
Hopedale, Draper	L	2.7 SE; RR ENE	259	1	h32	F2	
(PC) HYANNIS, Barnstable	P	0.9 N; RR E	56	3	h41-B*L4-S5-U	F4	
(PC) LAWRENCE	P	2.5 ENE; riv W	165	3	h40-BL4-S5-U-W	F4	Use rnwys.
Leicester	P	2 N	1141	2	h20	F1	Ruf.
Mansfield	L	2 SSE; RR NE	124	3	25-S5	F3	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E; riv SE	9	1	23-S1-U	F1	
Marston Mills, Cape Cod	L	2.2 NNE; lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(PC) MARTHA'S VINEYARD	P	4.3 S; hwy E	68	3	h40-BL4-S5-U	F4	Antenna pole SE.
(P) NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi. 2-flash. hi-int apch lgts avail rnwy 24 during drizzle.
(PC) NEW BEDFORD	P	2.5 NNW; RR S	79	2	h50-BL2,4,5,6-S5-W	F4	
Newburyport, Plum Island	P	1 ESE; riv N	11	2	28-B-S5	F1	P-line NW. W blkd.
(PC) North Adams, Harriman	P	3 W; riv N	651	3	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE; lk NW	200	2	20-*L1-S5	F1	P-line SE. Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MASSACHUSETTS							
Northampton, Atwood	P	1.2 SSE; riv S	116	1	22-*L4-S5-U	F2	Mtn SSE. Rgt tfc N
(PC) " LaFleur	P	1.2 ENE; RR W	120	2	23-*L4-S5	F2	
(PC) Norwood-Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC) ORANGE	P	1.5 SE; hwy SE	555	3	h50-S1	F1	
Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
Palmer, Metropolitan	P	4.8N; RR E, SE	410	3	22-*L1-S5-U	F3	Hill NNW, Rolling.
(PC) PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW; hwy N	149	3	28-S1	F1	Use strips only
(PC) Provincetown	P	2.3 WNW	8	1	h35-*L4-U	F2	
Southbridge	P	1.7 N; hwy E	700	2	26-S5	F1	
Spencer	L	3.5NNE	1040	1	17-(S5)		Ruf
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No storage. P-line SE.
Taunton, King	P	4 ESE; riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf, Twr SSW.
Tewksbury, Tew-Mac	P	2 SE; riv E	90	1	16-S5	F2	Hwy tfc SSW apch. P-line S.
(PC) Turners Falls	P	1.8 ESE; riv NW	365	3	31-*L1	F1	SSW blkd.
Wareham, Country Club		1.3 E; riv S					ABANDONED.
Westboro	P	1.9 WNW; RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9SE; RR SW	650	2	20-S5	F3	P-line SW.
(NG) WESTFIELD, Barnes	P	3.NNE; hwy W	270	3	h70-BL4, 6-S5-W	F4	
Williamstown, Fair View Farm	L	4 SW; hwy E	954	1	16		
(P) WORCESTER	P	3.5 W; hwy N	1009	3	h55-BL5, 6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
MICHIGAN							
Ada, Somerville	L	1S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC) Adrian-City	P	3SW; RR N	800	2	34-*L4-S5-U		WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E, SE blkd. P-line NW. Ruf.
(PC) Alma	P	1.3 NE; riv S, E	750	2	h25-BL4-S5-U	F2	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7NNW; hwy E	860	2	22-*L4-S5-U	F1	
(NG) Alpena, Phelps-Collins	P	6.5 W; riv adj	689	3	h80-BL4-S3	F2	Bcn opers October-May
→ (PC) Ann Arbor	P	4 S; RR E	835	3	32-BL2-S5	F4	Soft when wet.
" Washtenaw	P	6 W; hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW; hwy S, E	915	1	24		S blkd.
Atlanta	L	0.8 ESE; hwy N	875	3	22		Use strips. Ruf.
Au Gres	L	0.9 NNW; RR S	590	2	20		NW blkd. P-lines NE, SE, SW. Soft-wet. Use strips.
(PC) Bad Axe, Huron Co. Mem'l.	L	1.2 SSE; RR W	763	3	25-L4	F1	
Baldwin	L	1.3 SSE; hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use strips.
Baraga	L	4 NW; hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N, S, W blkd. Ruf. Ctn-trees on strips.
Barryton	L	0.8 ESE; riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	P	3.5 S; riv W	599	3	h26-S3	F3	3600' N/S strip avail. Use rnwys.
Beaverton	L	0.8 SW; RR W	728	2	16		
Belding	L	2.1 W; hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE; RR W, S	814	3	26	F1	NW, SE blkd, p-line E. Ctn-sand blows N end.
(PC) Benton Harbor, Ross	P	1.5 NNE; hwy S	642	4	h37-BL4-S5-U	F3	Embank. all apchs. Use rnwys.
Big Beaver	P	0.8 E; hwy W	650	2	24	F1	Ditch SW. Use strip N blkd.
Big Rapids	P	1.5 NW; RR E	928	2	38-BL4-S5	F1	Bcn, lgts prior req after 2230.
Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-S1	F3	N, NE, S blkd. FEE.
Blaney Park	P	0.5 NW; lk N	710	aw	22	F1	Road crosses NNW/SSE strip at S end.
Blissfield, Betz	L	2 NNW; riv SE	690	1	25		E, W blkd.
→ Boyne City	P	1 SE; RR NE	685	2	16-S1	F1	Twr SW. Use strips. Strips plowed-winters.
Breedsville, Bangor	L	0.6 WNW; RR E	654	2	18		INACTIVE. N, S blkd. Ruf. Soft-wet.
Brevort	L	1 NW; hwy S	740	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	L	3 N; hwy E, W	1020	1	20-S5	F1	Rolling.
Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N end N/S Strip. Knoll N, NE.
(P) Cadillac	P	2.5 NW; hwy E	1305	4	h37-BL2, 4-S5-W	F1	
Caro	L	2.8 SW; riv SE	700	4	23-*L-S1	F1	S, SE, NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, antennas surround fld. Use strips.
Charlotte, Beach	P	1.8 ENE; RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Cheboygan	L	0.5 ENE; riv W	590	2	25-S1	F1	S blkd.
Chesaning	P	0.8 W; hwy NE	639	2	23-L4-S1	F2	W blkd; P-line E, S. Lgts to 0400.
Clare	P	1 NE; riv SW	840	4	26-S5	F2	P-lines, S, W, SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC) Coldwater, Branch County	P	2.7 WSW; RR S	954	3	h35-BL4-S3	F2	
Croswell-City	L	1 W; riv E	732	2	25		ESE, S, N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE; lk E	1390	3	30-S1	(F1)	P-lines SW, WSW.
Deckerville, Nauman	L	1.5 S; hwy E	800	1	24	F2	E blkd.
(PC) DETROIT-CITY	P	5.5 NE	626	4	h48-BL2, 3-S5-W	F4	W blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
" WAYNE MAJOR	P	16.9WSW City Hall	639	4	h79-BL4,6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
(AF) " WILLOW RUN	P	22 WSW; riv 1 S	716	6	h73-BL4,3,4,5,7-S5-W	F4	FEE. 2-way rdo rqrd.
Dowagiac, Cass County	P	1 NW; hwy S	750	4	31-S5	F3	S, SW blkd. P-line NE. Minor eng rprs only.
Drummond-Island	L	0.5 S; bay 1 N	630	2	25-(S1)	(F1)	ENE blkd. Rolling.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd,P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N; RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E, W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S.400' W end E/W Strip soft-wet,Use strips
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip.
(PC)Empire	L	3.2 SE;hwy 1N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2			P-line SW.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE. E, S, W blkd.Ctn-loose sand.
Flat Rock, Nan-Bar	L	1ENE;RR N	596	1	26-S5-U	F2	P-line E, NE.Rgt tfc W, SW.Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE, NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2E;riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd:hills NNE, ESE, SSW, WNW. Ctn on NNE/SSW strip when wet.
Fraser, McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N, SW blkd;p-line SE.Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E, SE, W, NW blkd;p-line NE.3300' N/S strip lgtd dusk-2400 other req. Skis winter.
(P)Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW. Lgts dusk-2400 other req. Use rnwy strips.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S, W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h57-BL2,4,6-S1-W	F4	NE, E, SE, SW, W blkd. Ant. NW.
Grant	L	1.8 ENE; RR E	820	3	27-(S1)	(F1)	SE blkd.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
Greenville	L	2.5 S;RR 1 E	855	2	24		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	P	1.4 S;lk W	626	aw	34-S3	F1	S blkd; p-line N. Not maintd winters.
Hammond-Bay	L	2 ESE;hwy N	670	1	20		E, W blkd. Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE, SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3NNW;hwy E	1100	3	33		INACTIVE. E, S, W, SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2SSE;hwy1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	L	2 N;hwy W	760	2	28		
Hillman	L	2.4 NW	850	2	23		S blkd; woods N, W.300' overrun ext N.Use strips.
Hillsdale	L	1.6 NW; RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW; bay 1 S	812	3	27-*L4-S1	F1	N blkd; p-line NE, SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd.Use NNE/SSW Strip-emerg, No storage.
" -Sands	L	2 ESE; RR SW	605	2	50		Unattended.
Houghton Hgts,Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N; pole, antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E, W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W; dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
Ithaca, Johnson's	L	1 ENE; RR S	750	1	23		Use strip. Soft when wet.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	Rnwys 9-27, 18-36 rstd 12, 500 lbs, gross wt. P-line S. Use rnwys.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd. Anten, NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F4	P-lines W, SW.Unlgtd ant, on house W apch. Use rnwys.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N, E, W blkd. Ruf.
Lake City, Homes Acres	P	2 ESE; RR S	1290	2	26-L-S3	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW.Ctn-oil derricks.
L'Anse, Muzzy's Lodge	L	2.3 SSE;RR E	966	3	23		P-line NE, SE. Soft.Skis-wint.Lgt acft only.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd.P-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW; RR S	859	3	h50-BL3,4,6-S5-W	F4	NE blkd. Rnwy 14-32 rstd DC3 acft and smaller.
Lapeer, Dupont-Lapeer	P	2.4 ENE;lk W	830	4	36		P-line N. Use strips.
LaSalle, Price	L	4.5 SW Monroe	606	1	19-*L4		P-line S.
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW, NW blkd.P-line W.Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE, ESE,WSW, W, WNW blkd; p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd.P-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd, N/S strip ruf. Ctn.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE; twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	L	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S strip ruf. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Manistee-Blacker	P	4 ENE;riv S	613	2	39-*L4-S3	F1	E end E/W Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd; p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd.Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE, SE, NW blkd, Ruf.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd. Rolling. Use strips.
Marquette-County	L	8.0 W;hwy S	1415	2	27		Not maintained winters-clsd to wheel acft.
(AF) " SAWYER	P	14 S;RR W	1181	1	h73-BL4-S3-U-W	F3	Use rnwy.
Marshall, Brooks	P	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd, P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W.
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft. Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW; RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only.Unlgtd antenna S.No storage, fuel Sunday.
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N.Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-BL4-S5-U	F3	
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
← Montague, Ottiger	L	3 N	700	3	30	F1	Trees N, E, S. P-line W. Attnd evenings.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd. P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F3	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10, 000 lbs.
Napoleon, Maule	P	0.8NW;bet RR, hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	L	0.8 SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2NW;rd S	600	2	18		N, S, NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
New Hudson, Knapp	L	0.5 SW; RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2S;lk SE	588	2	29-L1-S1	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	L	3 NE; bay E	625	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	830	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2 SSW;riv W	850	2	26		N, E, S, W blkd. Rolling, ruf.
(PC)Owosso-City	P	2 E; riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F4	First 500' E end E/W Rnwy clsd; also clsd ngts.
Petersburg, Ensign	L	1.8 ESE;RR 1W	680	2	26	(F1)	E, S blkd, Ctn-sand-erosions.
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		NE blkd. Ctn-Oil drilling NW,E end. NE/SW strip under water.
Plainwell, Otsego-Plainwell	L	1.5 N;riv NW	727	2	26		INACTIVE. E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE; RR E	700	4	25-*L-S5	F3	NW blkd; p-lines NE.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h25-BL2,3,4-S5-U-W	F4	UNICOM opers 0700-2200:other hrs on req. 3000' strip avail.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N, E.	585	3	27-S5	F1	NE, SSE, SW blkd; hill N, Ant, NW. Ruf.
(PC) " St. Clair County	P	6.4 SW; hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N; riv N	1150	3	25-S1	F1	N, SW blkd. Use strips.
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rapid River, Del's	L	0.3 N; riv E	590	1	15		
Reed City, Miller	P	0.5 N	1040	1	25-U	F2	Unicom 0800-1700
Rexton	L	1.9 WSW;RR N	850	2	22		N, E, W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE; lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru October.
Romeo	P	2 E; lk E	730	2	33-S3	F1	S blkd; p-line N. Soft when wet.
" Kuntsman	L	4.9 SE; dam NE	680	2	26		INACTIVE. N, S blkd. Soft-wet.
Roscommon	L	2.5 SE; RR NE	1100	2	42		E, W blkd.
Saginaw	P	4.5 E;RRS, N	601	3	33-B-S3	F3	E, NW blkd; p-line SE. Use strips. Bcn on req.
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd, Ruf, Ctn-hole at strips, intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4-S3	F3	W 2250' ENE/WSW strip avail ngts.
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
Sandusky, Williams	L	5.5 S;hwy E	780	2	18		Fuel on req.
(P)Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips. Winter E/W strip only. Bcn 1 hr prior req.
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low,Soft when wet.
(PC)Sebewaing	L	0.7W;riv N	584	2	25-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch, Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4S;RR W	663	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE; RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE, WSW blkd. Ruf.
(PC)Sturgis, Kirsch	P	1 NW;RR W	924	3	h36-L-S5	F3	P-lines E, S.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.

.F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE, SE, SW blkd; p-line NW
Thompsonville	L	1.5 W;riv E	850	2	25		N blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Vassar, Welsh	P	4.3ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	P	1.6 WNW	625	2	23-S5	F1	N, W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW, SW.
(PC)Watervliet	L	1 NE;lk NW	655				CLOSED.
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage. Use strips. P-line NE.
West Branch	L	0.7ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5ENE;riv NE	950	3	34		W blkd. E/W strip rolling, ruf. Use strips.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
Wixon, Spencer	L	0.8 W;RR N	940	1	24		S blkd; p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv1 NE	738	4	23-*L4	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7ENE;Riv W	1204	1	24	(F2)	Use strip.
(PC)Albert Lea	P	2.3 N; hwy E	1244	2	h38-S5	F2	
(P)ALEXANDRIA	P	2 SW; lk NW	1425	4	h57-BL4-W	F4	P-line NE.
Anoka	P	1.2 SE; riv 1 SW	896	3	38	F3	Ruf. Use N/S strip. Rft tfc S, W, SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	F2	S, SE, SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F2	NE/SW strip soft.
Backus	L	0.6 NE; hwy E	1335	1	26-S1	(F2)	
(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F2	AIRPORT OF ENTRY.
(P)BEMIDJI	P	3.8NW; hwy S	1395	3	h57-BL4-S3-W	F4	
" Port-O-Wilds	P	9.4NNE; hwySE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips.
(PC)Big Falls	L	2.5NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N; lk E	1346	1	25		
(PC)Blue Earth	L	3 S; RR E	1102	3	23	F2	
(PC)BRAINERD	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F4	Beacon oper, prior req.
Cloquet	L	2.3 WSW	1278	3	32	(F2)	
Cook	L	2 S; RR 1 E	1330	2	22		
(PC)Crookston, Kirkwood	P	4.8 N; hwy E	896	3	30	F2	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W; RR N	1396	3	35-S1	F2	10' drop E end of strip. Use strips.
(PC)Dodge Center	L	1.2 SE; RR N	1299	2	23-U		
(AF,NG)DULUTH	P	6.5NNW;hwy 1S	1430	3	h80-BL4,6,7-S5-W	F4	ARPT OF ENTRY. Use rnwys. 1000' overrun lgtd.
Ely	L	1.2 E; lk NW	1425	2	24		P-line SW, NW. Use ctn.
Erskine	L	2 ENE; lk S	1241	2	25	(F2)	ENE blkd. Use strips.
(PC)Eveleth-Virginia	P	3.5 SE; lk E	1385	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E; hwy N	1161	2	h22-L-S5-U	F2	3000' strip avail.
(PC)Fairbault	L	3 NW; lk 1 W	1052	2	h21-(S5)	F2	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W; riv E	1185	3	h40-BL4-S5-U	F3	
Fertile	P	1.0 NNW	1137	1	24	F1	
Fosston	L	1.5NW;RR SW	1270	2	23	(F2)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24		Use strips.
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
(PC)Grand Marais-Devil Track	P	5.5 NNW; lk S	1658	1	26	F2	Attended summers.
(PC)Grand Rapids	P	2 SSE; riv NE	1302	3	h41-BL4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	2	30-B-U	F3	Closed Dec - March.
Greenbush	L	1.1 SSW;hwy NW	1070	2	26		
Hallock	L	1.2NNE;riv W	800	2	20	(F2)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F2	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2-S5-U	F3	
Howard Lake, Frank		2 SW					ABANDONED
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F4	ARPT OF ENTRY.
Isle	L	0.5 N	1271	1	23	(F2)	
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
Karlstad	L	1.1 W	1025	1	26-S1	(F2)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Lake Bronson	P	0.5 NE	960	3	26	F2	P-lines S, W, NW.
LeSueur	L	1.5 S; riv W	850	2	24		Rolling.
Litchfield	L	1 N	1116	1	28-S1		
(PC)Little Falls	L	1.8ESE;hwy W	1118	2	30		Closed
(PC)Littlefork	L	1.8WNW;riv1 E	1145	2	23		N/S strip ruf.
Madison	P	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W; RR S, E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE; riv N	1140	1	20-S1	F2	Rolling. Ctn-on ridge.
McGregor	L	0.8 N; hwy W	1227	2	23		Use strips.
Melrose-Riverside	L	1.2NW;rnys,rivN	1215	1	34	(F2)	Gravel pit NW end.
(PC)Minneapolis, Anoka Co.	P	12.5NNE;hwy E	908	3	h37-BL4-S5	F2	Ctn-newly seeded. Use rnwy.
(PC)Minneapolis, Flying Cloud	P	13.8SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " Crystal	P	9 NNW; RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
(AF,N)" ST. PAUL INTN'L (Wold Chamberlain)	P	6.5SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 17-35 perm. clsd. Rgt pat rnwys 4, 11R. Flashing amber lgt on twr indicates rgt pat.
Montevideo	L	2.2NNE;hwy W	1036	2	25	F2	Use strips.
Monticello	P	1.3NNE;riv SSW	940	2	36-S5	F2	P-line S. Use strip.
(PC)Moose Lake	L	3.3 SW; lk W	1075	1	25		
(PC)Mora	L	1.2NE; lk N	1012	2	25	(F2)	NW/SE strip ruf. P-lines SE.
Morris	L	3 SW	1134	4	31-S1	(F2)	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W; hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW; lk SW	1231	1	36-S3	F2	N blkd. Use strip.
Northome	L	2 NE; lk S	1427	2	20		
Ortonville	L	1 ESE; hwy S	1095	2	24		
Oslo, Hoff	L	2.8 NE; riv W	800	2	20		Use strips.
(PC)Owatonna	P	2.9NW; hwy E	1147	2	h35-L4-S5-U	F2	Lgts oper dusk-2400.
Park Rapids	P	1.7SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F2)	P-line N. Use strips.
Perham	L	1.8 NW; hwy NW	1370	2	25	(F2)	Rolling.
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
Pine River	L	1 WNW;RR NE	1313	2	20	(F2)	
(PC)Pipestone	P	1 SE; lR E, W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300.
Plummer	P	3.5 SSE;RR E	1120	1	22	F2	
Princeton Mun	L	1 W,hwyN,RR E	983	1	23-L4-W	(F2)	
Red Lake Falls	L	3.5 NE; hwy W	1066	1	20		
Red Wing	P	2.5 NE,hwy N	770	2	21-S3	F2	P-line N Ruf. Rolling. No. storage. Maj engine repairs only.
(P)Redwood Falls	P	1.8NE;riv 15 NE	1022	2	22-B-S3-W	F2	
(P)ROCHESTER, Lobb Fld	P	1.7SSE;RR W	1041	3	h45-BL2,3,4-S5	F4	P-lines N, NE, SW. Rnwy 17 clsd ngts.
Roosevelt, Red Lake	L	15.7 SSW	1250	1	20		(EMERGENCY ONLY). Very ruf.
Roseau	L	1.6NW; riv E	1040	3	35	(F2)	P-lines N, W. Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F2	P-lines N, W.
(PC)St. Cloud, Whitney Mem'l	P	1.5NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt lndgs.
St. James	L	2.3 E; hwy S	1068	1	27	(F2)	Ctn-wet.
St. Paul Lake Elmo	P	10.2 ENE; lk W	925	2	h23-*L4-S3	F2	
St. Peter	L	2.4NNW;riv1 E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE; riv W	1253	2	28-S3	F2	
Silver Lake	P	3.2 NW	1050	1	26-S1	F2	Rolling.
(PC)Sleepy Eye	L	3.3SSE;hwy W	1004	2	26	(F2)	
(PC)South St. Paul	P	1.8S;riv 1 NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9SW;hwy N	1073	2	22-S3	F2	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	(F2)	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F2	P-line NW, SE. Use strips.
Staples	L	1.5NNW;RR SSW	1298	3	22		Use strips.
Stephen	L	1 NE	830	1	22		
(PC)THIEF RIVER FALLS	P	3.6 S; riv W	1115	2	h39-BL4-S5	F2	Lgts prior req after 2400.
Tofte, Gervais	L	1.2 NE; on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	1	26-S3	F2	P-line N. Use strips.
Tyler	L	1.4NW;RR SW	1742	3	21	(F2)	P-line SW.
(PC)Wadena	P	1 E; RR NW	1350	4	32-S3	F2	P-line S, SE, NW.
Walker	L	5 NW; lk E	1364	1	26		
Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F2)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F2)	
Wheaton	L	3 SW; crk N	1022	2	20-S1	(F2)	Use strips.
White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F2	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC)WINONA	P	3.8NW;riv N	656	3	h40-BL4-S5	F4	
(PC) Worthington	P	1.6N;lk 1.5SSW	1572	4	h40-BL4-S5	F2	
NEW AIRPORTS (or airports out of alphabetical order)							
Barnesville	L	In City Limits	1018	1	25		
Benson	L	2.0 NW	1038	1	26		No Storage.
(NG)St. Paul Holman	P	1.5 mi S;riv N,E	703	4	h55-BL2,3,4-S5	F4	P-line NE. Clsd to all trans jet acft.

F-fuel octane. ⊢ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW; hwy E	239	3	30-(S1)	(F1)	W, NW, blkd; p-line N. Ruf. Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW; hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Bay St. Louis-Hancock Co.	L	2 W; hwy S	10	1	22		Ctn when wet. Use at own risk.
Baldwyn	L	0.5 E; rd S	380	2	14-(S1)		Soft-wet. E/W strip ruf. Cattle on fld.
Belzoni, Turner	L	2 SW; hwy E	110	1	36	(F1)	SSW blkd. Soft when wet.
Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call. Unattended winters.
Benoit, Speakes	L	2.5 S; riv NW	135	1	43		
Biloxi, Rogers	P	4 NNE	646	1	27	F1	Rgt tfc N
Brookhaven	P	3 NE		1	30-S1		Soft when wet.
(PC)CLARKSDALE, Fletcher	P	8 NNE; hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F1	S blkd. P-line W. Sides of strips soft-wet. Rnwy lgts on prior req after 2400.
Columbia	L	3 NNE; rd W	110	1	26		
→(PC)Columbus, Lowndes County	P	3.2 SE; hwy W	186	1	40-BL4-S1	F3	Max lndg wt 15,000 lbs sing. wheel acft.
Corinth, 7, MEM-TPA	P	5 WSW; hwy N	418	2	39-BL2		
Crosby Municipal	P	1.2 NNE	315	1	h31-BL4-S3	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd. Ruf.
Egypt, Ball	L	1.8 S; hwy E	300	1	26-(S1)	(F1)	
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	118	1	23-S5	F1	No storage. Soft-wet.
" Cypress	P	2.4SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	L	4.3 E;hwy S	118	1	41		Irregularly attended. No service to public.
(P)GREENWOOD MUNICIPAL	P	2.3 SW; RR E	129	3	h40-BL4-S3-W	F3	P-lines E, SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N; RR S	207	3	h51-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h80-BL4,7-S5	F4	Use rnwys. Overrun apch lgts.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
(PC)Hazlehurst-Copiah County	L	1.8 E; hwy N	460	1	24		
" Kaywood Plantation	L	8.2SW; rd E,N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16L-34R clsd to hvy acft. Use rnwys.
Kosciusko	L	1 WSW; RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	P	3 SW; hwy SE	235	3	h50-BL4-S3	F3	
Leland, Checker	L	3.6 SSW;hwy E	118	1	16		Irregularly attended. P-lines N.
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft when wet.
" Tate	L	1 NNE; hwy E	119	2	13		Ditches across E/W strip unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE; rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Lyman, Woodome	L	3.5 WNW	110	1	20		
Madison, Campbell	P	1.6SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5E; RR, hwy S	425	1	20		INACTIVE
(P)McComb-Pike County,8C, MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rft tfc SW.
(NG)MERIDIAN, Key	P	3 SW; RR NE	297	4	h70-BL6-S3-W	F4	Hi-intensity overrun lgts.
Merigold	P	0.8 N; hwy W	142	1	16-S3	F1	Soft-wet.
Natchez, Air Park	P	2.5NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-U	F3	
Newton, O'Keefe	L	1.5ESE; rd N	363	2	22		INACTIVE
Nitta Yuma, Davis	P	0.5 SSE; RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	8 S; hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4	F1	Cattle on fld.
Pertshire	L	0.4 S; hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwyE	75	1	22		P-line N, S.
Pickens, Presley's	L	1 NNE; RR E	230	5	23-(S5)	(F1)	W, NNW blkd; p-line N, NE, E, S. Cattle on fld.
(PC)Raymond, Williams	P	3.5NNE;RR SE	244	3	h40-BL4	(F1)	
Ripley	L	1.8 W; hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
→(PC)Starkville	L	2.5 SW; RR NW	325	3	h50		Caution
Starkville, Oktibbeha	P	8 ENE; hwy E	250	3	30-S3	F1	
Tunica, Mocarter	L	7.5NNE;hwy W	210	1	19		INACTIVE.
(PC)TUPELO	P	3 W; hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use rnwys.
Tutwiler, Strange	L	0.7SSE;hwy N	160	1	21-(S5)	(F1)	NNE blkd. Soft when wet.
(PC)Union	L	1.6NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE, NW, SW.
Winona	L	1 SSE; RR W	370	1	27		Very ruf.
Winterville	P	0.5 W; hwy W	122	2	24-S3	F1	E blkd. Soft when wet.
(PC)YazooCity, Barrier	P	2 N; RR E	110	2	32-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
Indianola		1.5 mi NW		1	24	F2	Hours of attendance unknown.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet. Rgt tfc pat.
Bismarck-Memorial	L	1 SE; RR N	1038	1	24-B-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1 W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5NNW;hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable-when wet.
Bowling Green	L	2.3NNW;hwy E	882	2	22	F1	S blkd. Use strips.
Branson, Golf Ranch	L	3.0 E	1176	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		Ctn when wet, Use strips. W blkd.
Brookfield, Browne's		2 WSW;RR 1 N					ABANDONED.
Brunswick, Elliott	L	4.3NE;hwy W	700	1	12		Use strip.
Buffalo	L	0.6NE;hwy W	1120	1	19		Use strip.
Butler	P	2 N; RR W	870	1	26-W	F1	
(PC)Cabool-Memorial	L	0.8NE; RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S; hwy E	1083	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4SW; RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE; RR N	780	3	h25-BL2-S5	F3	4000' strip avail, 15' hill E apch.
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat on tk-off or lndg to S; other times left tfc pat. Taxi on rnwy when fld is wet.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips.
DeSoto, Cole	L	8 S; lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4SSE;hwy N	315	2	h45-BL4-S5-U	F1	Rft tfc to N, NE. Use rnwys. Use strips.
Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd. P-line E. Rgt tfc NE/SW strip.
Elmo	L	0.4 S; RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle on fld. Use strips.
(PC)Excelsior Springs Mem'l.	L	1.6ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Farmington	P	1 ESE;hwy N,E	920	3	32-BL4-S5-W	F3	Rgt tfc N, E, SE. P-line E, N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	27-S1	F1	P-line NE. Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	
(PC)Gideon	L	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	L	3WNW;hannelW	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE; lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips.
Harrisonville, Mid West	L	3.4 S; hwy W	900	1	18	(F1)	Use strip.
Hayti,	L	1.5 SE; rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
(PC)Hornersville	L	2 W; RR SE	270	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet.
(PC)Houston-Memorial	L	0.8NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels. Usable width 65'.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5ESE;lk SE	825	2	24-S5	F2	NE/SW strip soft-wet. N/S strip ruf. P-line S.
(PC)Jefferson City-Memorial	P	1.3NNE;riv SW	546	3	h36-BL4	F3	3800' strip avail.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h55-BL4,5-S5-U-W	F4	Use rnwys.
(P)KANSAS CITY	P	5NNW;riv S,W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Tk-off and lndgs prohibited on rnwy 17.
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F2	N, NE, NW, E blkd. Rolling.
(PC)Kennett	P	1.3ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	P	2 W; RR N	1050	2	h26		N blkd; use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2	F1	E, NE, S blkd. W 1000' E/W strip ruf.
Lexington	P	3 NW; hwy NE	690	4	30-S5	F2	S blkd; p-line W, NW, SW. Soft-wet.
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Clsd civil acft.
(PC)Marceline	L	1.3 N; hwy E	874	2	24		Use strips.
(P)Marshall-Memorial	P	1.8 S; hwy E	777	2	39-B-S3	F3	Use strips. Soft-wet. E center N/S strip ruf, N blkd.
(PC)Maryville-Memorial	P	2.2WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	L	1 NNE;RR W	980	1	24		P-line N. Use strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S strip W end of fld clsd. W blkd, 2800' strip avail.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F2	P-lines NE, SE. Use rnwys.
Monett	L	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
Neosho	L	2.5SW; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2ENE;RR N	882	2	h25-*L4-S3-U	F4	N, W blkd. 3550' strip avail. E/W strip soft-when wet.
(PC)Osage Beach, Linn-Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	30	F1	Attended week-ends only.
Owensville, Depperman	L	0.7NNW;hwy S,E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Passaic, Cushard	L	2 E;RR, hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Pattonsburg, Watson	L	1.6 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use E parallel rnwy only.
(PC)Poplar Bluff, Fields Mem'l.	P	4.3 E; hwy S	330	1	h40-BL4-S3	86	Use rnwys.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
Portageville, Fuller	L	1.2 N; rd E	280	1	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S; hwy W	900	1	16		Caution. Use strip.
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
St. Charles	P	4.2 N;hwy 1,ESE	470	3	30	81	N, NW, SE blkd. Use strips.
St. Clair	L	1.4 ENE	750	2	21		E,SE,W,NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH Rosecrans Memorial	P	4WNW;riv SW	822	3	h60-BL2,4,5,6-S5-W	F4	Use rnwys.
(N)ST. LOUIS, Lambert	P	10.8NW;hwy W	568	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
" Southwest	P	12.5SW;hwy S	450	3	h20-L4-S5	F1	Rgt tfc W, S, SW. Use strip, 2500' strip avail. Rnwy lgts sunset-1:30 am.
(N) " Smartt	L	22NNW;hwy S	438	8	h20-S1	F1	Clsd transient acft. Tests conducted.
" Starling Arpk	L	14 SSW;riv N	420	2	23	F1	P-line E edge. Trees W, SE.
" Parks Metropolitan	P	3.5SSW E St. Louis, Illinois	413	3	h16-BL4-S5-U	F3	4000' strip avail. Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-L4-S5-U	F1	W blkd. Use gravel strip-wet. Rgt tfc E, N.
Sedalia	P	6.3 NW;RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips.
(PC)Sedalia Memorial	P	2.3 E; hwy S	908	2	h20-B	F2	Use rnwy only.r Turf soft.
(PC)Seymour, Owen	P	3NE;OrchardSE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling. Ruf. Land at own risk.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips.
(PC)Slater-Memorial	L	0.8WNW;hwy N.	846	2	21		Unattended.
(P)SPRINGFIELD	P	5.5WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy acft use strips only. Fence W.
Stanberry, Enyart		1.2NNE; hwy W					ABANDONED.
Stanton, Meramec Cavern	L	0.5 SW; hwy E	8752	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5WNW;payouN	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	P	1.3SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E; RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Versailles	L	1.7ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf, rolling.
Warrensburg, Sky Haven	P	3.7WNW;hwy S	850	2	28-L4-S1	F3	P-line S.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
(PC)Waynesville-Memorial	P	0.7E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft wet. Use gravel strip.
(PC)Willow Springs-Memorial	L	0.6 E;hwy W	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Grain Valley		W city limits	800	2	h24-S5	F1	Open days.
Branson,Big Bass Lodge	P	5 mi ESE	950	2	26	F2	Caution when wet.
St.Joseph,King's Eastside	P	1.5E	1060	1	h22-S3	F2	760' twr approx 1000' E & 3000' S of S end rnwy.
MONTANA							
Augusta	L	2.8SSE;hwy W	4118	4	30		P-line W
(PC)Baker	L	1.3 SE;lk N	2990	3	37-S1	F1	N blkd;p-line S, W, NW. Dams ESE Soft when wet.
Basin Creek USFS	L	24 NE;Seeley lk in crk bend.	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25NNE Seeley Lk, riv S	4650	1	26		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips.
Big Timber, 13-A, HLN-MPS	P	2.5SSW;hwy N	4493	3	50-BL2-(S3)	(F4)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	3	h36-BL3,4,6-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S, W	3500	4	29		NE, NNE blkd. Cattle on fld.
Black Bear USFS	L	39NNE Seeley Lk;riv adjE,S	4200	1	22		CLOSED
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL,4-S5-W	F4	
Brady, Woods	P	23.5E, rd S, E, W	3350	4	24-S5	F1	
Bridger	L	0.3W; RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwyNW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N, E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6W;RR N	2410	1	25	F1	
(PC)Choteau	P	1.2NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3E; RR hwy N	2424	2	26-B		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W. Rgt tfc E. Ruf.
Condon USFS	L	19 E Ronan; riv SW	3690	1	27		
(PC) Conrad	P	1.2W;rds N, S	3537	2	30-S1	F1	Caution when wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet. Cattle-fld. P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv 1E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY
(PC) Deer Lodge	L	1.5W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	45-BL2-S3-W	F2	
Drummond	P	4 SW;hwy 1, 5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportman's	P	1 NW;hwy E, S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7NNW;rd N, E	2680	1	30		80 oct emerg.
Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet. Fuel on req.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
Fort Peck	L	1.6 W; hwy S	2295	2	33	(F1)	
Frazer	L	0.7NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2WNW;hwy N	5300	1	36-S1	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8W Choteau	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4, 6-S5	F4	ARPT OF ENTRY
Gregson, Rainbow Skyport	L	1 N;RR E	5030	2	40		INACTIVE. ENE, WSW, NW blkd. Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	25	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	
Harlem	L	2.3 NNE;rd E	2560	3	h25		Cattle-fld,Ctn-SW cor NNW/SSE strip. P-line S.
(PC) Harlowton	P	1.5NW;rd S, W	4214	3	29-BL2-S1	F3	4000' strip avail. Load limits: rnwy 5-23,30,000 lbs dual wheel;
(PC)Havre-City County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY
HELENA	P	1.9ENE;hwy S	3882	3	h55-BL4-S5-W	F4	rnwy 11-29 rstd 70,000 lbs dual wheels.Rgt tfc W, SW, NW.
" Morrison	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch	L	2 SSE;crk 1 E	4420	1	20		Private.
Hingdale	L	0.8 SSE; RR N	2180	1	21		
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E; hwy W	2763	1	25-BL4	F1	ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
Laurel	P	2 N	3500	3	26-S1	F1	Use runways only. P-line SE.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	87	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S, W	2096	1	27-S1	F1	
Livingston, Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
Meadow Creek USFS	L	21-ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4-S5-W	F4	
(A) MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd. Cattle on fld.
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle	P	4.2 NW; riv W M C Ranch	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, rd N	2932	1	25-BL2	F1	
Poplar	P	0.6 NE;hwy S	2000	3	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW; rd N	5600	2	37-S3	F1	P-line SW
Richey	L	0.5 E; RR N	2490	1	14	(F1)	Ctn-gopher holes. Ruf. P-line W.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34-BL4	(F1)	
(PC)Roundup	P	1.8 N; hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4	F1	P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	2	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S, W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1.5;RR SW	2762	1	34-L4-W		Code bcn.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)		Ruf. Cattle on fld.
Terry	L	1.1SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE, RR N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
Townsend	L	2.2 ENE;hwy S	3900	2	42-B*L4	F1	P-line S. Use rnwys. Ditches, vegetation.
Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes. Experienced pilots only.
Turner	L	0.5 NNE	3040	2	28-S3	F1	
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
(PC)Valier	P	0.6 S;lk S, W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)West Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheeled acft winter mos.
" Watkins Creek Ranch	L	13.8NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
Whitehall, 36A, SLC-GTF	P	6.7 SW; RR N	4674	1	59-BL2-W		
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		W blkd;p-lines E,SW. Ruf.
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		W end E/W strip ruf. P-line E.
(PC)WOLF POINT	P	3 E;hwy N, E	1980	1	48-BL4-S5-W	F1	P-line NW.
" Anderson	P	0.8 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical order)							
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Albion, Packard	L	4.0 NW	1807	1	12-*L1,4-S3	F1	DANGER-SHORT FLD; E blkd. Use strip.
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5	87	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2160	2	20		N blkd. Soft-wet. Use strips.
Arthur	L	1.3 WSW;h wy S	3700	1	27		Hill W. Use extreme caution.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16-B		NW blkd.
(PC)Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32-S5	F1	Use strips.
Auburn	P	2.7 E; riv SW	932	3	29-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora , Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet.
(PC)Beatrice	P	2.5 N; hwy E	1318	4	h38-BL4-S5-U	F1	E, NE blkd. Use conc rnwy wint. Lgt ac ft use E/W strip.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld.
Benkelman	L	1.2NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	L	3.0NNW;hwy W	1079	2	27-B*L4-(S5)	(F1)	Use strips.
(PC)Bloomfield	L	2.0 SW	1673	1	23		Soft when wet.
Bridgeport, Beyers	P	3.0 NW; RR S	3693	3	29	F2	Clsd October thru April.
Broken Bow	P	2.0 N	2530	3	30	F2	SE blkd. Use strips.
(PC)Bruning-State	P	7.7 E; hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S1	F1	N blkd; p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W; hwy S	3312	2	h45-BL4-S5-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE; RR S	3312	2	34		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2NNW;damNE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.
(PC)Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip available.
(PC)Cozad	P	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC)Creighton	L	1.3 ENE	1625	2	24-B-(S1)	(F1)	Use strips.
(PC)Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC)Curtis	L	2.0 ENE;crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER-SHORT FLD). W blkd. Use strip.
Enders-Dam	L	1.0 SE; RR NE	3130	1	26		Embank. S. Ctn-wet.
(PC)Fairbury	P	3.0 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail. Ruf.
(PC)Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4WNW;hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2.0 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd;p-lines S,SW,W,NW. Use strips. Ruf.
(PC)Gothenburg	P	0.7 SE; hwy S	2557	2	29-BL4-S1	F2	Use strips. Maint - not to be used.
(P)GRAND ISLAND	P	3.6 NE;RR 1 W	1846	3	h72-BL4,6-S5-W	F4	Use rnwys. Taxiway parallel NE/SW rnwy not ▶
" Roush	L	2.0 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC)Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC)Hartington	P	1.8SE;RR;hwy W	1383	2	26	F1	Use strips.
(PC)Harvard-State	P	2.7 NNE; RR S	1617	3	h77-B		
(PC)Hastings	P	2.3 NW;RR 1 S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf soft-wet.
(PC)Hay Springs	L	0.4 SW;RR N	3831	1	28-BL4		Use strips.
(PC)Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC)Holdrege	P	2.0E NE;RR S	2310	3	34-BL4-S5	F2	P-line SE. Use strips.
Hordville, Bankson	L	1.5 W	1900	1	17		
(PC)Humboldt	L	0.8 E;RR, riv S	993	2	21		P-line NE;ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P)Imperial, 17A, DEN-GRI	P	1.0 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
(PC)Kearney	P	4.7 ENE;RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3.0 S;hwy E	4900	3	29-B-S1	F1	P-line N, NE. Use strips.
(P)Lexington	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
Lincoln, Arrow	P	4.8 NNE;hwy E	1160	2	23	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S5U-W	F3	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.6WNW;RR E	4400	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
Marquette-Carlson	L	1.0 SE	1818	4	23	F1	P-line N.
McCook Municipal	P	2.0 E; hwy S	2586	3	h40-BL4-S5-W	F1	Use strips. 4400' strip available.
(PC)" State	L	8.5 NNW	2784	3	h75-B		
(PC)Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC)Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Mullen	L	1.0 W; RR adj.	3220	2	h19-(S1)		Use runway.
Nebraska City, Grundman	P	1.1 SSW;hwys E	1060	1	22-S3	F1	Cattle on field
(PC)Neligh	L	1.5 SSW;hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan	P	3.0 S SW;RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P)N. PLATTE, Lee Bird	P	3.2 ESE;riv SW	2779	3	h66-BL4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Ogallala	P	2.0 W;hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
Ogallala, Lake McConaughy State	L	10.5 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE;riv E	982	6	h70-BL2-6-S5-W	F4	Rnwy 14R-32L rstd. to under 10,000 lbs. Use rnwys. Use strips.
" Clear Ridge	P	5.2 NW;RR N	1348	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
" N. Omaha	P	8.0NNW;hwy S	1260	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W.
"S. Omaha	P	8.5 S SW;RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2.0 NW;hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
(PC)Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Oshkosh, Buck	L	0.4 SW;hwy N	3400	1	27		E, SE blkd. Soft-wet
Papillion, S. Omaha	See Omaha, South Omaha Arpt.						
Paxton, Lierley	L	4.6 SSW	3320	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.5NW;RR, hwy S	4387	2	22		(EMERG ONLY). Ruf. Use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd, Ctn-well drilling. Use strip.
Ravenna	L	1.5SE;hwy adj SW					ABANDONED.
Red Cloud	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan County Dam	L	2.0WSW;riv 1 S	1980	1	30		N blkd. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED.
Scotia	L	1.6 W; riv E	1930	2	22-S3	(F1)	N blkd. Unattended.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h82-BL4-W	F4	Use rnwys.
(PC)Scribner-State	P	3.7 SSE;RR 1NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P)Sidney, 50D, SLC-OMA	P	3.0 S; hwy N	4300	3	h28-BL4-S5	F3	Soft-wet. 4800' strip avail.
Stapleton, Brosius	L	6.0 SSE	3000	2	29		
Stromsburg	L	1.0 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
(PC)Superior	L	2.0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE;riv E	1035	1	26		N end low. S blkd. Use strip.
Tilden	L	3.2 WNW;RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC)Trenton	P	1.2 NW;RR 1 S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED).
(PC)Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Valley	L	1.4 WNW	1145	1	22-(S1)	(F1)	
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW, blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC)Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3WSW;hwy N	1368	2	23		P-line N.
Wisner	L	1.0 E;hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.

F-fuel octane. ▶ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Wisner, Heller Air Ranch	P	5.0 SSW;rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
NEVADA							
Alamo, Pahranagat	L	0.7 W	3719	2	26		Ctn - not maintained
(PC)Austin	L	TWSW;hwy SE	5728	2	h60		Ctn-not maintd. Use at own risk.
Baker	L	2.3 SSE;hwy NE	5364	2	21		
(P)Battle Mountain, 35, SFO-SLC	P	4 SE;hwy N	4533	2	h73-BL4-S1-W	F2	Unattended
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3710	1	55-BL2	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Boulder City	P	0.6 S;hwy NW	2458	3	65-L4-S1		Not maintained
(PC)Caliente	L	19.5 W;hwy N	4864	1	h64		Ctn - winters
Carlin	L	1.8 NE;hwy S	4950	2	19	F1	WNW blkd;mtns NNE, ENE. Use strips. Cattle on fld. Avoid easterly 1100' WNW/ESE strip.
Carson City	P	3.1 NE;hwy 15SE	4751	3	51-S1		Ruf. Loose rock. Not maintd.
Coaldale	L	0.6 WNW;lk W	4575	2	29		Emerg. only
Duckwater	L	3.5 NNW;hwy W	5600	1	35		
(P)ELKO	P	1.5 W;RRS	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE
(PC)Ely	P	3.5 NNE;hwy E	6258	3	h60-BL4-S5-W	F4	Bcn lctd on hill 2 mi SW
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48	F2	
(P)Fallon	P	2.5 NE	3962	2	h50-BL4-S1		Ctn-not maintd. Use at own risk.
(PC)Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintained, hazardous
Gabbs	L	4 NW;hwy NE	4698	2	60		WSW blkd. Ctn when wet.
Gerlach	L	0.3 N;hwy W	3950	1	27	F1	CLOSED
Glendale Station, Glendale	P	2.5E Moapa;hwyS	1490	1	27	F2	
(N) HAWTHORNE	P	1.7 NNW;hwySW	4255	3	57-S1-W		Emerg only
Jean	L	1 SSW;hwy W	2833	1	45		
(P)LAS VEGAS, McCarran	P	6.3 SSW;RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW;hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5WSW;hwy NS	2650	2	50		
(P)Lovelock, Derby 26A, SFO-SLC	P	9SSW;RR hwyW	3908	2	h55-BL4-S1-W		(EMERG ONLY). Use at own risk. stripe.
Lund	L	0.5NE;hwy W	5800	1	25		Use at own risk. Ruf.
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Caution-not maintained, Ctn-soft sand at ends of
Mesquite	L	1.5 E	1770	2	16		
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h75-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		Use at own risk.
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		Soft when wet.
Panaca	L	1.6 W;hwy E	5000	1	53		Use at own risk.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48	F4	110' unlgtd, unmrkd trees 2200' N rnwy 16
(NG)RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F2	Ruf.
" Sky Ranch	P	10.9 NE;hwy W	4528	4	50-S5		NNE blkd.
Round Mountain	L	5.5 W	5710	2	31		W blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		Ruf.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		
" Nusse	L	18.2ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks, Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C.A.P. use only.
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Emerg. only. Ruf.
(P)TONOPAH	P	5 mi E	5426	2	h89-BL4-S1-W	F3	
" Lambertucci	L	3.2 WNW;hwy S	5664	3	31		Rolling
Wadsworth	P	0.3 W;hwy E	4115	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	19.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	474	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	P	7.5N; riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4-S5-U	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2WNW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin		1.5SSW;RR E					ABANDONED.
Hampton	P	1.6 N;RR W	80	1	21-L1-S5	F2	Rolling
Haverhill, Dean Memorial	L	4.1 NE;RR W	585	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		S 450' soft, bare. S blkd. Ruf.
Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling. SSE blkd.
(PC)KEENE, Dillant-Hopkins	P	2.S; RR W	482	2	h40-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island N, S blkd.
(P)LEBANON	P	3 WSW	608	2	h40-BL4-S5-U-W	F3	N, WSW blkd. Ditches gulleys ends strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld.
Merrimack, Sanders	L	3.7 S;hwy E	195	1	30		Pvt;prior permiss only; E, W blkd; p-line SE; bushes NE
(PC)Nashua, Boire	P	2.8 WNW;RRNE	193	1	h35-BL2,4-S5-U	F3	300' unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR, rivE	120	1	15-(S1)	(F1)	Clsd - unsafe for acft.
(PC)Newport, Parlin	P	2 NNW; riv SW	786	2	h20-U	F1	
N.Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW; hwy E	320	1	20	F2	Rgt tfc SE.
Plymouth	L	3.5WNW;riv S	506	1	20		
Rochester, Skyhaven	L	2.8 ESE;RR E	320	1	25	F2	Private. Rgt tfc N.
Warren, Morse	L	1.NW;rd adjNW	797	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	(F2)	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580	1	17		
NEW AIRPORTS (or airports out of alphabetical order)							
NEW JERSEY							
Albion	P	2.0 NE	150	1	24-S3	F2	P-lines SW.
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Ashland, Echelon	P	0.8SE;RR, hwyW	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N
Bargaintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	29-*L4-S3	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	280	2	24-S5-U	F1	E, W blkd; p-line NW. Rgt tfc NW.
(A)BELMAR, Monmouth Co.	P	5.5 W;hwy E	155	3	h18-BL4-S3-U	F4	3800' strip avail. Shoulders soft-wet.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd
Bridgeport	P	0.8SSE;hwyN, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Caution-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd, CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S5	F1	E, W blkd; p-line NNW, SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22; rgt tfc to NW on tk-off on rnwy 32. Clsd Sunday, holidays. Use rnwys.
Camden-Central	L	1.8 E;crk W	27	3	h28	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18	F2	NW, SE, SW blkd. Ruf.
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U		Soft when wet. No storage.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3	F1	Wires E end, woods W end.
Cross Keys	P	1.0 S	160	1	23	F1	P-line SE.
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F2	
Hackettstown	P	2 SSW;riv E	560	3	30-S3		
Hanover	P	2.8 NNE;riv E	170	1	25-*L4-S3	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE
Lincoln Park	P	1.8 NNW	180	2	23-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd; p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4, 6-S5-W	F4	Peripheral taxiways perm clsd. N/S & NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft, VFR days
Moorestown	P	1 NNE;rd N, W	70	3	20-S5-U	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	197	2	h40-BL2-S5	F4	FEE. Rnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Mahalchik	L	4 NE; hwy W	60	2	20		HAZARDOUS - WET.
Neptune Twnshp Asbury Pk Air Term	P	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
(NG) NEWARK	P	2.5 SSE;RR W,E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 closed. FEE. 2-way rdo rqrd.
(PC)New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
New Brunswick, North Brunswick	P	2 SW;RR E	125	2	33-*L4-S5	F3	E, SW, NW blkd; p-line NE, SE, W, No E tk-off.
(PC)Ocean City Municipal	P	1.7 WSW;bay W	8	1	34-U	F1	Enter tfc pat to W. W turns on tk-offs. Unattended
Osbornville, Ocean Co.	P	0.2 S; crk S	18	2	27-S5	F2	NNE, SE blkd. Sept-May.
Patterson, Totowa-Wayne	P	4.8 W;RR W	185	1	26-S5	F1	
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd. No storage
Pennington	L	2 ESE;hwy S, E	230	1	21		Closed. E Blkd. Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE. Rolling.
" Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	
Princeton	P	2.8 N;hwy adj	160	2	23-*L1-S3-U	F3	SE blkd;p-line E.
" -Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
Rahway, Westfield		2 W;rd S, W					ABANDONED.
→ Readington, Solberg-Hunterdon	P	1 NNW;rd E, W	195	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S;hwy; RR E	80	2	26-S5-U	F3	N, S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Robbinsville, Trenton-Robbinsville	P	1 ESE;RR WNW	115	2	31-*L4-S5-U	F3	N blkd. Use strip. Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F1	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips. Atnd wk-ends and on call.
→ TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W	F4	2-way rdo reqd. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip. activity xcpt by special permission. FEE - acft over 2500 lbs.
(PC)TRENTON, Mercer County	P	5 NW;RR SE	211	3	h48-BL4-S5-W	F4	PC for Navy only. FEE. Rnwy 2-20 clsd-use as taxiway.
Tuckerton, Mathis	L	0.9 W;tk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd;p-lines E, SE. Use strips.
" Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd;p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR, hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer Only.
(PC)Woodbine	P	2 SE;RR NE, W	39	3	h33		Twin-eng acft use concrete. Asphalt ext soft & broken
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
NEW MEXICO							
Alamogordo	L	2.4 N;bet RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	Closed.
Albuquerque, Alameda	P	7.4 N;riv E	5069	2	38-S5	(F2)	Ctn-loose sand. Use strips. Ruf.
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" Kirtland AFB	P	3.8 SSE	5352	4	h28-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
" West Mesa	P	3.8W;hwy S	5129	4	63-L4-S5-U	F3	Lgts on req after 2400. Houses ENE.
Antelope Wells	L	5 SSW;rd E	4900	2	34		
Anton Chico, 79A, LAX-AMA	P	4 SSE;riv 2SE	5281	2	43-BL2		Ruf
(PC)Artesia	P	4.2 W;hwy S	3550	4	h68-B*L4-S5	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2NW;riv2, E,S	5700	2	30		Ctn-auto trails. Ruf.
(P)CARLSBAD	P	6.1SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Chaperito, Park Spring	L	8.5SSE;riv N, E	5100	3	38		Mtn NE. Cattle on fld.
Cimarron, Philmont Scout Ranch	L	2 SSW;rd E	6450	1	36		Antelope on fld. Use strip. Ruf.
(PC)Clayton	P	1.5E;hwy N	4970	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf. Ctn - weeds.
Clovis, Hillcrest	P	2.1E;RR S	4244	4	36		CLOSED. P-line S.
COLUMBUS,34,PHX-ELP	P	0.6 ESE;RR N	4024	aw	42-BL2-W	F1	
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-RGS	P	9.4 NNW;hwy SW	6429	3	57-BL4		Ruf for lgt acft
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY). DANGEROUS. N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE;RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(P)Deming	P	2.5 ESE;hwy N	4314	5	h81-BL4-S1	F2	Ctn-high weeds.
" Cooper	L	2.7 S;hwy E	4300	1	25-*L1-S1	F1	Use strip.
→ Des Moines, Smith	L	15.5 E	5804	3	39		Cattle on fld.
→ " Wetherly	L	6 ESE	6238	3	27		Ruf.
Drolet	L	0.9 W; hwy E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N;rd W	8309	2	83		NE blkd. Ctn-auto trails.
El Morro, 80B, LAX-AMA	P	4.5 WSW;lk WSW	7114	3	42-BL2		Ruf. Soft-wet.
Espanola		8 NNE;hwy NW					ABANDONED.
Farley	L	0.5 SSE;RR N	6030	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW;riv 1.3S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE;RR, hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-BL4-S5-W	F4	
Grants	P	2.9NW;RR,hwy NE	6520	1	h53-BL4-W	F3	
Hagerman, Michelet	L	1.9 ESE;lk E	3410	1	24		P-line N, S
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
(AF)Hobbs	L	6.7 NNW;RR NE	3707	4	h38		
" Aux #4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W	F4	
Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails. Ruf. Emerg only.
(PC) Jal-Lea County	L	2.4 ENE;Rd S	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE;RR hwy W	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
(PC)Lordsburg	P	1 SE;RR, hwy N	4286	2	32-S1	91	P-line WNW. Use strips.
→ Lovington, Lea County	L	3 W;hwy S	3974	1	h40-S3	F1	Only NE/SW rnwy avail. loose rocks.
Magdalena	L	0.8 N;RR S	6572	3	48		SSW, WSW blkd;p-line SW;mtns NE, ENE. Ctn-[illegible]
Milnesand, Flying M Ranch	L	0.4 NNW;hwy E	4200	3	18		Use strips.
Mogollon, Negrito	L	17.5 NE	6160	1	43		P-line adjacent strip.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv E	4520	5	25		
" Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd; p-line S
OTTO, 74, LAX-AMA	P	6.8NNE Moriarty	6226	3	41-BL3-W		Ctn-lgt acft. Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd; use caution - ruf.
(PC) Portales	L	2.2 W;hwy N	4021	3	h35	(F1)	Unpaved strip for lgt acft only. Soft. Ruf.
Prewitt	L	1 NE;RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE;hwy N	6350	1	18		NNE, NW blkd.
(PC)RATON, Crews	P	11.5SSW;hwy NW	6352	2	h55-BL4-W		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED, NOT MAINTAINED.
Reserve	L	0.5 SW	5840	2	37		Mtns S, ESE, WNW. Use strips
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " #3	L	18.7 S	3712	3	h70		Weeds
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft
Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.6WSW;hwy2 E	6344	3	h83-BL4-S5-W	F4	Lgtg rnwy 10-28 perm discontd.
Santa Rosa	L	5.4 NW;hwy 18	5100	3	27	(F1)	
Shiprock	L	1.6 SSW;hwy W	4990	2	32		Ctn-erosion, ruf, soft.
(PC)Silver City, Grant County	P	11.5 SE, RR 1 E	5443	2	h56-BL4-S1-W	F3	
← Socorro	P	2.5 S;hwy E	4706	1	h58-BL4-S1-W	F1	Unlgtd knoll S
Springer	L	0.7NE;lk4.5NW	5990	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W;hwy S	6300	1	30		Caution-weeds
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h51		Fence across N 1000' of N/S rnwy.
Taos, Zia	P	4.5WSW;hwy E	6870	3	47	F1	
Tatum, Lea County		2.5 E		1	h30		
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E; hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Accord	L	0.7 N; RR S	360	1	18		Closed winters.
" Anderson Acres	L	1.1 W; hwy S	260	1	16		ESE blkd.
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd. Use rnwys.
Amityville, Zahns	P	2 NNE; RR NE	80	2	h42-BL4-S5-U-W	F4	E,W blkd. Rgt tfc S, E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N; rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
(PC)Ballston Spa	L	3 N; crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage
→(PC)Batavia	P	2.4 NNE;rd W	910	1	30-S3	F3	
Bayport, Davis-Edwards	P	1.3NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N, NW.
Bethpage, Grumman	L	0.5 W; RR NE	119	2	h66-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0700-1830E, Mon-Sat only.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4,6-S5-W	F4	Use rnwys.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	1	29		Emergency only at pilot's own risk.
(P)BUFFALO	P	6.1 ENE; RR NE	711	4	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd.P-line N,SW. Use rnwys. E/W, N/S rnwys clsd nqts.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W; RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Attnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW strip closed.
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S; riv NE	915	1	14		
→Cooperstown	L	1.4 NNW;hwy S	1660	3	25-S5		E/W strip closed. Unattended.
Corinth	P	1 SW; crk NW	642	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.6 WSW;hwy N	1160	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P) Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W	78	2	22-S5-U	F1	NW,SE blkd; p-line NE.
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		Closed. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Dolgeville	P	1 NE;hwy SW	930	1	15	F1	
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E; RR S	692	2	h40-BL4		Unattended.
" Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW strip clsd. P-line SW.
East Amherst, Steffen	L	3.5 N; hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd. p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W; RR S	40	3	h42-*L4-S5-U	F4	P-line NNE. Ruf.
Elba	L	0.2 SE; RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		Closed to all xcpt soaring planes.
Endicott, Tri-Cities	P	3.0 W	832	2	h35-*L2-S5	F3	
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc landing rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft.Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE; RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W; RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	Wblkd. Atnd week-ends only. No storage.
Gardiner	L	0.5 S; riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	L	3 S; lk E	550	2	25-S3		
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Atnd evenings, week ends. No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
(P)GLENS FALLS, Warren Co.	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N; RR W	420	1	20-*L4-S5	F1	
Greene	P	2 SSW; riv E	935	1	26-S1	F1	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE; rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE; RR E	865	2	17	F1	E, S, W blkd.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N; hwy E	1360	1	18		Rolling, rocky.
Hauppage, Smithtown Aviation Country Club	P	1.0 W	50	2	21-*L	F2	NW blkd; p-line SE.
Henrietta, Hylan	P	2.0 NNW	525	2	26-S5	F3	P-line NW.
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Interlaken	L	0.5 S; RR NE	900	1	14		NW blkd.
(PC)Islip, Mac Arthur	P	8.0 NE; RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW; RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Ithaca, Cornell University	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	91	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N; lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1719	3	h39-BL4-S5	F3	
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FLD). E blkd.
Keene, Marcy	L	2.5 S; riv E	969	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S; hwy W	513	1	20-S1	F1	S blkd.
Lake Placid	P	2 SE; hwy S	1744	2	35	F3	
Lakeport, Oneida Lake	P	0.4 WNW;lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E; crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE; lk 1 S	1700	2	30-*L-S1		Atnd summer only.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Livingston Manor	P	0.8 SE; hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N; hwy E	380	3	20-(S5)	(F1)	
Mahopac	L	2 WNW;hwy S	685	1	20-S5	F1	SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W; hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
(P)MASSENA, Richards	P	2.2 E; riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys.
(PC)Mastic-Flight Strip	P	2.6 NW;hwy S	66	1	h60	F1	
Mattituck	P	0.8 ESE; bay S	30	1	22-S5	F3	
Medina	L	2.0 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint.Atnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N; RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-S5	F3	
Montgomery	L	1 SW; RR E	393	2	22-(S1)	(F1)	Atnd wk-ends only. N blkd; TV ant NNE.
Monticello, Sullivan Co.	P	1.4 S; RR E	1500	1	38-S5	F1	SE blkd.
Montour Falls, Martin	L	1 NE; RR W	460	1	20		
Nedrow	P	6.0 S		1	21-S3		N blkd.
New Baltimore, Farley's	P	1.8 S; riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FLD).
New City, Christie	P	1.5 N; hwy N, W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FLD). Soft-wet.
New York, Flushing	P	8 ENE Empire State Bldg	4	aw	29-S5-U		SW, SSW blkd.Rgt tfc N, NW turn left after lndg.FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd.FEE. clsd mil acft xcpt those carrying high gov't ofls. No 80 oct avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg	20	3	h59-BL4,5,6,7-S5-W	F4	2-way rdo rqrd. FEE. Dikes N,E. Clsd to acft 105,000 lbs. Clsd to motorless acft.
" Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd.P-line SE. S end N/S strip ruf. Rgt tfc N, NE, SE, E.
" Staten Island	P	15.5 SW Empire State Bldg	45	2	h35-S5	F2	
(NAF,NG)Niagara Falls	P	5 E; RR 1,4 N	590	5	h76-BL4,6,7-S3	F4	N/S rnwy clsd to hvy tfc. 2-way rdo rqrd. Jet operns 150,000 lbs on 27R-9L only. Overrun lgts.
" Colonial Village	L	5 NE; RR S	625	2	23		S blkd.
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE; RR SE	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vcnty.
(PC)Norwich, Eaton	P	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagon	L	1.8 WSW; RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5	F1	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW;RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE; riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	3	18-S3	F1	
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle on fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	L	1 N; canal S	460	1	23-(S5)	(F1)	
(PC)Penn Yan	P	1.1 S; lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3.0 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E; RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW blkd;p-lines SSW. Atnd wk-ends, holidays.
(PC)PLATTSBURGH	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	Closed winters. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E; hwy S	460	1	20		Closed-wet, holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S; crk NW	166	2	h34-L2,4-S5-W	F4	Arwy bcn 0.5 mi NE.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends. No storage.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Closed winters.
Ripley	L	1.4 WNW;lk NW	650	3	22-S1		P-line NNW.
→(P)ROCHESTER-Monroe Co.	P	3.7 SW;riv SE	560	5	h50-BL4,6-S5-W	F4	ARPT OF ENTRY 2-way rdo rqrd.
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F3	
(NG)Schenectady-County	P	3.0 N; RR SE	378	3	h70-BL4,6-S1	F4	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd.Comb opern with seaplane base

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Scotia, Gay Valley	P	4.0 W	255	1	18-S5	F1	
Seneca Falls	L	2.2SSE; rd W	490	3	28		Soft when wet.
Shelter Island, Westmoreland Farm	L	1.0 WSW	20	2	21		
Sherrill	L	1.0 N; crk S	540	1	22		CLOSED.
Sidney	P	1.0WSW;RR S,SE	1012	2	31-*L1-S1	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Spring Valley, County	L	1.0 E; RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE. Lgt acft, emerg. only.
Star Lake	L	0.7 S; lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
→(NG)SYRACUSE, Hancock	P	5 NNE;rd N	421	3	h80-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Ticonderoga	L	2.7 NNE;rd E	236	2	32		Ruf. Min W to NW.
Troy	P	2 SSE; hwy W	335	3	29-B*L2-S5	F1	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8WNW;RR NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED. P-line W. Break on N/S strip.
Walden, Newburg-Walden	P	2.2 SSW;riv W	404	2	30-*L2-S3	F3	WNW blkd. FEE. No services Mondays.
Wallington-Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
Warwick	P	4.5 NE; RR NW	540	2	24-S5	F1	
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	P	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner	L	1 W; Riv E,NE	1506	2	23-(S3)	(F1)	Skis winter.
→Westport	L	2 S; hwy E	277	3	18-S1		NE/SW strip closed. Unattended.
(NG)WHITE PLAINS, Westchester County	P	4 NE; lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro-Mamakating	P	2 NE; RR SE	560	4	29-S5-U	F1	N, NW blkd; mtns E, S, SE.
NEW AIRPORTS (or Airports out of alphabetical order)							
Calverton-Peconic River	L	2.0 W	75		h100-BL6		Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only.
→Westville, Cooperstown-Westville	P	1 W	1230	1	21-*L4-S3	F2	200' over-run S end
NORTH CAROLINA							
Aberdeen	L	1.2W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
Ahoskie, Jernigan	P	3.0S	125	1	22	(F1)	50' wires both ends of strip. Fuel-call 3108. Unattended Sept-June.
Ahoskie, Moto	L	3.3N;hwy W	50	1	20	(F1)	
Albemarle	P	1.5ESE;RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews, Murphy	P	2.2W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
(P)ASHEVILLE, Hendersonville	P	11.5SSE;RR WSW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S,SW.
" Owen's	L	2.3 SSW;riv SE	1979	1	30		Rgt tfc E, E, W blkd.
(PC)Barco Flight Strip	L	2.4W	19	1	b40		8000' strip avail. P-line SW
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	b42	F3	
Black Mountain	P	1.8WSW;lk NW	2368	1	34-S5	87	Rgt tfc WSW.
Bladenboro	L	0.7NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW
(PC)Burlington	P	4.SW	838	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1E;hwy N	710	1	21-(S3)	(F1)	
Chapel Hill, Hogan	L	3.8NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3NNW;lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F2	P-line SSE.
(NG)CHARLOTTE, Douglas	P	5.5W;hwy N	748	3	h75-BL4,5,6-S5-W	F2	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 30,000 gross weight.
China Grove	L	2.5;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S5	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
Draper, Tri-City	L	1.2W	580	1	25		ENE blkd. Rolling
Durham, Bryan	L	8.1NE;riv N	310	2	25		NE blkd; p-line WNW.
Eagle Springs, Parkers	L	2 NW;RR, hwy S	700	1	36		SW blkd. N side soft.
→Elizabeth City	P	4 SW	15	3	28-S3	F1	Caution in ldg-ruf.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Elkin, Rendezvous	L	1.5 ESE;hwy E	1900	1	22		NW blkd.
Erwin	P	1 SW;riv W	195	1	30	F1	Rough
(PC)FAYETTEVILLE, Grannis	P	4S;riv 2 E	188	3	h48-BL4-S5-U	F3	
Ft. Fisher	L	0.6 SSW	11	1	26		NNE blkd. Ruf.
Franklin	L	1.2 ESE;riv W	1996	1	28		INACTIVE. Rgt tfc S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing, aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
" Lynwood	L	1.3 SW	820	1	h16-S5		NE end ruf. P-line SW, NE. Irregularly attnd.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Greensboro, Air Harbor	P	7 N;lk S	822	1	26-S5	F1	Ditch E.
→(A) " -HIGH POINT	P	8 WNW;hwy SW	923	2	h55-BL4,6,7-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8NNW;riv W	25	3	h50-S1	F3	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
Hertford, Woodville	L	1 mi W;hwy S	15	1	18		Closed - private use only
→(P)HICKORY	P	2.2W;riv N	1167	3	h44-BL4-S5-W	F4	
High Point, Fraley	P	2.5 SSE;RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD.
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S5	F1	2800 foot strip available.
Kannapolis	P	2.8 N	750	1	20-S5	F1	WNW blkd.
Kernersville	L	1.7NW;RR, hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain, Bridges	L	1 SW	930	1	35-(S3)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school. Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval. Lmtd svcg facs.
" Jackson	P	3.7 SW;crk W	40	2	25	F1	Rough - caution.
Lexington	P	2.3 SW;RR W	735	1	34-S5	F1	
Lillington	P	1 NNE;hwy W	210	2	20	F1	E,NW blkd.
Lincolnton, Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd. N/S strip short, ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5-U	F3	
Marion	L	2.3N;riv N	1211	1	36		
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23	F1	E end soft. Golf driving range WSW.
Monroe, Shute	P	2 NNW;hwy SW	650	3	28-S4	F3	P-lines S, SE, W.
Mooresville	L	2.5 SW;RR E	900	1	20	F1	SE blkd. Rolling, ruf.
" Miller's	L	4.8 ENE;hwy N	875	1	18-S3	F1	P-line N, E side strip hazardous.
Morganton, Lenoir	L	7.5NE Morganton	1253	1	33		
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mt. Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
→ Mt Holly Flying Service	P	2.8NW;RR E	850	1	20	(F1)	Attnd Sats, Suns, Evenings only.
(P)NEW BERN, Simmons-Nott	P	2.5SSE;riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3WSW;riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling
Raeford, Upchurch	L	0.5NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h28-S5	F3	P-lines SE, W.
(P) " -DURHAM	P	10.5NW;hwy SE	435	3	h55-BL4,6,7-S5-W	F4	Use rnwy and taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville	P	3.0 SE	822	3	25	F1	P-line SE.
" Warf	P	3.8SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids, Halifax Co.	P	3 SW;hwy N	250	3	32-B*L4-S3-U	F1	Ldg areas only 3030' ngts.
Robersonville	P	0.5 E	20	1	23-S3	F1	
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3N;RR E	97	2	h40-BL4-S5-W	F3	P-line SSE
Roxboro	L	7 NE;hwy W	600	1	24		CLOSED.
Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F2	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	19-S1	F1	NE, SW blkd. Rough.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5N;hwy W	465	2	45-BL4-S5-U	F4	FEE for multi-eng acft less than min of svcg.
Spindale, Mills	L	8.5SE	1000	1	h29	F1	
" Rutherford	L	1.5SSE;hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
Stanfield	L	1.3N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6WSW;RR ESE	991	2	38-B-L4-S5	F3	
Sylva	L	2.9NE;RR SE	2179	1	22		NNE, SSW blkd. Rgt tfc NNE, SSW.
Wadesboro, W&L Airways	L	3 E;RR N	370	1	30		NNW blkd.
Wallace, Pen Lin	L	1 SW	31	1	20		
(PC)Washington	L	1.8N;RR SW	38	3	h50	(F1)	Rgt tfc rnwys 23, 29, 35.
White Lake Beach	L	0.2NW	75	2	18		INACTIVE. N,S blkd;p-lines E,W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use rnwys.
(PC)Wilson	P	4.2NW;hwy E	161	3	h45-*L4-S5	F3	Bcn prior req.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8NNE;hwy W	969	3	h66-BL4, 6-S5-W	F4	N/S rnwy perm clsd.
Yanceyville, Caswell	L	3.2W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or Airports out of alphabetical order)							

F-fuel octane. → New or revised data, U-UNICOM (122.8 mc), (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Alamo	L	0.5SE;lk NE	2000	2	21-*L	(F2)	Hills S.
Ashley	L	1 SE	2030	2	40-L2	(F2)	
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	(F2)	
Beach	L	0.8NNW	2814	2	30	(F2)	ENE blkd.P-line SE. Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F2)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd; p-line S,SE.
(P)BISMARCK	P	2.5SSE;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd.N/S rnwy clsd ngt operns.
Bottineau	L	1 N;RR W	1670	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F2	P-lines N,NE,NW.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	P	1.3 W;RR N	1610	2	29-S5	F2	Ruf. Holes.
(PC)Cavalier	L	0.7SW;hwy E	889	1	21		300' SE end unusable. Caution-ruf & poorly mrkd. Emerg only.
(PC)Columbus	L	0.7 SW	1930	3	26-B	(F2)	E blkd.
	L						
Cooperstown	P	1.5SE;RR W	1428	3	26-S5	F2	Bcn prior req.
Coteau, Melby	L	2.2NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1950	4	34-B-(S1)	(F2)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-W	F3	Ditch W.
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F2)	P-lines N,NW.
Dunseith	L	1.5 S	1685	3	27		
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd; p-line NW
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24		
(NG)FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S5-W	F4	1000' overrun N end 17-35.
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling.W blkd; p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F2	
Garrison	L	1 ESE	1920	3	23		Unattended.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd; trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6WNW;RR S	836	3	h9-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2NNE;RR S	1055	4	26-(S1)		NE,E,SE,NW blkd. P-line S.
Harvey	L	1.6 N	1605	4	27	(F2)	P-lines W,SW,NW. Use strips.
Hebron	L	1.9 ENE	2180	2	21	F2	P-lines NW,SE.
Hensel	L	1.5 W;RR E	940	2	18-(S3)		
Hettinger	P	1.2 NW;RR S	2675	3	32-*L4-S5	F2	N, NW blkd. Hill S. Ruf. Use strips. Caution-apch from N,NE, NW.
Inkster	L	1.5 SW;RR SE	1055	3	26-(S1)		
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6-S5-W	F3	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd; p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)		P-line WNW Caution - very ruf & unrmkd. Emerg only.
Kindred, Hamry	L	0.4 E	940	1	18	(F2)	
Lakota	L	1.5 SE	1515	1	33	(F2)	
Langdon	P	1 W	1608	4	20-L4	F2	N blkd; p-line NE. Hangar E.
" Chaput	P	0.7 NE;hwy S	1800	1	26-S1	F2	S blkd. Rolling. Caution-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	28	(F2)	P-line N.
(PC)Leeds	L	0.5 SE	1508	1	21	(F2)	
(PC)Linton	L	3.4 S;hwy E	1770	1	20	(F2)	Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20	(F2)	SE blkd. Rolling.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F2)	
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24	(F2)	Cattle on fld. Ruf.
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Minot, Flying S Ranch	P	5.5WSW	1840	2	36	F2	
→(P) " PORT O' MINOT	P	1.6 NNE	1723	3	h58-BL4, 6,S5-W	F4	
Moffit, Edwards	L	1.8NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26	(F2)	P-line S, SE.
Mott, Wyman	L	0.3 S; hwy NW	2495	3	28-(S1)	(F2)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2SE;RR SW	800	2	25-(S1)	(F2)	Trees N, E.
(PC)New Rockford, Tomlinson	P	1.3N;RR W	1533	3	37-BL4	F2	N,NE blkd; p-line SE.
New Town	L	Adj S	1920	1	26	(F2)	
Noonan	P	0.5 SE	1980	3	20	F2	NE blkd.Caution-weeds. Use strips.
" Border	L	7.4N;hwy E	1900	2	26		E blkd; p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F2	Caution - center of strip washed out.
Oakes	L	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N. Caution - ruf & unmrkd. No wind indicator. Emerg only.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F2)	
" Hartley	L	0.7 ESE	1100	2	26		S blkd.
Park River	L	1 NE;RR SW	960	3	18-(S1)	(F2)	P-line W. Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-BL4	(F2)	Use strips.
(PC)Pembina	L	1 S;RR W	792	2	30-BL2-(S1)	F2	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E. Rolling. Holes.
Ray	L	0.7NNE;lk E	2160	2	21		
Reeder	L	Adj S	2950	2	25		
Rolette	L	0.3 W; RR E	1600	1	15		SSE blkd. Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Rolla	P	1.5N;RR SW	1818	2	24-B-S1	F2	
Rugby	P	1.9NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5NNE;hwy S	2109	2	20	(F2)	
Sarles, Olson	L	3.3SW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E, NE. Use strips.
" Nelson	L	7 E	1600	2	31		Trees W.
(PC)Stanley	L	1 SE	2220	1	21-B		
Tioga	L	2 ESE; RR N	2340	1	26	(F2)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F2)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE; lk E	1450	2	20-*L		For offical government use only.
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F2	4600' strip avail. Unlgtd fence SE; p-line S.
Wahpeton	P	1 S; RR W	986	2	27-B-S5	F2	P-line NE. No storage.
Walhalla	P	1 NE; hwy W	952	3	26-L4-S3	F2	P-line NW. Lgts on req after 2400.
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F2	P-line W.
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F2)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W; RR SE	1910	2	26-S3	F2	
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S, SE, E, NE.
" Wright	P	2.8 N	1910	4	26-S1-U	F2	Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE; lk SW	2035	2	34		W blkd; p-line NW.
NEW AIRPORTS (or airports out of alphabetical order)							
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd-evenings, week-ends. Use strip. Soft-wet.
→(N)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE. ARPT OF ENTRY. 18-36 at own risk.
(P) " CANTON	P	11 SSE; RR E	1228	3	h56-BL4, 5-S4-W	F4	Use rnwys
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N, S, W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E, SW.Rolling.Bcn prior req.
" Birtalan	L	2.ESE;hwy S	1077	1	23		Unattended
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	L	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf. Use at own risk.
(PC) Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	L	3.5ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3, 4-S5	F1	Knoll E, W
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended. FEE. Ruf
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE;hwy N, E	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S, SW blkd.P-lines E, NE. Use rnwys.Rgt tfc take-off;lndgS, SW. Rgt tfc take-off N, W, SW.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
Bucyrus, Port Bucyrus	L	2.8;RR W	1000	3	26	F2	NE blkd; p-line W.
Cadiz, Tappan	P	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W
Cambridge	P	2 N;hwy E	807	2	26-L2-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	32-*L4		P-line W
Carrollton	L	1.0 SE	1120	1	15	(F1)	Unattended. Emerg only.
Celina, Lakefield	L	5.5;hwy N	895	3	33-(S5)	(F1)	P-line N, W. Rolling
Chagrin Falls	P	3.E; hwy W	1220	4	26-S5	F2	N, NE, E, W, NW, S blkd. Rolling
(PC)Chardon	P	2.8 S;lk E	1244	3	24-L4-S5-U	F3	Use strips. p-line N. trees SE.
Chesapeake, Buntington	P	2.WSW;riv S	580	1	h28-*L4-S5-W	F4	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	9.3 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
" Sky Park	P	2.2 N;bridge E	630	2	29-S5	F3	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W, S, SW.
→(P) " GREATER CINCINNATI	P	10.5W;riv 2 SSW	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. 2-way rdo rqrd.
(P) " Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5	F4	E, W blkd.
" Watson	P	9 NE	870	3	26-S5	F3	Use E/W strip when wet. E blkd.Rgt tfc E, NE, SE.
Circleville, Elsea	P	1.6 N;RR W	707	2	24	F1	P-line S, SE.
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3-7-S5-W	F3	Rnwy 5R-23L usable lgt acft only.ARPT OF ENTRY
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE, W blkd;p-line E.
(PC) " Lakefront	P	1 N	584	1	30-S3-U	F3	FEE.Avoid stadium.Call CLE rdo for tfc pat.22' unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE, SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F2	Lnd & taxi on rnwys only.
Columbus, Citckenger	L	6.2 SSE;RR E	752	3	27-S3-U	F2	P-lines N, NE, NW. Rough.
" Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N,NE,NW,N/S strip clsd.
(PC) " OhioState University	P	8 NNW;riv W	900	4	h22-B*L4-S5-U	F2	Use strips.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					OHIO		
(N) " PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6-S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Price	P	6 SE;bet RR's	762	2	20	F1	Ruf off strips. Use rnwys. Ctn.
" Sullivant Avenue	P	6 WSW	860	1	h33-L4-S5-U	F3	N, NE, NW blkd;p-line E. Ext ruf. Use lgts NE end.
Copley, Gibson	P	1.5 S;hwy E	1000	2	24	F2	P-line E;windmill SE. Rolling.
Crookaville	L	2.5 S;bet hwy, crk	760	1	18		N blkd.
(P)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-6-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use rnwys.P-lineSE
Dayton, Dahlo	P	8.5 W;hwy S	925	3	33-S5	F1	S, SW, W blkd.
" Neff	L	6,SW	720	3	17		
" Montgomery Co.	L	11 S	960	1	18		Hwy and p-line W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	2	h37-B*L4-S5-U	F3	4000' strip avail. S blkd.
Delaware	P	2.6 SW;RR N	960	2	h16-S1-U	F2	2500' strip avail. P-line S. Ditches.Use strips.
Delta	L	1 ESE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW; RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
Findlay	P	1.5 SSW;hwy NW	800	2	h50-BL4-S5-W	F4	Rgt tfc E.Use rnwys & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
Fremont, Slager	P	2 NW; RR SW	630	3	27-S3	F2	E, NE, SW blkd. P-line N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnwys.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	18		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED. P-line N. Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1081	4	28-*L1-S5-U	F1	W blkd.Rolling. 2800' E/W strip under construction, usable-dry, E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4, 3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE; RR S	631	2	38-L4-S5-U	F4	P-lines S, NW
Harrison	L	2 ESE;hwy SW	582	2	28-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No storage. Acft rprs only. Rolling.
Hudson, Mid City		2 S					Closed - reverted to industrial use.
Hunting Valley, Ingalls	L	0.5 N; riv E	760	1	26		NNW blkd; hill SSE.
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N, RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W; hwy S	1120	3	33-S5-U	F3	S, W blkd. Rolling.
Lagrange,Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders. 5500 lbs gross weight.
Lancaster, Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W. Use rnwys.
Lenox	P	7, S Jefferson	940	1	22	F2	E & W blkd.
LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	P	4 WNW; RR NE	830	2	h35-BL4-S3-U	91	N blkd; p-line S. Strip soft-wet.
Lorain	L	2 WSW;RR N	610	2	29-S3	F1	NE, SE blkd.
" Sky Port	P	1.5 WSW; RR N	610	2	29-S1	F3	SE, SW blkd,p-line NW. Soft-wet.
Lore City	P	0.3 NW; RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE; RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE; RR E	1152	aw	26		SE, NW blkd;p-line SW. Rolling.
Magnolia	P	0.5NW;hwys E,N	970	1	22-S1	F1	P-line WNW
(NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4-S5-W	F4	Rgt tfc rnwy 9. Use rnwys, strip. 2-way rdo rqrd
Maplewood, Shaw	P	5 W	980	2	21	F1	Bldg S. durg darkness.
MARION	P	4 ENE; RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" County	P	5.6 NE; hwy E	1000	2	35-*L3-S5-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE; RR W	960	1	20		Use at own risk.
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
McComb	L	0.8 SSW; RR N	780	1	16-(S1)		
Medina, Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE, S. Soft-wet. Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E, W blkd, Ruf.
(PC)Middletown	P	1.5 N; riv N	647	3	46-B-L4-S5-U	F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400.
Millersburg, Briar Hill	L	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet, Hill S, p-line N.
Minford, Knore	P	2 SE; riv S	670	2	24-S5	F1	P-line N, S. Rolling.
Mingo Junction, Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
(PC)Mt. Vernon, Wynkoop	P	1.4 SSW; hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling.
Napoleon	L	1 N; RR SW	680	1	19	(F1)	W blkd; p-line E. Rgt tfc W. Open Sundays.
" Winters	L	1.4 NW; RR W	682	1	30-U		Company use only.NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	L	3.5 SW;RR NW	860	2	25-(S1)	(F1)	Lgts, fld attnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE; RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	F2	Narrow at intsxn of strips.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N, NW, S, WNW.
Newton Falls	L	2 SW; RR E	950	1	22	(F1)	Rolling.
North Bass Island-Isle of St.George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E, N/S strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE; hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N, SE, SW blkd.
North Lima, Elser	L	1.2 NW;hwy E, S	1060	1	30-(S1)	(F1)	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N, SSE, blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
Oak Hill,Swann Fld	L	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet.
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N, S, SW blkd. Ctn - wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn - cultivation.
Phalanx Station, Skeets	P	6 WNW;hwy 1 NE	910	1	26-S1	F1	N blkd.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W
(PC)Port Clinton	P	3.5 E;hwy N	587	2	h22-B-S1-U	F1	3600' strip avail.E blkd; p-line N.
Portsmouth, Raven Rock	L	3.5 WSW; rivSE	535	1	22	F3	Rgt tfc NE. Unattended.
Put-In-Bay	L	1.2SSW;SE of isl	590	2	15		NW blkd. NE end soft-wet. FEE all acft.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	25-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N blkd.
St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Salem, H-B	P	3.3 N;hwy E	1160	1	20	F1	E blkd.
" Koons	P	0.7 mi S	1300	1	19	F1	P-lines E.
Sandusky	P	3.9 SSE; RR W	620	2	27-S5	F2	SE, E, W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
Shelby-Airstrip	L	2 W; RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE, SW, W, NW blkd.
(NG)SPRINGFIELD	P	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
Steubenville	L	4.5 W;hwy N	1200	1	32		Caution-loose slag. Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Strongville	P	1.0 W	840	3	19	F2	E blkd.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9N; hwy E	754	1	26	F2	E blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	Code bcn.
(NG) Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW, W;chimney SE. Use rnwys only.
(P) " EXPRESS	P	15WSW;RR NNW	684	2	h52-BL4,6-S5-W	F4	Use rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW strip clsd-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N, SE, S, NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
" " Lovell	P	1.5 NW	816	2	24	F1	
(PC)Urbana, Grimes	P	1.5N; RR W	1055	3	h26-BL4-S5-U	F2	3500' strip avail.
(PC) Van Wert	P	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N; RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	L	2.5 E; RR N	750	1	20		Attended.
Waynesville, Sky Center	P	2.5 SW;riv E	925	1	23-S1	F1	ESE blkd.
Willard	P	1.2 S;hwy N	967	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	P	3 N;lk NW	626	4	h50-BL4-S5-U	F4	S, SW, W, NW blkd. FEE
Woodsfield	L	1 W;hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE;hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE;RR WNW	1050	1	19		N blkd;p-line S.
Xenia, Port Xenia	L	3.5 E;RR S	1050	1	20	(F1)	P-line E
(AF)YOUNGSTOWN	P	11.1 N;hwy E, S	1196	4	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd
" Austintown	P	5.7WSW;hwy N	1175	2	h20-S5-U	F3	3100' strip avail.Rolling. Ruf E, W blkd.
" Bird	P	2.6 NE;RR W	1057	3	23-S5	F1	NE, W blkd;p-line E. Ruf. Rolling.
" Southern Airways	P	5 SSW;hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet.
" Watson	L	3.8 E;lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W. INACTIVE.
Zaleski-State Forest	L	1 SSW;RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E;hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
		NEW AIRPORTS (or airports out of alphabetical order)					
Norwalk	L	2 mi N	690	3	28	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➡ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
(PC)ADA	P	2N;hwy W	1008	3	h30-BL4-S1	F3	
" Myers		6.8 WNW					ABANDONED.
Afton, Monkey Island	P	7.8 SE;lk E	750	1	26-S1	F1	
Altus	P	4.2N; RR W	1428	3	31-B*L4-S1	87	P-line SE, SW. Soft-wet.
(PC)Alva	P	1.6 SSW;hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW;hwy N	1286	1	38-(S5)	(F1)	
Ardmore	P	9.2N	875	4	h40-BL2-S5-W	F4	Caution-heavy acft, soft.
(PC) " Lake Murray State Park	L	1.2SE;rd E	840	1	26		Ruf.
Arnett	L	0.5N;hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW;RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville, Hi-Way	P	3 NE;RR SE	680	4	28-*L4-S5	F2	E,NE,NNE,NW,SE, SSW blkd.
(PC) " PHILLIPS	P	1.7WNW;hwy S	715	2	h40-BL4-S1	F4	
Beaver City	L	1 SSW;hwy E	2500	3	25		P-lines SE,Ruf, Rd on strips. Soft-wet.
Blackwell	P	1.7 W;hwy N	1056	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7S;hwy E	1005	2	24-*L2-4-S5	91	W blkd; p-line E.
Boise City	L	3 N;hwy W	4200	2	24		Soft when wet.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N,S,SE. Restricted. Land at own risk.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
(PC)Canton	L	2.3WNW;lk E,N	1660	1	24		
(PC)CHICKASHA	P	4NNW;riv S	1146	1	h38-S5	F2	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE;RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7NE;RR W	1615	3	32-*L4-S5	F1	
(PC)Cordell	P	1 E;hwy S	1580	3	22-S5	F1	
(PC)Cushing	P	2S;RR E	913	4	h52-BL4-S5	F2	
Davis, Jolly Aero-Auto Court	L	3 S;hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S;RR E	1125	3	h40-BL4-S1	F4	SW blkd;p-line NE,NW. Use N/S Rnwy when wet. (6500' strip avail).
(PC)Durant, Eaker	P	3.2SSW;RR 1 E	703	3	h50-B*L4-S1	F3	
(PC)Elk City	L	1.5 NE;hwy S	1981	3	h23		
El Reno	L	1.5 SW;rd E	1395	2	26-*L4-S5	F1	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended. E/W Strip ruf.
Enid, North	P	3.8 N;hwy W	1282	1	24-S5	87	
(N) " WOODRING	P	5 ESE;RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux).
Erick, Haddock	L	1.4 SW;RR N	2097	4	25		P-line N. Ruf. Soft-wet
Fairview, Fair-View	P	1.3 NNE;RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE;RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW;RR NW	2223	2	h54-BL4-S1-W	F4	Clsd acft over 15,000 lbs wheel load. NE/SW rnwy open to lgt acft only.
(PC)Grandfield	L	3 W;hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW;lk SW	750	1	18		
(PC)Guthrie	P	2 SSE;hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13NNE;RR S	3130	2	26		P-line SSW.
Hartshorne, Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
(P)Hobart	P	3.8 SE;hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW;hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W strip soft-wet. Cattle on fld.
(PC)Holdenville	P	1.2WNW;hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Hominy	L	2 N;hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW;RR E	3010	1	26		S blkd. Cattle-fld.
Hugo, Weddington	L	1.9 NW; RR E	550	1	25		Use at own risk. Soft,ruf. P-line N.
Idabel	P	1.3NW;RR E	500	2	32-S3	F1	
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S;RR NW	765	1	18		
Kingfisher	P	1.3 NW;RR E	1067	1	26-*L4-S5	F1	P-line S.
Kingston, Caney Creek	L	4.3 SSE;lk S	661	1	21		Soft when wet.
Langley, Treco	L	1.9N;hwy W	820	1	21		P-line SSW.
Lamont, White Bros.	L	2 WSW;hwy N	1000	1	24		
(PC)LAWTON	P	2.3SSW;hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5NNW;lk W	1360	1	23		Ruf. Mtn S.
Leedey, Eagle	L	2.3 S;hwy W	1950	1	22		Cattle on fld.
Mangum, Pondar	L	1.6 N;hwy E,S	1585	3	25-S5		Ruf. Unattended.
(P)McALESTER (New)	P	4 SSW;RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2SW;RR SE	1094	3	24-S5	F1	No storage
(PC)Miami	P	2.2NNW;RR E	811	2	h40-BL4-S5-U	F1	Use rnwys.
Moore, Southside	L	1 NE	1273	1	24		P-line S.
(AF)MUSKOGEE, Davis	P	6.4S;hwy W	610	3	h57-BL4		
(PC) " Hatbox	P	2.7W;RR S	623	2	h38-BL4-S5	F3	
Newkirk-Skypark	L	2.5 SE;lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5SSW;hwy W	1165	aw	h18		
" Noble	L	3 SE;RR,hwySW	1170	1	24		Ruf.
(N) " Westheimer	P	2.7NW;RR E	1178	4	h58-B*L4-S5	F4	Lgtg arrangements prior 1830.
Nowata	L	1.6NNE ;hwyW	600	2	26		Soft when wet. P-line W.
(PC)Okeene	L	0.7SE;hwy N	1205	1	32		P-line N. Soft-wet.
Oklahoma City, Downtown	P	2 SW;hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3S;hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS	P	7 SW;hwy E	1283	4	h74-BL4,6,7-S3-W	F4	
" Wiley Post	L	7.9NNW;lk W	1216	1	26		
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC)Okmulgee	P	3.NNE;hwy W	715	3	h43-B*L4-S3	F3	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S;hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8W;hwy S	1000	3	41	F2	P-line S, SE.
(P)PONCA CITY	P	2 NNW;RR S	1014	1	h46-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW;hwy N	1061	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW;hwy NW	513	3	21		
Pryor, Gobel	L	2 NNE;RR W	650	1	22		Soft-wet. Cattle on fld.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Sand Springs, Sims	P	5 NW;lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5ENE;RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	6.5 SSW;hwy E	1937	1	h50		
" Archer	L	2.3 N;hwy W	1962	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4N;hwy E	1024	3	35-S5	F1	SSW blkd.
(PC)SHAWNEE	P	2 NW;RR SW	1080	3	h42-BL4-S5	F3	Rgt tfc rnwys 13,17,21. Lgts until 2400.
South Coffeyville, Jensen	L	0.5 W;twrs E	735	3	33		P-line N.
Stigler	L	3.5 E		2	20		
(PC)STILLWATER, Searcy	P	3.2NNW;lk WSW	985	3	h50-BL4-S3-U	F4	Rnwy lgts req only.
Stroud	P	3 N;hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud.
Sulphur	L	1.5NW;hwy S,E	1060	3	26		Caution when wet. P-line S.
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
(NG)TULSA	P	6.2NE;RR S	674	6	h100-BL4,6,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" Stebbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" -North	P	4.5NNW;RR E	725	1	h30-S5	F2	P-lines S,SE,SW. Only N/S rnwy avail.
" Young	P	8.8 E;hwy N	750	4	24-*L2-S5	F2	
Valiant	L	0.1 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2210	1	21		HAZARD, Ruf. Soft. Cattle on fld. N blkd.
Wagoner	L	1.7 E;RR NW	600	1	32		P-line S.
Watonga	P	1.2 NW;hwy S	1550	2	26-*L4-S5	F1	
Waynoka, Kelsey	L	3.4 NNE, RR3E	1500	1	17		Cattle on fld. Caution when wet. Unattended.
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
Wilburton	L	2.5 WSW;RR S	875	1	23		P-line SSW.
Woodward, Ferguson Ranch	L	6.5 NW;riv W	2000	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
OREGON							
Adams, Rothrock	L	4.0 SW	1520	1	21	F1	Unattended. P-line SW.
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S, N, NE. P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme caution.
Arago	L	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.6 E; hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation. Use strip. P-line SE.
(PC)ASTORIA, CLATSOP CO.	P	3 SW; riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F3	
" -Skycourt	P	4.8NW;hwy WSW	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S; RR N	4350	1	12		(DANGER-SHORT FLD) Holes.
Beaver Marsh, 73, RIV-DLS	P	1 SSW;hwy E	4030	1	54-BL4		Clsd winter mos.
Beaverton, Bernard	P	1 NW; hwy E	206	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Big Lake	L	18 WNW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE;Soft, unusable when wet. Cattle on fld. Holes.
Brookings, Crissey State Line	L	5 SE;ocean W	16	1	18		
Brothers	L	0.5 NE;hwy S	4843	1	21		P-line SSE. Cattle-fld. Ctn-ruf.
(PC)Burns	P	5.1 E; rd S	4141	2	h51	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	h18		Rgt tfc WSW. Fence W end of strip.
(PC)Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
(PC) Condon	P	1 NE; RR W	2910	2	h22		Use strips. Soft off gravel when wet, SE blkd.
(PC)CORVALLIS	P	4.9 SSW;hwy E	245	3	h52-BL4-S5-U	F3	Use rnwys.
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	h17	F1	3900' strip avail.
Creswell, B&H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N; hwy E	372	1	19		P-line WSW. Antenna E, NE. Use strip.
Denio		SEE Denio Airport, Nevada					
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet. Ruf.
→(P)EUGENE, Mahlon-Sweet	P	8 NW;hwy E	365	3	h52-BL4, 5-S5-W	F4	
" Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW;riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N; hwy E	1156	1	27-S1	F2	Lnd to N;tk-off S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE. Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld. Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE; RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwyN	3748	1	29		E blkd. Lnd to E;tke-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle on fld. Soft-wet. P-line S.
(PC)Joseph	L	1.2 W; RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S; riv SE	2970	2	22		Mtns S, SE. Cattle-fld. Soft-wet. 400' NW end NW/SE strip. Ruf.
Klamath Agency, Rayenouf	L	1.5 S; riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(P)KLAMATH FALLS	P	4.9 SSE; RR NE	4088	3	h103-BL4-S5-W	F4	Asphalt paving plant & p-line 950' S rnwy 7-25 & 800' E of S end rnwy 18-36, max height 45'.
(P)LA GRANDE	P	5.5 SE; RR SW	2713	3	h47-BL4, 6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW; RR S	20	1	32	F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U.	F2	
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N.
Lebanon	P	1.3 SW;rd N	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N; hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2.0 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE; RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E; riv N	1620	1	26		Hill ENE. Lnd from W; tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
→ Meacham	L	1.1 SE; hwy W	4058	1	30-W-U		Use at own risk. Soft-wet. Ruf. Sheep on fld May - Oct.
(P)MEDFORD	P	3.5 N; RR E	1330	2	h54-BL4-S5-W	F4	No maint Mil acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE; hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk SEE blkd.
Mulino	L	0.3 SW; hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wek-ends. SW blkd; p-line NE. Ruf.
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S; hwy W	160	2	h51-L4-S1	F2	Ctn-elec. fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20.
(P)NORTH BEND	P	1.5 NW;hay N	14	3	h50-BL4-S5-W	F3	
(P)ONTARIO	P	2.5 W;hwy E	2169	2	h45-BL2,4-S5-W	F3	
Pacific City	P	0.2 S	5	1	h18-S5	F1	
(P)PENDLETON	P	2.9 WNW;RR S	1493	4	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk. Cattle on fld.
Pilot Rock, Eldridge	L	2.0 S	1850	2	15		E blkd.
Pinehurst	L	1.0 SW	3800	1	h17		4000' strip avail.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF, NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	3	h88-BL4,6,7-S5-W	F4	2-way rdo rqrd or by prior req. 7-25 perm clsd
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5-U	F2	Ctn-25' NE/SW strip unusable, rocks.
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4010	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	525	1	h46-BL4-S5-W	F2	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW.
" Felt	P	3 WNW;riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of rnwy 16-34 these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR,hwy W	55	1	h40-(S1)	(F3)	Svcg, fuel by prior req wk - days.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Land at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
(PC)Springfield	P	1.6 ENE;hwy S	460	1	h20-*L4-S5-U	F3	
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.
Sutherlin-Valley	P	1.0 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W, NW. Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FAC ONLY. Use at own risk. Water drains. Rolling. Adj all rnwys - hazardous.
Toketee Dam, Toketee USFS	L	14 WNW Diamond Lk	3300	1	24		
→ Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F4	Use rnwys, taxiwys only - sink holes in grass area.
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale	L	1.5 SSW;riv E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flight Strip	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flight Strip	L	1.4 S; RR NE	3200	1	23		
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade. Dangerous, ruf, weeds.
Woodburn	L	2.8 WNW;RR E	200				CLOSED-CONSTRUCTION.
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
PENNSYLVANIA							
Aliquippa, Hopewell	P	2 SW	1150	2	20-S5	F1	
(P)ALLENTOWN, Bethlehem-Easton	P	4.6 NNE; RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S3-W	F4	Use rnwys.
→ " Peterson	P	10.7 NNE; RR NW	970	1	25-*L3-S5-U	F3	
Ambler, Wings	P	2.8 WSW	320	3	h26-*L6-S5-U	F3	P-lines SE.
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW;hwy N	490	2	h31-S5-U	F1	
Beaver Falls, Beaver Co.	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
→ Beaver Falls, Patterson Hgts	P	1.5 E;riv NE	1082	1	27-S3-U	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3 N;RR N	1100	2	18-S5	F2	
Berwick	P	2.2 ENE	820	2	21-S3-U	F2	E blkd; p-line NE.
" Centre	L	6.5 WSW;RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	L	1.7 ENE;hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h49-BL4,6	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 4SA, CHI-LGA		2WSW;RR E					PERM DISCONTD
Butler	P	2.8 WNW;hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc and avoid Hospital
(PC) " Graham	P	6.2 SSW;crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Chester, Delaware Co.	P	6.5 W	400	2	20-S3	F1	
Clarion, Rhea	P	2 W	1450	1	22-S5-U	F2	75' water bin ENE; 40' twr SW.
Clearfield	L	1.5 WSW;RR SE	1220	2	21-(S3)	(F1)	E blkd. P-line NE. Rgt tfc E, NE, SE. Ruf.
Clifford, Carbondale Clifford	L	1 E	1400	3	22-(S3)	(F1)	Send WNW/ESE strip unusable P-line ESE. Atnd week ends and on call.
Coatesville	L	2.4 W;RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft-wet.
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Columbia, McGinness	P	1 SE	334	2	18-S3	F1	W, SE blkd.
(PC)Connellsville	P	5.2 SW;hwy E	1250	3	h34-*L4-S3	F2	Bcn prior req.
Conway, Pittsburgh	P	0.4 NE;RR W	950	2	19-*L1-S3	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Corry, Port Lawrence	L	1.2S;RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	L	7.5ESE;hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE;RR,hwy S	2340	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2SW;riv N	480	3	22-S5	F1	Hills SE,SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd.
DuBois	L	1.7ESE;RR NE	1575	3	29	(F1)	Attnd week-ends and on call.Use at own discretion.
Duncannon, Hackenberger	P	3NNE;riv W	500	2	22-S1	F1	Use strips.
(PC)Eagles Mere	L	1.9SW;lk SW	1908	1	22		
Easton	P	3.8NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8NW;hwy W	100	2	21-S5-U	F3	NE,WSW blkd.Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC)Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns,p-lines,tank surd fld.
(P)ERIE, PORT ERIE	P	6WSW;hwy SW	732	3	h50-BL4,6-S5-W	F4	N,S blkd;p-lines E,NE.
Fairview, Erie County	P	1 SW	805	3	27-S5-U	F2	ENE,S,SE,NW blkd.
Finleyville	P	0.7SW;RR NE	1240	1	29-S3	F2	
(PC)FRANKLIN, Chess Lamberton	P	1.8SW;hwy NE	1540	2	h37-*L4-W-U	F1	
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Freeport, McVille	P	7 SW	1090	2	15	F2	
Galeton, Cherry Springs	L	10 SW	2330	1	32		Unattended.
Gettysburg	P	2.8NW;twr E	600	3	21-S1	F1	
Gordon	P	2 WSW	960	4	24	F1	Mtn S,SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5SW;riv SW	490	1	21-S1	F1	
Greenville	P	3 N	1197	2	27-S3-U	F1	Intsxns. Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
(PC)Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
(PC)Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet;SW 600' ruf. Unattended ngts.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E,W.
(PC)Indiana, Jimmy Stewart Fld	L	8 ENE	1407	2	32-S3	F1	
Jersey Shore	P	2.2 E;riv N	540	2	26	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
Karthus, Pine Glen	L	4.3SE;hwy SW	1560	3	23		N,S,SW blkd.
Kutztown	P	1 SSW;hwy N	400	2	25-*L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster, Garden Spot	P	5 W;hwy N	423	2	25-S5	F1	W,WSW blkd.
(PC)LANCASTER	P	5.5N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2.4SSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	E blkd; p-line N.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 WNW	480	1	32-S3	F1	
Lewiston	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
Linesville, Merry's Pymatuning	L	1.5NW;RR E	1200	2	25-(S1)	(F1)	P- line NNE
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4	F3	Mtn N,S.
Matamoras	P	0.5 SSE	450	2	hl7-*L2,3-S5-U	F1	3200' strip available. Rgt tfc N, NE.
(PC)Meadville, Port Meadville	P	3.4W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd.Rgt tfc rnwys 5, 27, 20.
Milton	P	0.8S;RR,hwy W	450	3	25-S3	F1	NW,SW blkd.
Monongahela, N.B.C.	P	5 E;hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No. head. P-lines SSW.Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E,NW,SE blkd.
Mount Joy, Donegal	P	4 WSW	459	2	22-S3-U	F1	SW blkd.
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5-U	F2	Gulley NW.Rolling.
Mount Pocono	P	1.5NW;RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail.Attnd irregularly Wints., Summers. 91 octane avail. Soft-wet.
Mount Union	L	4 S;hwy E	560	3	28		Mtn W Soft-wet, Caution-ditch. Use strips.
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F2	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3E;RR NW	460	2	21-S3	F1	
New Kingstown, Taylor	P	0.5 SE;RR S	440	2	26-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Valley Forge	P	4 WNW;riv 1 S	250	1	23-*L-S5		E tk-off & lndg-rgt tfc, TV antenna W.
Oil City, Splane Memorial	P	4.1NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S4-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5SW;riv SSW	10	3	h73-BL4,7-S5-W	F4	Rnwy 9 designated calm wind Rnwy. 2-way rdo rqrd. Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Philipsburg	P	7 E;hwy N	1933	2	h30-BL2	F3	5000' strip avail.
" Albert	L	5.5NNW;hwy N	1750	3	36-L4-(S3)	(F3)	NE blkd. Lgts avail until 2400. 91 octand prior req.
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
Pitcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
(PC)PITTSBURGH, Allegheny Co.	P	5.3 S	1252	3	h55-BL2, 5, 6-S5	F3	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying.
Pottstown	P	4.5 E;riv SW	311	3	32-BL4-S5-U	F1	Soft when wet.
(PC) " Municipal	P	1.7 NW;rsvr W	255	2	27-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28	F3	Hills SW.
Prospectville, Turner	P	1 NW	375	3	23-*L4-S5-U	F1	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED. N blkd.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F3	W blkd. Rgt tfc S,W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360	2	20-S3	F1	NW/SE strip clsd. Rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19	F1	
Reedsville, Mifflin County	P	2.7N;hwy W	830	1	30-S3	F1	
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Ridgeway, King's	L	4 NW;hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5-U	F1	
Sayre, Blue Swan	P	2.7WNW;riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2WNW;RR 3 NE	1179	2	h24-*L2-S5-U	F3	Bcn prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1490	2	24-S3	F2	
Shamokin	P	3.5N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE;rd N	2274	2	37-*L4-S5	F1	
State College	P	2 SW	1200	3	42-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1-U	F1	
(PC)Sunbury	P	2NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2W;RR W	1125	2	24-S5	F2	
Thomasville, York	P	8 WSW	480	2	h42-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta	L	2 S	1600	1	22	F1	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC)Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	0.8S;riv N,E	639	2	20-S1-U	F3	Mtn S,NE/SW Strip not maintained.
Tyrone-Speedway	L	4.2 SW;riv S	965	2	22		CLOSED. Mtn S.
Vandergrift	P	2 WNW	1000	2	23	F2	E blkd. P-line NW.
Warren	P	2 WSW;riv S	1100	2	h22	F1	Mtn NE,SW. FEE.
Washington	P	3.2 SW	1183	3	21-S5-U	F2	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5-U	F2	Hill NE,SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
(P)West Middlesex	P	2.8W;hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 28 not visible from ctl twr. Rgt tfc.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S3-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLSD. W end ESE/WNW ruf. NE blkd;p-line WNW
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW;hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical order)							
(P)WILLIAMSPORT-LYCOMING CO.	P	5.1E;RR N	528	4	h43-BL4,6-S5-W	F4	NW blkd;p-line WNW.Rgt tfc on W apch.

F-fuel octane. ➡New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf. Use strip.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Newport	P	3.5 NNE	160	2	h23-S5	F3	3500' strip avail.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	56	4	h54-BL4, 6-S5-W	F4	Rdo rcvr rgrd days. 2-way rdo rgrd ngts. Use rnwys.
SMITHFIELD, No. Central State	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
Allendale, Williams	L	1.5 NE	187	3	31		INACTIVE.
(P) ANDERSON	P	3.2 WSW;hwys N, S	783	2	h50-BL4-S3-W	F4	Use rnwys.
" , Lazy Acres	L			1	14		Private-short fld.
Andrews, Overton	L	2.0 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-*L1-S5	F1	No storage.
(PC) Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
Bennettsville	L	3.4 NNW;hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE;bet RR, hwy	190	3	32-B-S3-W	F1	SE blkd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W strip-hazardous.
(PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S5	F3	
(AF) CHARLESTON AFB/Mun	P	9.8 NW;hwy NE	45	2	h70-BL4-6-S5-W	F4	Open to civil acft. 2-way rdo rgrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
Cheraw	L	4.2 WNW;hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf.
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
(P) COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4, 6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE; RR SW	203	2	h36		Rgt tfc SE, NE. Obstns sur fld. Use rnwys. Fuel avail 0800-1700 Mon-Fri; 0800-1200 Sat.
(PC) Crescent Beach, Ocean Drive Flight Strip	L	1.3 WNW;hwy SE	33	1	h60		
(PC) Darlington-Co.	P	10 N;bet hwys	190	3	h50-S5	F1	
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24-S1	F1	P-line SSW.
(P) FLORENCE	P	3 ESE;bet RR, hwy	146	3	h60-BL4, 6-S1-W	F4	Trucks on fld-days.
(PC) Georgetown County	P	4 S; hwy NW	39	3	h50-B*L	F3	
(P) GREENVILLE	P	3.2 E	1049	3	h54-BL4, 6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc rnwys 18, 27, 23.
(PC) GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hampton-Varnville	L	1.6 E; RR SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-S1	F1	Rgt tfc WSW. Ruf. Trees W.
Hones Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE, ocean ESE	8	1	18		
Kershaw	L	4 S;hwy W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N	560	2	32-*L1		Soft when wet.
→ Lane, 24, IXE-RIC	P	3.0 S	72	2	34-BL2		E, ESE blkd. Ctn-low spot.
(PC) Laurens	P	2.3 E;hwy S	700	2	26-*L1-S5	F1	
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	
→(AF) MYRTLE BEACH AFB/Mun	P	3 WSW;hwy N	25	2	h95-BL4-W	F3	Equip on fld intermit. Rnwys usable-ctn.
Newberry	P	2.3 NNW;RR NE	565	2	22-*L4-S5	F1	Use strips. Ruf. Servg avail on call.
Nichols	P	0.5 SSE;riv S	70	2	30-S5	F1	
(PC) Orangeburg	P	2.3 S	190	2	24-BL4-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwy E	78	4	25	F1	All apchs blkd xcpt SE.
Rock Hill, Roddey	L	2.7 SW; lk S	630	3	28		Irregularly attended. ESE blkd. Soft-wet.
(P) SPARTANBURG, Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4, 6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter	P	3.0 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway & ramp only.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
Trenton	P	1.2 E	600	2	22		
(PC) Walterboro Municipal	P	1.3 NE	93	3	h58-BL4	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
→(P) ABERDEEN, Saunders	P	2.9 E;hwy N	1300	2	h49-BL4, 6-S1-W	F3	N/S rnwy restricted to 26,000 lbs. Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3066	2	30-S1-U	F1	NE blkd;p-line SW. Use strips. Soft-wet.
(PC) Bison-Perkins Co.	L	0.3 SW	2732	2	26	(F1)	Use strips. Soft when wet.
(PC) Bowdle	L	1.0 NW	1963	1	23		Soft when wet. Not attended.
(PC) Britton	P	2 N; RR W	1310	3	25-BL4	F2	Use strips.
(PC) BROOKINGS	P	1.2 SW;RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
(PC) Buffalo, Harding County	L	0.5 E; riv S	2890	3	30-B	F1	Use strips.
Canton	L	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling, ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
(PC) Dupree Mun	P	0.6 WSW	2340	1	24	F1	
" , Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1980	3	23		Use strips.
(PC) Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW.
(PC) Faith	L	0.4 N	2572	1	25-BL4		Use strip. Lgts oper by electric eye.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S; hwy N, E	1575	2	26-*L1		N, NE, NW blkd. Use strips.
Gettysburg	L	1.5 S	2082	3	26		Ctn not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC) Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
(PC) Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC) Hayes	L	1.0 NE	1986	1	23		Soft when wet. Unattended.
(PC) Herreid	L	1.0 N	1725	1	22		Unattended.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E. Ruf. Use strips.
(PC) HOT SPRINGS	P	6.2 SE;hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P) HURON, Howes	P	1.3 NW;RR SE	1297	3	h51-BL2, 6-S5-W	F4	
(PC) Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution-when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	53		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	27-S1	F2	
Lemmon	P	3 SE; hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC) McIntosh	L	1.0 SE	2251	1	24		Unattended.
(PC) Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC) MITCHELL	P	4.3 N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC) Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE, SE.
Murdo	L	1 WSW; hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-S3	F2	P-lines N, NW.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-L4-S5-U	F3	Rgt tfc S. P-line S, W. Use Strips.
Onida	L	2.0 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	P	1 NE;hwy E, S	1340	2	25-S1	F2	Use strips. Soft - wet. P-lines SE, SW.
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P) PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4, 6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	26	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26		E, N, NE, NW blkd;p-line S. Ruf. Use strips. Caution when wet.
(P) RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Hailey	P	1.6 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG) SIOUX FALLS, Foss Fld	P	2.6 NNW;riv W	1426	3	h71-BL4, 6-S5-W	F4	Use rnwys.
(PC) Sisseton	L	2.9 ENE	1170	3	30-L		Use strips.
(PC) SPEARFISH, Black Hills	P	4.0 E	3629	4	51-BL1-S5-W	F3	Use strips.
Stroll, Ike John	L	7.2 S	2650	4	26	(F1)	Use strips.
(PC) Timber Lake	L	1 SSW;Rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC) Wagner	P	1.3 S; RR N	1464	3	32-B-S5	F2	Use strips. Unmrkd p-line on 140° twrs 0.5 mi S.
Wall	L	0.5 NW; RR S	2800	3	23		Ruf-Unattended.
(PC) Wasta	L	1.0 NW	2584	1	24		Unattended.
(P) WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4, 6-S5-W	F4	Use rnwys.
Webster	P	2.8 S; hwy W	1848	2	28-B	F2	
(PC) Winner	P	1.3 NE;hwy S	2036	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	3.7 N	1283	2	39-B-*L4-S5	F1	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
→(P)BRISTOL, TRI-CITY	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	Max gross limit 30,000 lbs. Rnwy 9-27 slippery when wet.
(P)CHATTANOOGA, Lovell	P	5.5E;RR E	682	2	h63-BL4,6-S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUTLAW	P	7 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6NNE;hwy E	685	1	22-(S1)	(F1)	
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill, Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville,9A,BNA-DCA	P	3.3 WNW;hwyN	1862	2	28-BL2-W	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5E;hwy S	1028	1	23		INACTIVE.
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-L4-S3-W	F1	NE blkd.Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW,SSE blkd of E strip. Caution-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE strip.
Fayetteville, Wilks	L	2.5 NNW;hwyE	697	1	26-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville,Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt	L	2.8 ESE;hwySW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE	414	2	h35-BL4-S5-W	F4	Perm. discontinued
(P)JACKSON, McKellar	P	5.8WSW ;RR SE	414	2	h35-BL4-S5-W	F4	Use rnwys.
JOHNSTON, TRI-CITY (See Bristol, Tri-City)							
JohnsonCity	L	3.8 NE	1543	1	23		CLOSED. Hazardous, soft-wet. Ruf.
KINGSPORT, TRI-CITY (See Bristol, Tri-City)							
Knoxville, E.Tennessee	L	6SSW;RR, hwy E	822	1	21		Rolling. Ruf, tall weeds.
Sky Ranch							
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days.Use rnwys. Rgt tfc rnwy 22R.
Lawrenceburg, Fleeman	L	3.5E;hwy S	890	1	19		Closed, unsafe.
" Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Lebanon	P	1.8SW;hwy S	580	3	26-S3	F1	
(PC)Lexington, Franklin - Wilkins	P	0.5E;RR W	516	2	20-BL4-S5	F1	
(PC)Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A, ATL-BNA	P	3.8WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	P	5.9SSE;RR2NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd.Rnwy 14-32 clsd ngt operns.Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F2	P-line S. Rgt tfc E,S.
" -Flying Service	P	11 SE	288	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	359	3	27-*L	F3	
Milan	P	3NNE;canal N	378	1	26-S5	F1	
(PC)Morristown, Murrell	P	4.8SW;hwy NW	1295	1	34-BL4-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
(PC) Murfreesboro	P	2 N;hwy W	615	1	27-S5-U	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	5	h70-BL4,6,7-S5-W	F4	Use rnwys.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5W;RR S	768	1	28-(S3)	(F1)	Attnd week-ends only. Rgt tfc NW
(PC)Paris, Henry County	P	4.3NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC)Pulaski, Abernathy	L	3.6SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
(PC)Sewanee, Univ of the South	P	3 E	1950	1	28		
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF)Tullahoma, Northern	P	1.5NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC)Union City, Stewart	P	5 ESE;hwy NE	340	2	h41-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4	F1	
White Pine	L	0.5 S,hwy E	1120	1	19		

NEW AIRPORTS (or airports out of alphabetical order)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)Abilene		2.6 ESE; RR N					Permanently closed.
(P)ABILENE MUN	P	3 SE; hwy N	1776	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;hwy N	1750	1	h30-BL4-S5	F2	P-lines N,S. Use strip
Addicks, C-R-C	L	1.8 E; hwy S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	L	17 WSW	3990	1	26		
Albany, Taylor	P	1 N; hwy E	1429	1	h32-S1	F1	House S.
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.
Alpine, Kokernot Ranch	L	28 SSE; rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW; crk W	3780	3	52		Soft when wet. Windmill NE.
" Starns	P	2.1 NW, RR E	4500	4	42-L4-S5	F3	P-line N, NE. Fld surd by mtns.
Alvin	L	2 NW; hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N, S	3604	3	h60-BL4,5-S5-W	F4	Use rnwys.
" -Palo Duro	P	4.0 S	3636	2	25-S5	F1	Fence SW.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F3	Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	19		P-line S.
Arlington, Lucas	P	3 SW; hwy 2 N	611	2	19-S5	F3	P-line W, NW. Ctn-wet. N/S strips clsd
Athens	L	3.2 SSE; rd W	450	1	19	F1	Soft, ruf.
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h46-BL2-5-S5-W	F4	Rgt tfc rnwys 30R,34R.Unlgtd trees, pole apch end rnwy 16R. Use rnwys,taxiways.
Austwell, Heard	L	0.5 SSW;RR E,	23	3	43		P-lines SE,SSE. Slick when wet.
Bakersfield, Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution-weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47		E/W,NE/SW strips used only case of strong wind.
Bandera, Flying L Ranch	P	1.7 SE; riv N	1264	2	h26-S5-U	F1	N blkd; p-line E.
" Mayan Ranch	L	0.7 W; riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE; lk SE	1358	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW.
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E; hwy NW	39	2	25		Right traffic
Baytown	L	3.7 NE; RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended. No storage
Beaumont	P	6.8 W;hwy S	31	3	34-S3-U	F2	Use strips.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy SE	15	3	h51-BL4-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W; RR S	29	1	25	91	P-line S. Rgt tfc S takeoffs.
Beeville, Travland	P	2 NW; RR E	290	2	27-S5	F1	P-line NE,SSE. Cattle-fld ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
Big Lake	L	0.6 NW;hwy S	2700	3	h31	F1	P-line SE.
Big Spring, Hamilton	P	1.5 N; hwy S, W	2517	4	32-S5	F1	E blkd;p-line N, NE. Use strips.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N; hwy E	616	1	h30		
Booker	L	0.8 SSE;hwyN	2850	2	25-(S1)	(F1)	N blkd, p-line NE. Soft-wet. Use strips.
(PC) BORGER, Hutchinson Co.	P	2 N; hwy S	3052	3	h41-BL4-S5-U	F4	
Brackettville, Ft. Clark Ranch	L	2.4 SW;hwy N	1105	3	53		
" Frerick Ranch	L	16 SW; rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;rivE	1390	1	33		
(PC)BRADY, Curtis	P	3 N; hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE; rd S	10	2	26		NNE, WNW blkd; p-line SSW. Soft when wet. Cattle on fld.
(PC)BRECKENRIDGE, Stephens	P	2.5 S; hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S; RR, hwy W	460	1	21		Cattle on fld.
(PC)Brenham	L	1 ESE; RR NNE	342	3	32-*L4		
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield Mun.	P	5.0 E	3314	3	37-S5	F3	Strips rough.
(PC)BROWNSVILLE, Rio Grande Valley International	P	4.5 E; hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
" Mauldin	P	4.4 NNW; RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips. Cattle on fld. Soft-wet.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F3	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	8.1 N; lk W	1435	1	18		SE,S, NW blkd;p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE; hwy N	360	3	27-B-S3	F2	Use strips.
" Lazy E	L	7.5 NNE;lk SE	385	1	28		Cattle on fld.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on fld.
Butler, Prewitt	L	0.3 NE; RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E; Hwy W	610	3	26-S3	F1	P-line W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.
Canadian, Hemphill County	L	1.5 SW; hwy E	2300	3	32		Unattended.
Candelaria, Howard	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E; hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W; hwy N	310	2	23		W blkd;p-line NE. 85'ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon		0.8 NNW;riv W	2300	3	16		E blkd. Use strips.
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on fld.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW, N, E. Cattle on fld. Use at own risk.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on fld.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-B*L4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv N	1400	2	15		
Christoval, Edwards	L	2.4 N; riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	L	2.5 NNW;hwy E	1620	4	30-S3		P-line N; hill NW. Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw.
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on fld.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on fld.
" Vance	L	1.2 ESE; RR N	3375	3	25		ENE, WNW blkd.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys. Bcn prior request.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Colorado City	L	1.5 S; riv NW	2072	3	23		P-lines N, NNE. Rolling. Use strips. Stock on fld.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on fld.
Comanche	L	4.0 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1.0 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16		S blkd.
Conlen	L	0.5NE;RR S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.5 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Converse, Hedrick Antonio	P	8.0 NE San	750	1	21-S5	F3	Fence across N end.
Cornudas, Mayfield Ranch	L	8.3 N	4575	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd. Operg area mrkd. Rnwy 8 clsd for take-offs. Rnwy 26 clsd for lndgs.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N, NE. 3700'strip avail.
" Allison Ranch	P	3.0 NW	410	4	h27-S3	F2	4000' strip avail.
" "75"	P	1.8N;hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	3	15-S3		Use stripe.
Crosbyton, Paudler	L	1.5 E; hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy.
Cross Plains, Bryant	L	1.4 N; rd W	1750	1	25		S blkd. Cattle on fld.
Crowell, Foard County	L	0.8 E; hwy N	1479	1	h22		
Crystal City		1.8 N					ABANDONED.
(PC) " Municipal	L	1.5 NE	610	1	h35-BL4		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8 SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
" Ingram	P	3.4 SE; lk W	3980	2	39-(S5)	(F1)	Cattle on fld.
Dallardsville, Big Sandy	P	4.0 E;Big Sandy	185	1	21	F1	
Dallas-Flyers	L	7.0 SW	680	2	34-S5	F1	P-line S end N/S strip.
➤ Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5-U	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N; rd E	524	2	h24-L4-S5	F3	Use rnwys & taxiways. Lgtd p-line N of N/S rnwy.
" Hi-Way 77	P	10.4 S; hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd. P-lines SE, W.
" Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h77-BL4,6,7-S5-W	F4	Use rnwys. P-line S.
" Redbird	P	7 SSW;hwy SE	642	2	h45-BL4-S5-U-W	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E	543	2	h16-*L4-S5	F3	2550'strip avail. Ctn-fire break SW.
Decatur	P	1.5 N; rd SW	1059	4	28-S1	F4	W blkd. Use strips.
Delaware Springs, 11-ELP-FTW	P	0.5 ENE	3955	2	39-B		P-line SE. Blinker lgts on hills surrounding fld. Rolling, ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
➤ Del Rio	L	1.5 WNW, RR S	1025	2	35-L4-S5	F2	P-line N. Rnwy lgts 12-30 opts sunset-2400. Rgt tfc strips 12, 17.
Del Rio, Horn Ranch	L	21 NE; rd W	1290	4	21		Hill NNE. Soft when wet.
(AF) " Val Verde County	L	4.5 ENE; RR S	1094	3	h49-B		Prior approval rqrd from Laughlin AFB Operns to land.
Denison, Grandpappy Point	P	8.7 NW; lk E	694	1	15	F1	Rolling.
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	h24		P-lines E, NE, NW. Use strips. 4200'strip avail.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2440	2	21		NNE, W blkd. Stock on fld. W end E/W strip unusable
Dilley	L	0.5 SW; RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W.
Dryden, 29, ELP-BRO	P	5.7 W; hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on fld.
(PC)Dumas	P	2.0 W	3650	1	h44	F2	
Eagle Lake	L	0.5 NE	165	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E; hwy N	774	3	30-S3	F1	WNW blkd.p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9.0E;hwy S	865	2	h35		INACTIVE. Cattle on fld.
Eastland	L	1.0 NE;RR S	1480	1	30		
Edcouch, Walker	P	0.6 NE	70	1	31-S5	F3	
Edinburg	P	2.8 W;hwy W	90	3	31-L4-S3	F3	E, W blkd.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd; p-line E.
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage.P-lines NNE, SE, SSW.
Eldorado	L	1.0W;hwy E	2442	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
EL PASO-International	P	4.8 ENE	3936	4	h90-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land.
			3475	2			
Esperanza, McCoy	L	0.5 NE;riv 1 S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3650	4	40-(S3)	(F3)	Rough. ESE blkd.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft-wet. Ruf. Rolling. Use strips.
Ft. McKavett, C.B Ranch	L	2.6 W; rd S	2150	2	32		Unattended. Cattle on fld.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on fld.
Ft. Stockton, Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	2850	1	22		Use strips. Cattle on fld.
" Henderson Two	L	19 SSE;hwy 2 E	3500	2	26		Rolling. Cattle on fld.
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F1	
				2			
" Skevington	L	38 S	3820	2	30		
Ft.Worth, CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE/SW rnwy clsd. Use rnwys.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Pop's	L	7.7 N	694	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on fld.
" Russell	P	7 SSE;hwy NW	710	4	31-S3	F3	
" Saginaw	P	8.5 NNW	790	2	24-S3	F3	P-lines S, SE. Rgt tfc strips 12, 18.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer, Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on fld. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garwood	L	1 SW;hwy E	125	1	22	F1	
Genoa	P	1 NE;RR;hwy S	46	3	17-*L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	784	3	h41-*L4-S5	F3	ENE/WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S; RR W	480	3	27-B*L	F3	Rolling. Ctn-high weeds, grass.
Gladewater	L	2 WSW; hwy S	296	2	23		
Glen Rose, Lane	P	6.5 E	820	2	22	F1	P-line NW. Stock on fld.
Gonzales	P	0.5 NE	350	1	33-S3	F1	Caution-when wet.
Gorman	L	1.0 S;rd N	1400	1	22	F1	P-lines NNE, NNW. Soft. Unattended.
Graham	L	2 ENE;hwy N	1120	4	h34-B*L4-S3-U	F1	N, SW blkd; hill N. Caution on turf strips.
" Rosser Ranch	L	6.7 SSW;riv S	1105	2	33-*L4	(80)	Unattended
Grapevine, Price	L	3.7WSW;hwy NW	506	1	17-(S3)	(F2)	NNE blkd.
(P)Greenville, Majors	P	6 SSE;RR NE	544	4	h55-B-S5	F4	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane, ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Greggton, Skyranger	L	1.4 SW;RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW;hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW;hwy S	1760	1	h40		
	L						
	L						
Halletsville, Ragsdale	L	12.8 ESE;riv W	200	1	27-B		E blkd.
(PC)Hamilton	L	2.3 SSW,hwy E	1320	4	30-BL4	F1	Cattle on fld.
Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	No storage. P-line W, N. Soft when wet.
" -Harvey Richards	P	4.0 W	43	3	h36-BL4-S1	F3	
Harwood Gottwald	L	0.5 S	468	1	20	F2	Unattended. P-line NW, fence SE. Fuel avail emerg only.
Haskell Paint Creek Plant	L	10.8 ESE	1440	1	18		Use strips.
Helotes, Jaycox	L	2.0 W	1000	1	20		
(PC)Henderson, Rusk County	P	3 WSW	440	2	h30-B*L4-S5	F1	Major eng & minor acft rprs only.
Hereford, Paetzold Air Service	P	1.0 SE	3808	2	27	F3	
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd;p-line ESE. Rolling, Cattle on fld. Use strips.
(P)Hondo Air Base	L	2.1 W;RR S	929	6	h61-BL4		AF primary contract school. CLOSED civil acft xcpt on ofl bus. or prior approval.
" Holloway Farm	L	5 S;hwy E	800	1	14		(PRIVATE)
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip
(P)HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4, 7-S5-W	F4	Rnwy 8-26 clsd. Tk-off to E only. 70'mrkd twr center S edge of fld.Unlgtd 38'p-line parallel to and 1000' E of E bndry.145 oct avail. Use rnwys-shoulders soft.
" Andrau	P	12 WSW;rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	34	3	h40-L4-S5-U	F3	P-line E. NW/SE, E/W strips soft-wet.
→ " H & H Guest Ranch	P	12 N	82	1	40-S5	F2	Use strips.
" Linda Sue	P	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N; p-line NW.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC)Huntsville	P	2.5 NW;hwy S	366	3	h25-L4-S3	F2	2900'strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on fld.
Imperial, Heagy	L	1.5 SE;hwy NE	2724	2	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW, SE, N.
Irving, Jap Lee	P	3.0 N	520	3	36-*L-S3	F1	
Itasca-Community	L	2 ENE;hwy NW	820	1	22		P-line W.
Jacksboro, Pursley	L	3.8 WNW;Rd E	1100	2	31		P-line SSE.
Jacksonville	L	3 N;hwy E	709	2	h21		
" Wilson	P	1.8 SE; RR S	476	3	17-S1	F1	P-line SW; S blkd.
Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S3-U	F3	2800' strip avail.
(PC)Jefferson, Cypress River	L	2.8ESE;RR N	221	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW;hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE;riv S	1100	1	18		Road crosses strip.
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE. E/W strip not maint.
Juno, Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W.W. West Ranch	L	8.8 NW;rd W	1800	1	27		
Keene	L	2.0 NNW	800	1	17		Cattle on fld.
Kendalia	L	2.5 W	1350	1	21		Cattle on fld.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kent	L	0.6 WNW;RR S	4260	4	21	F1	ENE, NW blkd;p-lines SE, WSW.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E;hwy S	2840	5	h32		P-line SW. WNW/ESE strip ruf.
Kerrick, Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on fld.
(PC)KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Killeen, Reed	L	3.6 SE; RR N	844	3	32-S1	F1	P-line N. Use strips. RIVATE).
" Youngblood Ranch	L	12.3 SSW;riv N	900	1	18		N blkd. Cattle on fld.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700'strip avail.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F1	NNE, SSW, NNW blkd;p-line SSE. Hill SW end NNW/SSE rnwy.
Lake Whitney, Cedar Creek	L	3.1 WNW; lk W	590	1	30		P-line N, Loose rocks S end.
(PC)Lampasas-County	L	6 NW;RR S	1360	3	42		P-line ENE;Rd crosses N/S strip. Use strips. Ruf.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		
(PC)LaPorte	P	2.5 WNW;rd S	30	3	40-S5	F4	
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
Leaday, Miller	L	1.3 SSE;riv W	1525	3	31		SE blkd;p-line S, W. Soft-wet. Unattended.
Leakey, Lewis Ranch	L	6 NNW;rd E	1730	1	28		Cattle on fld. Soft-wet.
Levelland	P	2 S;hwy W	3525	4	h26	F1	P-lines SW. Use strips. Soft when wet. 3000'strip avail.
Liberty, Darrell	L	4.3 SSE;RR N	70	2	29		P-line NW. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36	F1	E blkd;p-lines N, NE, SE, NW.
Lockhart	L	2.8 S; hwy E	529	2	28		
Lolita, Walker	L	1.8 SSW;RR N	38	3	17		Use NNW/SSE strip only. NW blkd. P-line N, Ruf.
Lometa	L	3.5 WNW	1500	1	21		Cattle on fld.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longview, East Side	L	6.5 WSW;RR N 2.4 NE;hwy S	3675 352	4 2	36 25-(S5)	(F1)	S blkd;p-line N, NW. Cattle on fld. P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
→(P) " GREGG COUNTY	P	7.3 SSE;hwy N	365	3	h52-BL4-S5-W-U	F4	Use rnwys.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P)LUBBOCK	P	5 NNE;RR W	3256	3	h65-BL4, 6-S5-W	F4	Use rnwys.
(P)LUFKIN, Angelina County	P	7.8 SSW;hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC)Luling Memorial	P	3.5 N; hwy E	480	2	28	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	8	3	34		Use strip.
→ Marathon	P	1 SE	4100	4	37-S5	F1	
Marathon, Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC)Marfa	L	4 N; hwy E	4848	2	h53		
"-ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use rnwys. Bcn prior req.
" Petan Ranch	L	32 SW	5340	1	61		Use strips.
" Rawls Hq Ranch	L	49 S	4700	4	27		
Marlin, Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC)MARSHALL, Harrison Co.	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn,lgts prior req aft 2300;no ngt operns NE/SW rnwy.
" Beer's Caddo Lake	P	18 NE;lk E	180	1	42	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC)Mason-County	L	3.2 ESE;hwy N	1500	2	36		
(PC)McALLEN, Miller Intnl	P	1.8 S;hwy E	102	3	h41-BL4-S5-U	F4	ARPT OF ENTRY.
(PC)McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
(PC)Memphis	L	1.4 NNE;RR SW	2082	3	36		E, SW blkd. Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE;Crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE;rd N,NE,SW	516	2	23-S3	F1	P-line E. Rgt tfc E, N, E/W strip ruf.
(P)Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
" AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4,5,6-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31-B		Ruf. Cattle-fld. Soft N of pipe line when wet.
(P)MINERAL WELLS	P	3.6 ESE;hwy N	964	2	h42-BL4-S5-W	F3	
Mission, Arrowhead Ranch	L	2.5 NNW	360	1	h30		AF contract flying.
"-Aero	L	2.5 WSW;RR N	135	2	16		P-line SE. Use strip.
"-Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.
(PC)Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf. Unattended. P-line W.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC)Muleshoe, Warren	L	1 ENE; hwy N	3800	4	43-*L4	F2	P-line N, E, W, NW, WSW.
Munday, Leflar	L	0.7 E; RR N	1483	1	26-(S3)	(F1)	N blkd. Muddy when wet.
(PC)Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4	F4	4300'strip avail.
(N,NG)Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle on fld intermittently.
Odessa, Ector County	P	5NNW; hwy W	2988	4	h43-*L4-S5	F3	5300' strip avail.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
(PC)Olney	L	4 WSW	1274	3	h55		Use rnwys. Unattended. 80oct prior req by phone.
Orange, Brown	P	3.6WSW;hwy SE	20	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
Ozona	L	4.9 WSW; hwyN	2474	5	42		CLOSED.
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Henderson One Ranch	L	1.0 N	2330	2	40		Unattended.
" Wilkins Ranch	L	8.8 ESE	2450	4	26		P-line W.
Paducah, Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P)Palacios	P	2.5 NW	13	3	h50-S3-W	F3	
" Matagordo Club	L	6.5 E Pt. O' Connor	9	5	h43		CLOSED.
(PC)Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Paloduro, J.A.Ranch Hqs.	L	2.2 E	2625	3	24		P-line NW.
Pampa, Lefors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE;rd SW	1950	2	18-S3		Surd by mtns.
Panhandle	P	1.6 SSW;RR N	3450	3	27		Use strips.
" Vance	L	4.5 NW;RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	P	0.3 S; hwy W	51	4	26-S5	F2	P-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC)PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW, RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC)Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
" Harbaugh	L	22.2 S;riv S	3000	4	41		
" Urban	L	19.5 SSW	3000	2	17		
" Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC)Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
(PC)PLAINVIEW Hale County	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	L	1.0 N; riv E.	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
(PC)Port Isabel	L	10.5 NW	17	4	h53-S5	F1	91,100 oct. avail emerg only.
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int S	15	3	23-S5	F2	S blkd;p-line N, W, NW.
" Reikert	L	1.5 SW	17	2	18		
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
Poteet	L	0.6 SW; RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
	L						
(PC)Quanah	L	2 SW; hwy 1 E	1602	3	h24-(S1)	(F1)	
Ralls, Watkins	L	3 N; hwy E	3125	1	26		E blkd.
Ranger	P	1.5 SSW;hwy W	1468	4	28-S5	F2	NNW blkd. P-line W.
Raymondville, Fox	P	1 WSW, RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-S3	F1	P-line N, NE, NW. Use strips.
Rio Grande Farm Service	P	1 E; RR S	200	2	23-S3	F2	Fence, bldg S. Ctn-low duster flying.
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26	F1	P-line SW. Rolling. Ctn-Golf course side rnwys.
Robstown, Nueces County	L	1.0 SW	77	4	h16-S3	F2	Asphalt broken ruf. Unattended.
Rockdale, Coffield	L	2.3 SSE;RR W	470	1	h36		Use rnwy. Unattended. PRIVATE.
(N) Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	28		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F3	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
Royalty, Bentley	L	1 NE;hwy W	2530	1	16		Use strip.
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
Salt Flat, SA, ELP-FTW	P	80 E El Paso	3727	3	39-BL2		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F4	Use rnwys.
(P)SAN ANTONIO, Intn'l	P	7.8 N;RR SE	800	3	h54-BL4-S5-S5-W	F4	2-way rdo rqrd ngts.
" Lakefield	P	10 S;lk E,S,N	550	3	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167' ASL. P-line NW.
San Augustine, Fairway Club	P	4.0 SSE	380	1	38	F1	Caution in lndg - rnwy soft.
San Benito	P	1.5 E;RR SW	31	2	26-B-S3	S1	P-line S. Use strips.
Sanderson, Bullis Gap	L	24.8 SSW;riv SSE	2500	2	26		Mtns sur fld. Use strips.
San Marcos	L	3.0 S	630	2	34		Irregularly attended.
" Kalt Ranch	L	5 N; riv W	800	1	26		Cattle on fld.
Santa Elena, Diamond O Rnch	L	5.5 SW;hwy E	420	1	36		1000' overruns each end.
" Humble Kelsey	L	4.8 ENE	250	2	25		
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E; hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Lnd uphill; tke-off down hill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE;hwy W	4400	3	28		Use strips.
(PC)Shamrock	P	1.3 SSE;hwy W	2323	2	26-BL4	F1	
Sherman	P	1.4 SSE;hwy N	749	2	h40-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Sierra Blanca, Steiler Rnch	L	5.6 NNE;rd W	4550	2	27	(80)	Unattended. Emerg only. Use strips.
Sinton Mun	P	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham	P	1.0 SE	600	3	35	F2	N, NE blkd. P-line SW.
Smithville	L	2.5 SE; lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld. Rolling. Use strip.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
" Winston	P	2.5 SW;hwy N	2427	4	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Copeland Ranch	L	15.7 NE	2360	2	31		Unattended.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7.0E; rd N	3075	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4.0E; rd N	3080	2	20		N blkd; theatre W end E/W strip.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Jameson Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Stamford, Arledge	P	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only. Bcn prior req.
Stephenville	P	1.5 E ; hwy W	1310	3	30-*L4-S5	F2	Ruf.
Stratford	L	1.8 NE;hwy NW	3700	4	41		E, SE blkd;p-lines N, W, NW.
Sugarland, Hull	P	1.0 NW	99	1	51-S5	F1	
Sulphur Springs	L	1.9 NW; RR S	472	3	35		Unattended.
Sutherland Springs Higgins Grass Farm	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
(AF)SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5-U	F3	Hvy T-33 student tfc 0830-1645 Mon-Fri. Use rnwys.
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Teague, Gaze	L	1 N;RR;hwy SW	506	1	18-S3	F1	Unattended.
(PC)TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd. N/S strip ruf-short
(PC)Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	P	2.8 WNW; lk N	7	3	23-S5	F1	N blkd. Use strips. strips.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
" Wheeler Ranch	L	2 N; hwy E	300	1	29		
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
Tulia	L	1.5 NNW;hwy W	3500	3	33	(F1)	Cattle-fld: Use strips. Wet during irrigation. P-line E, NE.
" Cowan Farm	L	4.6 SW; hwy E	3530	1	30		Emerg only. E blkd.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3440	4	26		N blkd; p-line NW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field, W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Tulia, Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld. -very ruf. Use at own risk.
Turkey	L	2.7 SSW;hwy E	2850	2	27		Unattended. Rnwys covered with tall grass & weeds
(P)TYLER, Pounds	L	5.5 W; hwy N	544	3	h51-BL4-S5-W	F4	Acft above 50,000 lbs rstd to rnwys 4-22. Use rnwys.
(PC)Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5	F3	Ruf.
" Kincaid Ranch	L	12 ESE; riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	26	(F2)	Cattle on fld. Unattended.
Vanderpool, Haby Ranch	L	8.0 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC)Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Use rnwys. Pilots circle town for service.
" Looney Ranch	L	35 NE; rd E	4400	3	18		W blkd.
	L						
Vernon, Wilbarger County	P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6.0 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F3	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S3-W	F4	Use rnwys.
Waelder, Renham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd. Cattle - fld. Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld. Gulley S.
Water Valley, Skeet Ranch	L	13.0 SW	2330	3	28		Use strips.
Waxahachie, Stockham Dusting	L	1.5 SSW;hwy E	606	1	12-S3	F1	Unattended.
Weatherford	L	1 W;hwy N	1179	1	33-*L4		80 oct. on req. Unattended. Ruf N end.
" Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
							only N/S strip when wet.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	Embank N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling. Ruf.
Whitney, Laguna Park	L	7.5 SW; dam E	590	1	19-(S3)		Unattended. Use strip.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5	F1	P-lines N, E, S, SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	965	2	h20-L4-S5-U	F3	3200' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	4	h70-BL4-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R, 35R, 20, 30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Ranch	P	2.4 NNW	1000	1	h26	F1	
(P)Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3-W	F3	Rnwys 17-35 & 4-22 clsd ngts. Rnwy 13-31 only lgtd rnwy.
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N. Cattle on fld. Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
Bastrop Mun	L	2 mi S	372	2	40	(F1)	Cattle on fld.
►(A)Grand Prairie	P	0.2 mi S	550	1	h28-*L4-S3	F1	P-line N, NE, NW, SW.
Whitney, Lake Whitney State Park	L	3.5 SW	590	2	40	F1	
► Boerne, Ammann	L	8 NE	1350	1	27		Unattended.
► Sabinal, Wieboldt Strip #2	P	1 N	940	1	25	80	P-line N, trees S.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(PC)Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E, S	5850	1	53		Soft when wet.
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC)Brigham City	P	3 NW;RR S	4220	3	37-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	P	5 N; rd S	7586	2	h74-BL4-S1-W	F3	Strip-ruf.
Buckingham, Bradshaw	L	6 NNW	500	1	34-S1	F1	
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P)CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S, W. Use rnwys.
(P)Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
Duchesne Mun	L	2.2 mi NNE	5633	3	61	F2	
Enterprise, 39, LAX-SLC		6 NNE; hwy N					Perm. Closed.
(PC)Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on fld.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW, S blkd. Tk-off N, land S. Use at own risk.
Hanksville 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S strip ruf. N end soft when wet.
				1			
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC)Junction	L	1 NNW;hwy E	6074	1	38		
(PC)Kanab	L	2.6 S;hwy E	4856	2	h53	F3	Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58	F1	Soft when wet. Unattended.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		E/W strip rolling, ruf.
Manti-Ephraim	L	5 N ; RR SE	5500	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
►(P)Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W	F2	
(PC)Moab, Grand County	P	7.7 SE;hwy W	4934	1	h47-S5-U	F4	
(PC)Nephi	L	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
Ojiato	P	In town	4838	1	26	F2	
Parowan	L	1.8 NNE	6000	1	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-B*L4-S3-U	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RR E, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW; RR E	5277	1	36-S5	F1	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6.0 SE	2887	2	h60-BL2, 4		
(NG, N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7,S5-W	F4	
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW; hwy N	4243	3	42-S5	F2	P-lines N, NNW.
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E, S	4529	2	h33-S5	F2	Use rnwy, strip only. Spanish soft when wet. Tfc on rnwy intsxn.
Tooele	P	1.4 WSW;RR W	4983	1	52	F2	
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F3	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3400	1	35		Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
VERMONT							
(P)BARRE-Montpelier	P	3 W, pond 1.5 SW	1149	2	h40-BL4-W	F3	P-lines SSE, SW. Use rnwys.
(PC)Bennington	L	2.5 WNW;riv N	813	2	18		Grass areas soft-use gravel rnwys.
Bristol	P	0.7 W; riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,5,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW.
Canaan, Bunnell Farm	L	5 S; riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W; RR W	120	2	19-S1	F2	N, W blkd.; p-line E.
East Berkshire	L	1.0 S	410	1	18		
Fair Haven	L	1.5 NNW;riv W	370	1	18		P-line S.
Manchester, Equinox	L	1.5 ESE; RR N	700	2	18-(S3)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd.
Newport	P	3 SSW;lk NE	930	2	h40	F1	
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ► New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VERMONT							
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S5-U	F2	Use N/S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may-be cross-wind those times. Auto tfc WNW.
(PC)St. Johnsbury	L	5.2 N; riv E	814	2	20-(S5)	(F3)	N apch narrow between hills. S blkd.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h27-S3-U	F2	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N; riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGINIA							
Alexandria, Beacon	P	3 SSW;hwy E	248	2	h23-B*L3,4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-L4-S5	F3	NW, NNW blkd.
Arcola, Glascock	L	1 SW;rdSW, SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No operns Sun A.M.
← Bridgewater, Shen-Myer	P	0.5 SE	1180	2	28-*L1-S5	F3	NW blkd. Soft when wet.
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
(PC Charlottesville,ALBEMARLE	P	7 N	639	1	h46-BL4-S3-U	F4	6000' strip avail.
(PC) " University of Virginia	P	5 ESE;riv E	300	1	38-S5-U	F4	
Chase City, Emiles	L	2.5 W	500	1	30-	F1	Soft when wet. P-line N.
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2WSW;RR N, S	2000	1	24		P-line E. Ctn when wet.
Covington	L	0.8 NE	1600	1	h17	(F1)	2300' strip avail. Use strip.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Antenna S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
←(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F4	
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
Farmville	L	2.5 NW;RR S	325	2	20	(F1)	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE; RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd; p-line SSW.
Fork Union	L	1WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3NE;RR hwy S	37	3	h41-B*L2-S3-U	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
Gordonsville	P	2.9 NE;RR S, SE	475	1	26-B*-L2-U	F1	
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Harcum	L	7 N Gloucester	85	1	38		
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	2780	2	34	F4	
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	P	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet. Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	landing.
Lively	L	3.4 WSW; riv W	15	2	33-*L2	F1	Use rnwys when wet.
Lynchburg, Falwell	P	2.6 SE; lk SE	850	1	32-U	F1	Ctn-lnd E to W, ctc LYH rdo for arpt ifn prior ↑
(P) " PRESTON GLENN	P	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg
Manassas	L	2.7 NW; rd SW	250	2	21		Irregularly attended.
" Le Beau	L	1.5 SE; RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	20-S4	F1	
Melfa, Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E, NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED
(PC) NEWPORT NEWS, P. Henry	P	10.4 NNW	41	2	h50-BL4-S5	F4	
(P)NORFOLK	P	6 ENE; RR SE	26	3	h50-BL4,5,6-S5-W	F4	S, SE blkd.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		Unattended.
Petersburg	P	6.2 WSW; riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S5	F1	2700' strip avail. Soft-wet. Use rnwys.
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving,35A,BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.
VIRGINIA							
(NG)RICHMOND, Byrd	P	7.2 ESE; RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rqrd.FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise,Lnd S anti-clockwise.
" Northfield	P	6.5 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.
" Parnell	P	4.8 S;RR E	120	2	27-S3	F1	
" VirginiaStatePolice	P	4 SW;riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE Mun-Woodrum	P	4.2 NNW;hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	L	0.4 SW	950	2	20	F1	Rolling.
South Boston, Tuck	L	3.1 ENE;RR S	410	2	27-S3	F1	
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S;hwy NW	20	2	25-S5	F1	P-line W. Use strips.
(P)Suffolk	L	3.8 SSW	71	3	h50		
(PC) Tappahannock	L	0.8 SW;hwy S	30	1	h50		
Timberville, Shen-Rock	P	4 E	975	1	21-S5	F1	
Warrenton, Zieger	L	4.1S;rd E, NW	440	2	20		CLOSED
Waverly	L	2.5 NW;hwy S	115	2	35-(S3)	(F1)	NW blkd;brush on NE end strip.
Waynesboro, Valley	P	3.7 WNW;hwy N	1400	1	34-S5-U	F1	Soft when wet.
Weirwood, Kellam	P	1 W;RR ESE	15	2	21-S5	F1	
Wellville, Dalton	L	1.4 NE;RR S	400	1	19		
(PC)West Point	P	2.3 ESE;hwy N	24	3	h50-*L	F1	
Williamsburg, College	L	3 NNW;RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N;riv WSW	90	1	18		ESE blkd. Ctn - high weeds.
Winchester	P	3.4 SSE;rd E,S	700	2	30-S3	F2	Soft when wet.
Windsor, Garner	L	4.8 NNE;hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical order)							
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE;lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE;hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW;hwy NE	158	3	h50-BL4,6-S4-W	F3	ARPT OF ENTRY.
Belmont, Blacks Ranch	L	1.7 W; rd NW	2550	1	23		P-line ENE. Cattle-fld. Use at own risk.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet.
Blockhouse -Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW;hwy S	430	1	25	F1	Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE.Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR N	660	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW;riv N	174	2	h50-L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE;riv SE	1250	2	26		Ctn-Gun Club. P-line ;hill SW. Tk-off; lndg rnwy 16. Cattle-fld.
Cheney, Savage	L	0.7 WSW;hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle on fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	L	3 SW; hwy NNW,	2171	1	24-(S3)	(F2)	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1.0 E	850	1	30-S5	F2	WSW ruf. SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE strip ruf. weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; RR NW	670	1	22-*L2		Caution-not maintd. Ruf.
Davenport	L	0.9 WNW;hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, SB, SEA-HLN	P	1.7 NNW;hwy SW	2221	1	30		Closed winters-snow. Code Bcn.
Eatonville, Swanson	L	0.7 NE;RR E,W	950	1	23		
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WNW;hwy E	740	1	20-S1	(F1)	P-line E. Ctn-mole holes.
EPHRATA	P	2 SE;hwy SW	1258	3	h73-BL4-S5-W	F2	
(AF)Everett, Paine	P	7.0 SW	603	3	h70-BL4,6-S5-W	F4	2-way rdo rqrd or prior clearance. No91/96 oct. avail.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Ewan, Rock Lake	L	2.3 NW;rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S.
Glenwood, Flying L Ranch	L	1.0 NE;rd W	1900	1	23 - (S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE;hwy S	2100	1	18		Use at own risk. Cattle on fld.
" Williams Grove	L	4 NW;crk E	2050	1	19		Use at own risk. Cattle on fld.
(P)HOQUIAM, Bowerman	P	2 W;harbor S,NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	P	0.5 NE;hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE;bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Kelso-Longview	P	1.8 SSE;RR SW	25	1	29-BL2-S3	F3	
Kennewick, Vista	L	4.0 W; RR SE	521	2	h35-*L4		
Kent	P	1.5 SSW;RR E	30	1	29-S1	F2	Do not land W side of strip children-playing. Ruf.
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE;rd W	1500	1	16		P-line NW, SW. Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.6 N;hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn - ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-line S. Trees N. Use at own risk.
Lacrosse	P	2 SW; RR NW	1491	2	37-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
Latah	L	0.8 NW;RR SW	2520	1	26		Lnd NE;tk-off SW. Rolling. Use at own risk.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Closed winters.
(PC)Lester	L	1.3 ENE;riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE;RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE, SSW.
Montesano, Summit	L	2.7 W; hwy S	145	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2.0 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Ranch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW; tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW;RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1.0 W;RR hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE;hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1.0 N; riv SE	1457	1	25		Ctn-loose sand. Cattle on fld.
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S;hwy NE	205	3	h50-BL4-S3-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-*L-S5	F3	E/W strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2.0 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Othello	L	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(PC)Packwood	L	0.5 WSW;riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	3.8 NNW	401	4	h45-BL4-S5	F2	Ctn-breaks. Rnwy 20L clsd hvy acft; 20R open.
Pomeroy, Ferrell	L	1.7 ENE;rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3.0 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW;lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW;hwy ESE	110	1	33		W, WNW blkd;p-line ESE. ARPT OF ENTRY. / Rt traffic ESE.
→(PC)Prosser, Beardsley	P	1 WNW;hwy E	694	2	37-BL4-S5-U	F3	NE/SW strip ruf. P-line NE. Theatre E.
→(PC)PULLMAN-Moscow	P	3.4 ENE;RR S	2549	1	h49-BL4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L4-S3	F1	NNE blkd. NNE 800'& SSW 1000' extns fair, bcn & lgts oper sunset-2300.
Queets	L	0.7 SW; riv N	15	1	20		
Randle, Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W;tk-off E.
(P)Renton	P	1.7 WSW;riv E	32	1	h54-BL2-S5	F4	Rgt tfc rnwy 33, S 1000' clsd all tfc xcpt hvy acft. Use rnwys.
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW.
Richland- C.A.P.	L	1.3 SSE;riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed xcpt on prior permission.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-land NE;tk-off SW. NE blkd.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE. prior request.
→(P)SEATTLE, Boeing	P	4.8 SSE;RR E	17	2	h100-BL3,6,8S-W	F4	ARPT OF ENTRY. 2-way rdo required, xcpt one
" Gaffney's Lake Wilderness	L	22 SE; RR N	460	1	17		3per cent grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.
(P) " -TACOMA INTN'L	P	13 mi S; hwy E	424	3	h85-BL4,8,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW;rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
→(N) " Mason County	P	2.5 NW;hwy ENE	378	2	h52-BL4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	430	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
(PC)Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
→Snohomish	P	0.9 SW;RR, riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd;p-line N,S,SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	52-S5-U	F2	S blkd.
(P) " Felts	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1600' ext avail NE end NE/SW strip.
(N,AF,NG) " GEIGER	P	6 WSW;hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 3,7,34. Use rnwys.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE;RR S	2050	1	16		Use strip. Soft when wet. Cattle on fld.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
Tacoma	P	4.4 W	375	2	23-L2-S5-U	F2	Both ends of NNE/SSW strip drop 20'.
" Barry's Sky Harbor	P	2.3 ENE;riv SW	4	1	21-S1	F2	P-line, twrs E day mrkd. Rgt tfc W.
Tekoa, Willard	P	1.3 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2.0 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW;riv E	1250	1	42-*L-S3		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen	P	4.8 ESE;hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Ipsecare	L	2 NE;channel ESE	100	1	18		Land WNW;tk-off ESE. Cattle on fld. Rolling, ruf.
(P)WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60'center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE.
" Gelb's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Land N, tk-off S. Use strip. Rolling. P-line N.
" Kunz	L	5.2 NE;hwy W	2375	1	16		Land NE, tk-off SW. Use at own risk. P-line NE. Rolling.
Winthrop, Intercity USFS	P	4 SSE;riv SW	1650	1	32		
→Winthrop, Pasayten USFS	L	38 NW; riv E	4250	1	32		CLOSED.
Woodland	L	0.4 SE;riv E	35	1	20		Strip subj floods when riv high. Trees, bldgs NNW apch. Ruf. Ctn-brush.
(P)YAKIMA	P	2.8 SSW;RR E	1077	3	h50-BL4-S5-W	F4	P-line N,S.
NEW AIRPORTS (or airports out of alphabetical order)							
Quincy Valley	P	2.0 SE	1300	1	24	F2	30' p-line across W end, sprinkler pipes on strip, low bldg off S edge.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	P	2.8N; hwy E	2335	1	28-S3	F3	Rgt tfc indg N. Ridges N.
(PC) " ,RALEIGH CO. MEMORIAL	P	3.5 E;RR NNE	2504	1	h50-BL4-S1	F3	
BLUEFIELD, Mercer Co.	P	4.0 NE	2857	1	h47-BL4-S1-W	F3	No ngt operns.
Buckhannon, Lewis	L	2.4 W;RR N	1435	1	15		
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S5	F1	WSW blkd.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line WNW.
(NG) " ,KANAWHA COUNTY	P	3 ENE;riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Live stock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs rnwy 18-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc indg S.
(P)ELKINS	P	2.7 S;betRR,hwy	1987	2	h45-BL4-S1-W	F4	P-line SE, SW.
Fairmont	L	3 SSW;rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
(P) " TRI-STATE	P	6.8 SW; RR W	828	1	h46-B*L6-S3	F4	
Keyser	L	1 SW;crk,hwy E	875	1	25-S3	F1	
" Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
(NG)MARTINSBURG	P	4 SSW;hwy NW	536	2	h50-BL4-S5-W	F4	Use rnwys.
Moorefield	L	1 NE; RR W	980	2	25		Rolling, WNW blkd.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (19 Mar 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
(P)MORGANTOWN	P	2.8 ENE;hwy N	1256	3	h36-BL2-S1-W	F3	185' ext S end rnwy 17-35 under const.
New Cumberland,Herron	P	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW,NW/SE strips.
Parkersburg Stewart	P	2.6 N; RR W	602	1	33-S5	F1	All way landing
(P) " WOOD COUNTY	P	7 NE;bet hwys	856	3	h44-BL4-S5-W	F4	Caution-dip midway rnwy 16-34.
Pence Springs, Hinton-Alderson	P	1.0 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
Philippi	L	4 S; hwy S	1900	2	15-*L1-(S5)	(F1)	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	18 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26	F1	Rgt tfc.
Spencer, Roane County	L	1 SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E.	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE,NW. Use strips.
Weirton	P	2.0 E	1145	1	h21-S5	F2	
Welch	L	3.4 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE;riv W	1195	3	h50-BL4,6-SI-W	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft.
(PC)WILEY FORD, Cumberland		SEE: Cumberland Arpt, Cumberland, Maryland					
Winfield, Clark	P	6 SE;bet hwy,riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
NEW AIRPORTS (or airports out of alphabetical order)							
WISCONSIN							
Antigo	P	2 ENE;hwy N	1483	2	33-S1	F2	
(PC)Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	P-lines NE,SW; unattended winters; use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F2	Use strips only.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N,E,W	885	2	27-S5	F2	Rolling.
" Midway	L	4 ESE;hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE;RR W	800	1	23-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
← Boulder Junction	P	1.6 NNW; lk W	1665	2	39-L4	F3	Clsd winters. Use strips.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-line N, NE, NNE, W, SSW. Irreg atnd winters. Use strips.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February.
Burlington, Wereley	L	1 SE;hwy NE	750	1	20-S1	F1	Rolling.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cassville	L	1.2 ESE;riv SW	627	1	25		Advise use tfc pat over river.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not land strip 13 or tk-off strip 31. P-line S. Use strips.
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd;p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
Colby-Abbotsford		1.2 NNE;RR E					ABANDONED
(PC)Coloma	L	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR,hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC)Corpell	L	2.5 E; hwy S, W	1143	1	22		
Crandon		2.2 SSW; lk E					ABANDONED
Crivitz	P	3.3 WSW;dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	
Delavan, Lake Lawn	L	2.3 E;hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd. E/W strip ruf.
DePere, Nicolet	P	0.5 NE	600	2	40-S3	F2	1050' TV tower 4 mi SE.
Drummond, Sorenson	P	11 W; lks N,W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW;hwySE	800	2	26-S5	F2	
Eagle River	P	1.3 NW;riv N	1644	2	36-S1	F2	E blkd.
(PC) East Troy	P	0.3 W;bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	L	5 SW;bet hwys	840	2	31		Unattended.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC)Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW,NE,SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW;hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW;lks E,S	1410	2	40	F2	N, SE blkd.
Fond du Lac	P	1.9 ENE;hwy S	769	3	31-L4-S5-U	F4	Lgts req after 2200.
(PC)Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd;p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
← Grantsburg	P	2.0 NE	927	2	42-L4-W		
(P)GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	L	4.5 S; riv E	600	2	40-S1	F2	
Hales Corners	P	0.7 SSE;hwy W	707	1	21-S3	F2	Use strip.
Hayward	P	2.0 NE	1200	2	29-*L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N,S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE;RR NW	880	4	23-S3	F3	
(PC) " ROCK COUNTY	P	4.5 SSW;hwy E	807	3	h54-BL4-W	F4	
Kendall	L	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
Kenosha	P	2.0 S; RR W	623	2	30-*L-S3	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc rnwys 34,21. Ruf-caution.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bo-di-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd.
Ladysmith, Rusk County	P	5.5 ENE;riv NW	1230	1	30-S3	F2	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE;hwy E	910	1	20		Unattended.
Lake Mills	L	4.5 NW;hwy S	860	2	17-(S3)	F1	Rolling.
Lake Tomahawk, Dolhun's	P	1.8 WNW;hwy N	1550	1	30-BL4-S5-U	F3	P-line N.
Lancaster, Vesperman	L	1.0 ENE	1100	1	18		S blkd.
LAND O' LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	L	2.7 WSW	1550	3	31-(S1)	(F2)	Not maintd winter months. E blkd.
(PC)La Pointe, Madeline Island	L	1.2 ENE;hwy NW	646	1	28		
← Lone Rock, Tri-County	P	2 NNE;hwy S	717	3	36-L2-S5-W	F2	Code bcn.
(AF,NG)MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4,6,7-S3-W	F4	Rds E, NE. 2-way rdo rqrd. Unlgtd TV ant, N, trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1610	2	36-S1	F3	
Manitowoc, Kakuk	P	1.6 NNW;RR W	647	2	h38-BL4-S5-U	F4	
(PC)Marshfield	P	2.3 SSW;hwy E	1253	2	h28-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L-(S1)	(F1)	
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLOSED WINTER. Rolling.
Medford	P	1.8 NNE;hwy W	1410	2	16-S1	F2	Not mainted winter months. Use strips. SW blkd.
Menomonie	L	3.2 NE;RR N	895	4	25-(S1)	(F1)	S,SW,W,NW blkd; p-line N,S,E.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
(PC) Milwaukee, Curtiss Wright	P	6 NW;riv W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S;RR E, W	698	4	h67-BL4,5,6,-S5W	F4	P-lines NE, SE, NW. Rnwy 6-24, 4800'open all acft days. Rgt tfc rnwy 1, 6.
" Sky Haven	L	8 WNW;hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd trans acft.
Minocqua	P	3.3 S;hwy W	1590	4	37	F2	E, W blkd. Use strips. Land at own risk. Not mainted winter months.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-Ditch E side N/S strip.
Montello, Myrland Farms Skylodge	L	1.5 NNW;lk W	850	1	21-(S1)	(F2)	Closed Dec,Jan., Feb., NW blkd.
Nekoosa, Larry's	L	2.5 SW	950	4	30	F1	Use at own risk.
Neenah, Valley	P	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line S E. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE;hwy N,S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE;bet RR hwy	700	2	25-S1	F2	P-lines NE, SW, NW. Not open for public use - emerg use only.
Ojibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended. Nov thru Apr.
Omro, Reds	L	3 N; RR 1E	800	2	18-*L		Use strips.
(PC)Osceola	L	0.5 SE;hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH, Winnebago Co.	P	2 SSW; RR E	799	2	h48-BL4-S5-W	F4	P-lines N, NE, E. Right traffic take-offs, runways 4, 9. Use runways.
Palmyra	L	0.5 NW;hwy E	854	1	21		
Pardeeville	L	0.6 SW;RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	830	3	27-S3	F2	No storage. N,SE,S NW blkd; p-lines SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E;hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L-S1-U	F2	
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
" Chaplins	P	1 NNW;RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	L	1.7 SSW;crk N	780	1	24		Unattended.
" Mael	P	1.6 NW;hwy W	820	2	30-S3	F2	P-lines S, W.
"-Manley	L	4.5 SE	800	1	32		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR SW	780	1	24		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail,

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Racine, Horlick-Racine	P	2 N; RR E	685	3	h44-BL4-S5-W	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	860	2	23	F2	N blkd. P-lines SE.
(PC)RHINELANDER-Oneida	P	3.2 WSW;rivSE	1599	2	h39-BL4-S3-W	F3	Use rnwys.
Rice Lake	L	3.9 NNE;Lk W	1150	3	35		SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1	F1	S blkd.
Ripon, Gerrie	L	2.3 NE;RR N	960	1	19-(S3)	(F1)	
River Falls	L	0.5 NW;riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE;hwy W	780	1	19		
(PC)Shawano	P	2.3 ENE;RR S	813	3	40-S5-U	F2	NE, SE blkd; TV ant. W Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N,E,S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	4	h39-BL4-S5	F2	W blkd.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Sparta-Angelo	L	2.2 NE;RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC)Spooner	L	5 NE;RR NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	87	Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
(PC)Sturgeon Bay, Cherryland	P	2.0 WSW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
Three Lake (new)	L	2.5 ESE	637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	1	h32		Rgt tfc W. RR crosses E and W ends. Land at own risk. SE blkd; p-line SSW.
Watertown	L	1.2 S; riv W	820	3	h28-BL4-S5.	F2	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F2	S blkd.
(PC)Waupaca	L	4 ESE; Riv N,E	860	4	28-(S3)	F2	Atnd week ends.
Waupun	P	2 WSW;hwy N	940	3	25-S3	F2	P-line N. Silos W. E/W strip ruf. Soft-wet. Use strips-wet.
(P)WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip. P-line N. Rolling.
Wild Rose	L	2.5 NE;riv N	990	2	34		
Wisconsin Rapids, Peterson	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Wonewoc, Castle Rock	L	1.1 NNW;hwyN	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	P	3.0 W	1600	2	38-S5-U	F3	W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W. N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6NNW;crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt.	L	9.0 N; lk W	4630	1	16		Use with caution.
(AF, NG, A) CASPER-AIR TERMINAL	P	7.5WNW;hwySW	5348	4	h90-BL4,6-S5-U-W	F4	All tfc avoid Wardwell Fld tfc pat.
(NG)CHEYENNE	P	1.0 N; hwy W	6156	3	h91-BL4,6,7-S5-W	F4	Avoid hospital E. Overrun lights.
(PC)Cody	P	2.0 ESE; hwy S	5096	2	h54-BL4-S5-W	F3	
Cokeville	L	2.5 SSW; riv E	6250	2	45	(F1)	
Cowley	L	2.0 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL2,4-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE; riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on field winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5.0 N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn - peak W.
Gillette Arpk		1.7 ESE;RR N					ABANDONED
(PC)GREYBULL	P	2.0 NW; hwy S	3933	3	51-BL4-S5	F3	
Guernsey	L	0.5 SE; RR N	4375	2	32		Ruf. N/S strip rolling.
Hyattville	L	4.4 W; crk S	4400	1	27		
JACKSON	P	9.0 N	6438	2	h63-	F3	Wea. avail June 15 thru Sept. 15. Corral.
Kemmerer	L	1.5NNW;RR S	7282	3	71-BL2		
Lander, Hunt Field	P	1.5 S; riv W	5586	1	h49-BL4-S1-W	F2	
(P)LARAMIE, Brees	P	4.0 W; hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld.
Lusk	P	2.9E;RR, hwy S	4960	1	49-S5	F2	
Medicine Bow 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
(PC) Newcastle-Mondell	P	6.2WNW,RR N	4165	4	h45 B*L4-S1-U	F1	P-lines N and E.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
Pinedale	L	6.0 SSE;hwy N	7200	2	45		
(PC) POWELL	P	8.0 NNW,rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR,hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwySW	5476	4	h62-BL4	F3	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	
Saratoga, Shively	L	0.7SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F4	
Sundance, Schloredt	L	1.8 SW	4800	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S; rd NE	4250	1	23		
Thayne, Humphreys	L	2.5 NNE;riv 2 W	6000	1	29		INACTIVE. Use at own risk.
Thermopolis	L	1.0 N; hwy E	4535	2	50		Hill SW. (EMERG ONLY).
(PC)Torrington	P	4.2 S; hwy W	4350	4	37-S1	F1	S, W blkd; p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4254	1	h52-BL4-S5	F3	
" Wostenberg	L	4.0 E; hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5 W; RR S	75	1	h35-S1	91	Use rnwy.
MAYAGUEZ	P	4.0 N; RR W	29	1	h42-L2-W	F1	
Ponce, Mercedita	P	3.0 E; rd S	25	1	h32	F1	ESE blkd. FEE.
SAN JUAN, PUERTO RICO INTERNATIONAL	P	6.0 ESE;Ocn N	9	1	h78-BL6-W	F4	
SAN JUAN-Isla Grande	P	2.0 S; bay W	9	1	h48-BL4-S5-W		80, 100, 115/145 octane fuel avail.
SANTA ISABEL	P	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1.0 W; RR W	50	1	30		W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGIN ISLANDS							
ST. CROIX, Christiansted Hamilton	P	6.5 SW; Sea S	57	1	h40-BL4-W	F3	
ST. THOMAS, Charlotte Amalie, Truman	P	2.0 W	10	1	h42-BL4-S1-W	F3	Hill E. 100' extreme eastern end Rnwy 9-27, closed - marked. Night landings W.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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✓ HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

(19 Mar 1957)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 1, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

TEMPORARY CONTROL AREA EXTENSION: Effective 0001 CST, April 1, 1957 to 2400 CST April 5, 1957, unless otherwise advised the following control area extension is amended as follows:

LAKE CHARLES, LA. Control Area Extension is amended to read: "All that airspace within a 40-mile radius of the Lake Charles, La., rdo rng stn excluding the portion which overlaps the Houston (Beaumont-Palacios-Houston) Control area extension, and excluding the portion below 3000 ft. MSL which overlaps the temporary King Cole Restricted Area".

NOTE: At the end of this period (April 1 - 5, 1957), Lake Charles, La. Control Area Extension as designated prior to this temporary amendment shall again become effective.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

TROY, ILLINOIS VOR SHUTDOWN: Until approximately April 1, 1957, the Troy, Illinois VOR will be shut down for modernization. During the interim period, the following MEA's can be utilized:

When route of flight includes changing to any airway with a higher MEA, flight will be cleared to higher MEA prior to crossing intersection so that intersection will be received to enable pilot to make turn.

Airways, alternate airways and intersections formed by the shutdown VOR will not be utilized except where noted to clear aircraft.

Air carriers should check to determine need to request any direct routes using combination facilities if they desire lower altitudes or require added transitions to approach procedures.

FROM	TO	MEA
VOR Civil Airway V4		
St. Louis, Mo. VOR	Int R100 STL and R235 VLA (Troy Int Temp)	2100
Int R100 STL and R235 VLA (Troy Int Temp)	Centralia, Ill. VOR	2000
VOR Civil Airway V72		
Int R100 STL and R235 VLA (Troy Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V12, V14		
St. Louis, Mo. VOR	*Int R072 STL and R187 SPI (Prairie Int Temp)	2000
*MRA 4000' (Flag) Int R072 STL and R187 SPI (Prairie Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V69		
Springfield, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	3000
*MRA 3000' Int R187 SPI and R269 VLA (Gillespie Int Temp)	*Int R187 SPI and R072 STL (Prairie Int Temp)	4000
*MRA 4000' (Flag)		
VOR Civil Airway V191		
St. Louis, Mo. VOR	*Int R165 STL and R276 ENL (Meramec Int Temp)	2000
*MRA 4000' (Flag) Int R165 STL and R276 ENL (Meramec Int Temp)	*Crystal City, Mo. Int	2500
*MRA 3000' (Flag)		
DIRECT ROUTES		
Vandalia, Ill., VOR	Roberts, Ill. VOR	4000
St. Louis, Mo. LFR	Int R186 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	2100
Int R187 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	Int R265 SCT and R191 HUF (Carlisle Int Temp)	3100
Int R265 SCT and R191 HUF (Carlisle Int Temp)	Scotland, Ind. VOR	2000
St. Louis, Mo. VOR	Scotland, Ind. VOR	6000
VOR Civil Airway V186		
Vandalia, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	2000
*MRA 3000' (Flag)		

FCC AIRCRAFT RADIO STATION LICENCES: The Federal Communications Commission calls attention to the fact that all radio transmitters used aboard civil aircraft must be licenced by the FCC and that the station licence must be carried aboard the aircraft at all times. Application for renewal of expiring or expired licences should be submitted on FCC Form 404. Copies of this form may be obtained from the FCC, Washington 25, D. C., or from any FCC field office.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

FLIGHT ADVISORY AREA - SPOKANE RAPCON CENTER: Effective April 22, 1957, the Flight Advisory Area for the Spokane RAPCON Center will be as follows:

From a point 49°N 115°W southward to a point on Green 2, 25 miles E of Mullan Pass; thence S to 46°N 115°W; thence W to 46°N 117°30'W; thence NW to a point on the eastern boundary of Red 53, 25 miles NE of Walla Walla MF Radio Range; thence to a point on the W boundary of Victor 112, 25 miles NE of Lamar Intsxn; thence SW to the southeastern corner of Prohibited Area P-246; thence W and northwesterly along the southern and southwestern boundaries of Prohibited Area P-246; thence along the western boundary of Prohibited Area P-246 and the eastern boundary of Restricted Area R-247 to the northeastern corner of Restricted Area R-247; thence to a point on Green 2 and Victor 2, 25 miles E of the Ellensburg MF Range; thence N to 49°N 120°W; thence E along 49°N to point of beginning.

Also, note that the voice call is changed to Spokane center or Spokane approach control, whichever is applicable.

AERONAUTICAL CHART CORRECTION: Correct the following Aeronautical Chart as follows:

Saline Sectional Chart, dated November 20, 1956, change elevation of Lyons Municipal Airport, Lyons, Kansas from 700 to 1700 feet.

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 190)
(March 15, 1957)

(1) In Section 608.27, the Deblois, Maine, area (R-397), amended on August 11, 1954 in 19 F.R. 5041, is further amended by changing the "Controlling Agency" column to read: "4060th Refueling Wing, Dow Air Force Base, Bangor, Maine."

(2) In Section 608.37, the Isle of Shoals, New Hampshire, area (R-96), amended on May 4, 1956 in 21 F.R. 2977, is further amended by changing the "Designated Altitudes" column to read: "18,000 feet MSL."

(3) In Section 608.54, the Camp Pickett, Virginia, area (R-44), amended on May 4, 1956 in 21 F.R. 2977, is further amended by changing the "Controlling Agency" column to read: "Headquarters, Second U.S. Army, Fort Meade, Maryland."

(Part 608 - Restricted Area - Amendment 191)
(April 10, 1957)

In Section 608.61, the Eagle River, Alaska, area (R-348), amended on October 31, 1951 in 16 F.R. 11066 is redesignated as follows:

"Description by Geographical Coordinates: Beginning at lat 61-27-00, long. 149-44-00; thence to lat 61-16-48, long. 149-43-30; thence to lat 61-17-36, long. 149-35-36; thence to lat 61-22-10, long. 149-33-48; thence to lat 61-24-40, long. 149-33-48; thence to lat 61-25-24, long. 149-30-00; thence to lat 61-29-30, long. 149-30-00; thence to point of beginning. Designated Altitudes: Surface to 50,000 feet. Time of Designation: Continuous. Controlling Agency: CG, U.S. Army, Fort Richardson, Alaska."

(Part 608 - Restricted Area - Amendment 192)
(April 1 - April 5, 1957)

In Section 608.26, the King Cole, Louisiana, Temporary Restricted Area, amended on March 5, 1957 in 22 F.R. 1328, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 30-30-00, long. 93-30-00; thence N along long. 93-30-00 to lat 31-00-00; thence E along lat 31-00-00 to long. 93-00-00; thence S along long. 93-00-00 to U.S. Highway 190 near the town of Reeves, La.; thence W along U.S. Highway 190 to the North Control Zone Extension of Lake Charles; thence around this Control Zone Extension back to lat 30-30-00, thence W along lat 30-30-00 to point of beginning."

(Part 608 - Restricted Area - Amendment 193)

In Section 608.26, the Sledge Hammer, Louisiana, Temporary Restricted Area, amended on March 6, 1957 in 22 F.R. 1378 is further amended by changing the "Effective Date" to read "May 18, 1957 through May 21, 1957."

COMPULSORY REPORTING POINTS FOR AIRCRAFT OPERATING BELOW 15,200 FEET MSL: Effective immediately, the following reporting point is compulsory only for aircraft operating below 15,200 ft MSL:

CULBERSON, TEXAS VOR.

CIVIL AIRWAY, CONTROL AREA AND REPORTING POINT AMENDMENTS: Effective April 11, 1957, unless otherwise advised the following civil airway, control area and reporting point are amended in whole or in part as follows:

CIVIL AIRWAY: - Blue Civil Airway No. 18 (Paterson, N.J. to United States-Canadian Border), caption changed and is amended by deleting the entire first portion between the intsxn of the NE course of the Philadelphia, Pa., rdo rng and the SW course of the New York, N.Y. (LaGuardia) rdo rng and the intsxn of the NE course of the Idlewild, N.Y. rdo rng and the E course of the New York, N.Y. (LaGuardia) rdo rng. (Note: deletes portion between Freehold Intsxn and Glen Cove Intsxn.)

CONTROL AREA: - Blue Civil Airway No. 18 (Paterson, N.J. to United States-Canadian Border), caption changed.

REPORTING POINT: - Blue Civil Airway No. 18 (Paterson, N.J. to United States - Canadian Border), caption changed.

MINIMUM EN ROUTE ALTITUDE: Effective April 11, 1957, the 1500-Foot MEA on Blue 18, Freehold Intsxn, N.J. - Idlewild, N.Y. LFR - Glen Cove Intsxn, N.Y. is deleted.

ON-REQUEST REPORTING POINTS: The following on-request reporting points are redesignated and cancelled and shall become effective as indicated:

REDESIGNATE: March 29, 1957:

FLATBUSH, N.Y. INTSXN - the intsxn of the Idlewild, N.Y. VOR direct radial to the Flatbush FM and LaGuardia, N.Y. lclzr course or the SW course of the LaGuardia LFR.

REDESIGNATE: April 11, 1957:

(1) CHARLOTTE HALL, MD. (VHF) INTSXN - the intsxn of the 151°T radial of the Washington, D.C. TVOR and the 186°T radial of the Baltimore, Md. VOR.

(2) DODGER, N.Y. INTSXN - the intsxn of the LaGuardia, N.Y. lclzr course or the SW course of the LaGuardia, N.Y. LFR and 296° M radial of Idlewild, N.Y. VOR.

(3) MINEOLA, N.Y. INTSXN - the intsxn of the NW course of the Mitchel, N.Y. LFR and the 037° M radial of the Idlewild, N.Y. VOR.

(4) PLAINFIELD, N.Y. INTSXN - the intsxn of the Wilton, Conn. VOR 241°M radial and the 124°M radial of the Stroudsburg, Pa. VOR.

CANCEL: April 11, 1957:

(1) GLEN COVE, N.Y. INTSXN - the intsxn of the E course of the LaGuardia, N.Y. LFR and the NE course of the Idlewild, N.Y. LFR.

(2) JERSEY, N.Y. INTSXN - the intsxn of the NE course of the Newark, N.J. LFR and the NW course of the Idlewild, N.Y. LFR.

(3) RED BANK, N.J. INTSXN - the intsxn of the SW course of the Idlewild, N.Y. LFR and the NE course of the Philadelphia, Pa. LFR.

(4) SHERMAN, N.Y. INTSXN - the intsxn of the MacArthur, N.Y. ILS and the SE course of the Idlewild, N.Y. LFR.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

CPR	Casper, Wyo., Casper Air Terminal (Name change)
DYS	Abilene, Texas, Dyess AFB (Change from AAB Abilene AFB 0001Z April 2)
GAF	Grand Forks, N. Dak., AFB (Assignment April 2)
LCH	Lake Charles, La., Lake Charles Airport (Change from AFB April 2)
*LKC	Lake Charles, La., AFB (Assignment 0001Z April 2)
MIB	Minot, N. Dak., AFB (Assignment April 2)
MXN	West Palm Beach, Fla., Morrison AFB (Deletion)
*PBI	West Palm Beach, Fla., Palm Beach AFB (Name change)
UMH	Yuma, Ariz., Vincent AFB (Name assignment)
WN	Winisk, Ont. (Assignment)

* Preceded by letter "K" for international usage.

NON-STANDARD HOLDING PATTERN: The following non-standard holding pattern shall become effective April 11, 1957:

COLTS NECK VOR - direction of holding - SW on the 253° radial (V-166); direction of turns - LEFT: time - one minute. (NOTE: Cancel the current non-standard holding pattern on the 214° radial.)

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Austin
Albuquerque
Dallas
Oklahoma City
Montgomery Local

NEW EDITIONS

A new edition of new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are release dates

Charlotte	3-4-57	Orlando	3-8-57	WAC 359	3-8-57
New York	3-6-57	Washington	3-4-57	Chicago Local	2-26-57
Norfolk	3-6-57	WAC 308	3-4-57		

Instrument Flight Charts
released since February 25, 1957

AL 50 RNG/ADF/ILS	(NARF) Mun Birmingham Arpt., Ala.	AL 790 RNG/VOR AL 271 ADF	Imperial Co Apt, Cal. (NAF) Monterey-Peninsula Arpt, Calif.
AL 110 RNG	Daytona Beach Apt, Fla.		
AL 162 RNG/VOR	Fresno Air Term, Calif.	AL 415 ADF/ILS-1	Dale Mabry Fld, Fla.
AL 327 RNG/VOR-1	Pocatello Arpt, Idaho	AL 609 ADF/ILS	Moisant Int. Arpt, La.
AL 606 RNG/VOR	Key West Int Arpt, Fla.	AL 636 ADF/VOR	Muscogee Co Arpt, Ga.
AL 701 RNG	Grumman Arpt, N. Y.	AL 27 ILS-2	Bush Field, Ga.

RF/VOR 2, 3, 4, 7, 9
RF/LMF Terminal Area - Chicago, Los Angeles-Burbank, Pittsburgh
RF/VOR Terminal Area - Dayton, Detroit, Los Angeles-Burbank, Minneapolis, Pittsburgh, Portland
RF/LMF Hawaiian Islands and RF/VOR Hawaiian Islands
US RF Dates of Latest Prints

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 23 Bridgeport, Conn. Correct WB telephone number to read: DRexel 8-2344.
(2) Page 24. West Palm Beach, Fla. Correct CAA telephone number to read: TEmple 2-2022.
(3) Page 26. Greensboro, N. C. Correct WB telephone number to read: BRoadway 2-7501.
(4) Page 27. Providence, R. I. Correct WB telephone number to read: REgent 7-0051*
(5) Page 27. Lubbock, Tex. Correct WB telephone number to read: POrter 2-3479*.
(6) Page 100 - (Airborne) Ellensburg, Wash., (Bowers Fld.) Correct VOR rcvr check point to read: 255°:
(7) Page 107 - (Ground) Santa Fe, N. Mex., (New Municipal) Correct VOR rcvr check point to read: 333°; at junction of taxiway and approach end rnwy 33.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outer marker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

JACKSONVILLE CENTER-TAMPA RAPCON CONTROL AREA AND FLIGHT ADVISORY BOUNDARY REVISION: Effective 0001E, April 11, 1957, revise the Jacksonville Center-Tampa RAPCON Control Area and Flight Advisory boundaries from point of existing TPA-JAX bndry at 28-28N, 82-00W; northward along the 82-00W meridian to 29-42N, 82-00W; thence westward direct to 29-42N, 82-04W; thence northward direct to 29-56N, 82-04W; thence westward direct to 29-56N, 82-40.50W; thence southerly along the 82-40.50W meridian to the junction with V159 thence in accordance with the presently defined Tampa Area.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

[redacted]: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO:VOR operg., test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14)
BIRMINGHAM ARPT: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
DOTHAN-NAPIER FLD: Caution - helicopters from Fucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-BATES FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in Montgomery-Maxwell area should avoid Maxwell AFB and Dannelly Fld control zones unless in contact with and cleared by the appropriate twr. Extensive flying engaged in at both arpts including practice instr apchs and simulated "flame-outs" by jets from 6500' to Dannelly Fld. (1-22)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx ly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)
[redacted]: AJO ARPT: Beacon and lights inoperative. (6-18)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215° 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
DOUGLAS-BISBEE-DOUGLAS INTNL ARPT: Until about Apr 15, const on various taxiways - caution. (3-4)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
GRAND CANYON (S. RIM) ARPT: Due weather conditions, clsd until Apr 1. (12-26)

ARIZONA: PHOENIX-SPECIAL NOTICE: Extreme Caution - area between Phoenix VOR and Hassayampa VOR on Victor arwy 16 and Green 5. Extensive high performance, jet acft cross these arwys when departing and arriving Luke AFB in connection with training conducted Gila Bend Restricted Area (R-309, R308). This tfc generally crosses V 16 and Green 5 between Hassayampa VOR and town of Tolleson (11 mi W of Phoenix) at alts of 5000' MSL and below - 0715 thru 1600, Mon thru Fri. (3-1)

**PHOENIX-PARADISE ARPT: Open on racing days only. Private arpt. Data rcvd too late to correct Arpt Directory. (3-13)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz. to be conducted week-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'.

VALLE-RADIO: About April 20, VOR will be cmsnd. Freq: 115.2 mc. Ident: VLE. Lctd lat 35-37-00, long. 112-09-30. Elev: 6000' MSL. Class: VORW. (3-1)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: **CROSSETT ARPT: 433' MSL lgtd twr erected 4.9 n mi SW(228°T) at lat 33-07-51, long 91-56-54. (2-25)

FLIPPIN-RADIO: Feb 12, VOR shut down until approx April 16. (2-12)

HARRISON ARPT: Fld clsd nights.

**LITTLE ROCK-ADAMS ARPT: 168'(421'MSL) lgtd twr erected 3 n mi NW(332°T) at lat 34-46-20, long 92-15-19. (3-14)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends. VOR shut down until approx March 28 - relct lat 33-30-50, long 94-04-20. (2-27) VOR flights authorized to use TXK LFR in lieu of VOR. (1-3)

CALIFORNIA: AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLUE CANYON, SITE 13, SFO-SLC ARPT: Clsd due to snow. (1-15)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°, 35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flight-checked on arwy radials only.

DIXON ARPT: Closed. (8-30)

DONNER SUMMIT-RADIO: Soon H fac freq will be changed to 375 kc. (3-1)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has light course roughness all quads. Only arwy radials flight-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd.

CALIFORNIA: Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

KLAMATH-McBETH ARPT: Closed. (6-13)

LONG BEACH RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

*LONG BEACH ARPT-TOWER: March 1, ASR trans: 233, 242;110.3, 119.5, 121.9, 123.8, 126.18, 173.75, 257.8, 348.6, 379.1, 121.5, 243.0. Gds: 122.5 mc. About May 1, rcvr 122.5 mc will be discontinued and concurrently 122.6 mc will be cmsnd. (3-4) ILS glide slope subject to indef shutdown periods during arpt const. (8-18) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch light lane discontinued indefinitely. (1-1)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather broadcasts shut down - modernization. Manual broadcast continues on VOR and both VOR and LF combined.

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000'MSL. (10-23)

LOS ANGELES INTERNATIONAL ARPT: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or btwn LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flight should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Effect. Sept 1, military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications durg IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000';60°-80°, 35 n mi at 5000';280°-290°, 35 n mi at 4000';340°-350°, 35 n mi at 6000';350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.

OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3, 4, and 5. Area hazard mrkd. Taxi with caution. (12-8)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)

CALIFORNIA: ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000';330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000';150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000';225°-300°, 43 n mi at 5000';300°-20°, 43 n mi at 7000'.
SAN CARLOS-SAN MATEO COUNTY ARPT: Mound of dirt adj taxiway at N end has barricades and lgtd with flares. (1-18)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)
SAN DIEGO-LINDBERG FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control zone Notam
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)
SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg - mrkd day and ngt. (2-13)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
**SANTA BARBARA ARPT: Rnwy lgts 15L-33R perm discontd. (3-19)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)
STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi;250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150°-at 6000'; 105° thru S and W to 305° over water not checked. (10-11)
UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator incp 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045°, below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.
COLORADO: CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk. (10-29)
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle de-

COLORADO: notes rgt hand tfc. 2-way rdo rqrd. (9-12)
PUEBLO MEMORIAL ARPT- SPECIAL NOTICE: Ordnance depot 6.8 n mi ENE at lat 38-20-00, long 104-22-14 conducting demolition work days. (2-7)
CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)
HARTFORD-BRAINARD FLD: Dike apch lgts to rnwys 2, 20, 23 resume normal opern. Other section of dike unlgtd. Rnwy 9-27 clsd. Rnwy may be used for taxiing only. (12-27)
Fld will close as of midnight Mar 31, 1957 due to lack of operg funds. (2-28)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until June 1. (11-15)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270° - 285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.(5-22)
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Chain bridge at Dalecaria, Md.
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° - to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 250.2 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area. About Mar 29, 250.2 mc will be decmsnd and 353.9 cmsnd.(3-14)
WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Until approx end of Dec, hvy const equip. will be operg 0730-1800E, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg sys serving rnwy 36 decmsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions.
FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.
BREWSTER-SPECIAL NOTICE: 200'(346'MSL) lgtd steel stack being erected 1.3 n mi E.
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution(9-17)
CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAS remain as charted. (1-22)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)
FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)
HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

FLORIDA: JACKSONVILLE-IMESON ARPT: 996' (1000'MSL) lgtd twr being erected 6.0 n mi S (187°T) at lat 30-19-22, long. 81-38-34. (2-14)

KEY WEST-SPECIAL NOTICE: Effect April 10, "time of use" of that portion of Warning Area W-465 north of lat 24-00-00, be changed to: "continuous". (3-6)

KEY WEST-INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. Caution - const, men, and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-37L and 8L-26R.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000'or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Men and equip working 400' S of rnwy 9L-27R constructing parallel taxiway. 400' of N/S taxiway S of rnwy 9L-27R clsd - mrkd days and ngts. (3-7)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12)

**PANAMA CITY-FANNIN FLD: 205' (250'MSL) lgtd twr erected 23.5 n mi E (101°T) at lat 30-08-08, long. 85-14-34. (2-21) 65' rdo twr erected 1/4 mi E - not lgtd. (3-8) Caution - soft shoulders. Men and equip adj rnwys. (10-8)

★SARASOTA-RADIO: Homing fac cmsnd. Freq: 263 kc. Ident: SRQ. Lctd lat 27-23-30, long 82-33-06. Operd by Sarasota-Manatee Arpt Authority. Class: MHW. (3-6)

★SARASOTA-BRADENTON ARPT-TOWER: March 7, ctl twr cmsnd. Trans. 121.3; gds: 121.3, 122.5, 121.5 mc. Lgt gun sugnals avail. Hrs opern: 0700-1900. Class: CI. (operd by Sarasota-Manatee Arpt Authority) (3-6)

STARKE-CONWAY ARPT: Clsd until Mar 27, due hazardous rdo twr. (2-27)

TALLAHASSEE-RADIO: VOR courses unusable 110° 150°. (6-23)

TALLAHASSEE-DALE MABRY APRT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate cntrol twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and parctice instrument approached in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-offs and lngs. Caution - unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev:130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct;

FLORIDA: repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particulary SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. (8-3) About Mar 25, VOR will be shut down until approx Apr 15 - modernization. (2-8) During modification shut down VOR flights are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta, radial 215° usable at Dublin Int MRA 5000'. August 170° radial usable at Lott's Int, MRA 5000'. (3-18)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' add above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. (3-6) Rnwys 33R-15L and 27R-9L clsd. (2-1)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCORSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SWAINSBORO-THOMPSON ARPT: Closed - new rnwy under construction. (11-20)

TIPTON-MYERS ARPT: About Mar 20, 210' (539'MSL) lgtd twr will be erected 2 n mi N (21°T) at lat 31-27-22, long. 83-28-32. (3-13)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: AMERICAN FALLS ARPT: Clsd due maint. const - mrkd. (3-7)

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 nmi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

JEROME-COUNTY ARPT: Clsd due thawing conditions. Fld muddy. (2-24)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORAL ARPT: Aerobatic area for student trng in following described area: bounded by long. 89-48 and 90-00; lat 38-57-and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°. (11-29)

CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Caution, while in area. (1-15)

CHICAGO AREA - SPECIAL NOTICE: Effect. Mar 31, all helicopter operns in the Chicago metropolitan area will be required to fly prescribed routes of flgt with the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1)

CHICAGO-RADIO: Mulitples NW course LFR. (11-9)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

ILLINOIS: CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions. (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. About May 1, 450'(1041'MSL) lgtd concrete chimney will be erected 2.5 n mi WSW(252°T) at lat 41-51-02, long. 87-39-11. (3-8)

CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. Voice normal. (3-8) FLD: 243'(864'MSL) lgtd twr being erected 6.2 n mi WNW(307°T) at lat 41-50-30, long. 87-51-52. (3-14) Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. Acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. On Apr 5, work will begin on erecting bldg 23' above gnd (627'MSL) at 41-47N, 87-45W at NE intsxn of 55th St. and Cicero Ave, adj t o arpt. (3-8)

CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, & USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbnd acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3mc or 348.6mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27) 193'(831'MSL) lgtd twr being erected 3.5 n mi N(16°T) at lat 42-02-38, long. 87-52-18. 268'(1000'MSL) lgtd twr being erected 8.5 n mi WNW(307°T) at lat 42-04-03, long. 88-02-38. (3-14)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'MSL. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution-men and equipment on field. (10-11)

DIXON ARPT: Under const-open trenches along runway. Lgtg under const. (10-16)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500'MSL. (5-13)

GALESBURG MUN ARPT: Caution-truck on field. (2-25)

GILMAN ARPT: Closed. (10-11)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)

JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd(965'MSL) lctd 2 miles SE-lighted. (1-7)

KEWANEE ARPT: Men and equip. on field intermittently - caution. (6-29)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lighted. (11-21)

MACOMB ARPT: Operated on limited status until April 15. (11-29)

MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MT. VERNON ARPT: Work in progress-daylight hrs. NE/SW and E/W rnwys clsd- no lgts available until April 1. (1-2)

NORTHBROOK-SKY HARBOR ARPT: Until June 1, well drilling machine with 57' mast operg 588' W of arpt bndry. Lctd 42-08-39N, 87-51-53W-not mrkd, painted or lighted. Height 752'MSL. (3-1)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route altitude. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: VOR shut down until approx April 30. During this period the following MEA's can be used: V-116: Excello, Mo., Int(Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn(MCA V52 2600' northwest) 2000'; Quincy rbn(MCA V52' 2600' NW) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn(MCA

ILLINOIS: 2600' V52 northwest) to Burlington VOR 2600'; V50: Kirksville VOR to Quincy rbn 2500'; Quincy rbn(MCA V52 2600' northwest) to Springfield VOR 2000'. V52 : Lury, Iowa, Int to Quincy rbn 2600'; Quincy rbn to Elsberry Int 2000'(MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (3-12)

*ROCKFORD-RADIO: Mar 14, VOR/DME cmsnd. Freq: 116.5mc. Ident: RFD. Monitoring category (1). Lctd lat 42-14-60, long. 89-13-16. Class: BVOR. (3-14)

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)

TROY-RADIO: VOR shut down until approx April 1-modernization. During shutdown MEA's that can be used will be found on page 70.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

**BLUFFTON-MILLER ARPT: 225'(1067'MSL) lgtd twr erected 6 n mi WSW(252°T) at lat 40-40-30, long. 85-25-30. (2-18)

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

EVANSVILLE-DRESS MEMORIAL ARPT: About Mar 15, two 400'(794'MSL) lgtd concrete chimneys will be erected 12 n mi ESE(130°T) at lat 37-54-47, long. 87-19-55. (2-23) Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD:

** 225'(995'MSL) lgtd twr erected 6.7 n mi W(275°T) at lat 40-59-10, long. 85-20-40. (2-18) Rnwy 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd-not painted or lighted. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300';172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following expreimental facs operd intermittently by TDC: Tilden VOR freq 115.7mc, ident: IEX. Weir Cook VORW freq 112.3mc, Ident: IAX. TVOR freq 111.4mc, ident: IDX, with voice ident. Lclzr freq 109.1mc(without voice), ident: IBX. Glide slope freq 335.0mc, serving N/S rnwy. DME lctd in laboratory N side fld. channel 64, mode C. Directional lclzr 110.3mc serving E/W rnwy. One VORW on 112.9mc testing intermittently. (12-17)

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

LAFAYETTE-ARETZ ARPT: Until about May 15, flagged seeded area 50' x 1600' E end both rnwys. Use rnwys only. (3-12)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Freq violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**MARION ARPT: 150'(998'MSL) unlgtd twr erected 2 n mi NE(54°T) at lat 40-30-56, long. 85-38-33. (2-18)

RUSHVILLE-HOWELL BROTHERS ARPT: About Mar 20, 200'(1327'MSL) lgtd twr will be erected 6.8 n mi ENE(83°T) at lat 39-36-48, long. 85-17-30. (3-1) 190'(893'MSL) lgtd twr being erected 4.7 n mi WSW(265°T) at lat 41-38-52, long. 87-50-32. (3-13) 243'(833' MSL) lgtd twr being erected 3.2 n mi E(91°T) at lat 41-38-48, long. 87-40-00. (3-14)

SHELBYVILLE MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat: 39-34-40, long. 85-48-00; elev: 800. No. of rnwys: 2; N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N, E, W.

INDIANA: SOUTH BEND-ST JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-RADIO: Feb 4, VOR shut down until approx April 4. The following MEA's can be used: Directo Route: Vandalia VOR to Terre Haute LFR 2000'; Terre Haute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300'; Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW crs IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'.
TILDEN-RADIO: See Indianapolis, Ind.
**WABASH ARPT: Abandoned. (3-14) Rcvd too late to correct Airport Directory.
IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
BURLINGTON ARPT: Men and equip digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)
CLARINDA MUNICIPAL ARPT: About Mar 26, 1367' MSL lgtd twr will be erected 7.2 n mi S (202°T) at lat 40-36-30, long. 95-04-21, & being dismantled approx April 10. (1-28)
DALLAS CENTER-HUSBAND ARPT: No snow removal during winter months. (11-23)
DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area established NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
NEWTON MUN ARPT: Fld very soft. Use extreme caution during thaw. (2-11)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
SHENANDOAH MUNICIPAL ARPT: About April 6, 1470' MSL lgtd twr will be erected 18 n mi NW (315° T) at lat 40-57-48, long. 95-43-32, & being dismantled approx April 20.
**SIOUX CITY-SPECIAL NOTICE: Acft testing area boundaries for Sioux City are as follows: W of Amber Arwy #4 and N of Victor Arwy #100 within a radius of 100 mi NW. Inten jet fighter testing above 20,000'. (2-20)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)
TROY MILLS-CARSON ARPT: About April 1, 1358' (2398' MSL) lgtd twr will be erected 8 n mi WSW (256° T) at lat 42-17-39, long. 91-53-10. (3-4)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip closed - const. E/W strip closed. (8-22)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys closed. (11-8)
DODGE CITY ARPT: About April 15, 683' (3473' MSL) lgtd twr will be erected 19 n mi WSW (245° T) at lat 37-38-26, long. 100-20-33. (3-5)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)
GARDEN CITY-RADIO: VOR has course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (2-9)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (1-21)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)
HILL CITY-RADIO: Mar 5, VOR shut down until approx Mar 29 - modernization. (3-5) During shutdown the following MEA's can be utilized: Arwy V-4 Goodland VOR radial 084° to Russell VOR radial 278°, 7000'. (2-25)
KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)
KANSAS CITY-FAIRFAX FLD- SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along the Missouri River to
KANSAS: long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi FSE at lat 37-17-45, long. 95-07-15.
RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA ARPT: Arpt will be permanently clsd Apr 17. Until then, extreme caution advised due const across N/S rnwy. (3-7)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const on SE corner clear of rnwys. Mowing equip. on fld days. Acft remain on concrete area. Sod unsafe. (9-11)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. Id adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo-equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)
KENTUCKY: BOWLING GREEN-RADIO: About May 7, NE course LFR will be realigned from 216° to 229°; NW course from 096° to 116°. (2-28)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
**LONDON ARPT: 195' lgtd twr erected 22 n mi NW (327° T) at lat 37-23-05, long. 84-19-45.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. Jan 30, ASR-3, shut down until approx Mar 13 - relctn. FLD: Due to non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Rnwy 1-19 clsd to all acft xcpt locally based National Guard operns oper at own risk; apch lgt system shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (1-30) VOR ground rcvr check point, Location #1, (297°) unsuable - construction. (1-24)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)
LOUISIANA: SPECIAL NOTICE: Effective March 1 thru June 1, 1957, the King Cole Caution Area established within the following described area: along US highway 190 from its junction with the US highway 165 west along US 190 to the Sabine River near Deweyville; thence north along the Sabine River to Logansport, La; thence along State Highway 38 to Gloster, La; thence along State Highway 171 to Shreveport, La; thence east along the southern bndry of Civil Airway Red 10 to Monroe, La; thence south along US Highway 165 to point of beginning. Altitude: From surface to 50,000 ft. MSL. Activities Conducted: Cover and ground support acft. Time of Use. Continuous only under VFR weather conditions. Controlling Agency: Manuever Director, Camp Polk, La. (2-13)
BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. Soft spots on S half of N/S strip. Use caution when wet. Spots mrkd with red flags. (5-4)
DE RIDER-BEAUREGARD PARISH ARPT: 204' (404' MSL) lgtd twr erected 4.0 n mi ENE (81° T) at lat 30-50-24, long. 93-15-17 & being dismantled approx May 1. (2-14)
HORNBECK-HODGES ARPT: 204' (604' MSL) lgtc twr erected 11 n mi ENE (87° T) at lat 31-22-27, long. 93-10-00 & being dismantled approx May 1. 162' (502' MSL) lgtd twr erected 19 n mi SE (144° T) at lat 31-06-50, long. 93-10-00 & being dismantled approx May 1.

LOUISIANA: LONGVILLE ARPT: 204'(304'MSL) lgtd twr erected 2.0 n mi NNW(340°T) at lat 30-37-11, long. 93-13-46 & being dismantled approx May 1. (2-14)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600' MSL, V 18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NATCHITOCHES ARPT: 204(304'MSL) lgtd twr erected approx. 1.0 n mi NE(56°T) at lat 31-44-07, long. 93-05-19 & being dismantled about May 1. (2-14)

NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys mrkd with white crosses. Arpt now owned by U. S. Navy. (2-13)

NEW ORLEANS-RADIO: VOR radials 271°-339°, out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

RUSTON ARPT: 120'(360'MSL) lgtd twr erected 18.3 n mi W(270°T) at lat 32-48-55, long. 92-35-17 & being dismantled approx. May 1. 204'(504'MSL) lgtd twr erected approx 1.0 n mi WSW(248°T) at lat 32-30-06, long. 92-37-07 & being dismantled about May 1. 162'(482' MSL) lgtd twr erected 16 n mi S(185°T) at lat 32-14-34, long. 92-39-24 & being dismantled approx. May 1. (2-14)

SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1) Radar separation standards will be applied as specified in MANOP radar procedures for arpt tfc ctl twrs. Arriving ac ft will normally be cleared to secondary fixes at alts of 6000' or higher and subsequently vectored by radar to appropriate primary fix. Departing acft will normally be cleared along designated departure routes and after radar contact will be vectored by radar around other air tfc. (2-2)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

WINNFIELD-JOYCE ARPT: 162'(462'MSL) lgtd twr erected 19.9 n mi WNW(296°T) at lat 32-06-43, long. 93-00-17 & being dismantled approx. May 1. (2-14)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at min en route instr alt. DME coverage 235°-260°, 35 n mi at 2500'.

BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. Six contact lgts out on W side rnwy 1 replaced with smoke pots. (2-4)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3) Rnwy 16-34 not plowed during winter months. (12-3)

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip crossing rnwy.(4-17) New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33. (11-15)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE;elev 20'; lat 38-32-02, long 76-01-45; services minor repairs; 80/87 oct unicom 122.8 mc, 1 rnwy (NW/SE) 2500'x100'.

BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. (6-6)

CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Ident: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc, ident: CS. LOM freq; 303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from centerline and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy. (1-25)

GRANTSVILLE -RADIO:;VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Light flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. (1-5)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long 76-00; services minor repairs; 80 octane; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

**SALISBURY-WICOMICO COUNTY ARPT: 260'(307' MSL) lgtd twr erected 8 n mi NW(334° T) at lat 38-27-54, long. 75-34-53. (3-11)

WESTMINISTER-RADIO: About Apr 11, VOR will be cmsnd. Freq: 112.0. Ident: EMI. Lctd lat 39-29-42, long. 76-58-44. Elev: 822' MSL. Monitor. category (1). Ctid from Baltimore ATCS. Class: VORW. (3-1)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD(HANSCOM) ARPT: Rnwy 5-23 clsd xcpt for taxiing and parking. New tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800'MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: About April 2, VHF/DF will be cmsnd. Freq: 118.1, 118.3, 120.5, 121.5, 122.5, 126.18, 126.5, 137.88 mc. Min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (3-8) PAR-1 shut down. - relctn. (2-20) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts btwn threshold lgts & bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equip working outboard of rnwy lgts on rnwy 4R for the first 2600'. Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevailing wea conditions and is controlled by twr. (1-29) First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - ctn advised. Until about Apr 26, rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or rnwy heading 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)

(19 Mar 1957)

MASSACHUSETTS: BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)
FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15. (11-6)
WESTBORO ARPT: Clsd due soft ground. (2-23)
WORCESTER-RADIO: ILS glide slope shut down - relctn to 300' NE of and 1050' from SE end NW/SE rnwy. (3-11)
MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.
BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)
BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft during spring thaw. (3-15)
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
CLIO-WESPORT ARPT: Clsd to transient acft due spring thaws. (3-1)
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25) Ramp const directly in front of main term bldg. Men and equip. on or adj to ramp. (2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. (3-11)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Slope angle 2.9° usable only to MM. Glide slope inoperative. FLD: Acft parked W side fld. Lgtd 65'(910'MSL) lctd 2650' SE end of rnwy. 1/8 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: VHF/DF steers unreliable below 3000' all quads.
MUSKEGON-RADIO: Nov 15, VOR shut down until approx Apr 20. (3-1)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to ngt flying. (11-14)
NEWPORT-MARSHALL ARPT: Mar 11, 77' (659'MSL) reactor containment vessel & 182' lgtd derrick will be erected 1.8 n mi ENE (85°T) at lat 41-57-36, long. 83-15-30. (2-25)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single MICHIGAN: wheel. (3-4)
PLAINWELL-OTSEGO-PLAINWELL ARPT: Wood pole transmission line, 43' to 65.5', being constructed 1740' to 3260' W, S, and SE at lat 42-28, long. 85-39. Completion date May 1. Not mrkd, painted, or lgtd. (2-5)
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter. (11-2)
PORT HURON-ST. CLAIR COUNTY ARPT: About April 425' (1007'MSL) smokestack & 215' (797'MSL) bldg will be erected 9 n mi SSE (169°T) at lat 42-45-52, long. 82-28-20, lgtd only. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. All strips xcpt 9-27 clsd due snows.
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
AUSTIN ARPT: 150' (1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)
BRAINERD ARPT: N/S rnwy open to skis only. (1-7)
CLARISSA RPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days.
GRAND MARAIS-SPECIAL NOTICE: A temp restricted area (R-187A) effect Jan 1 thru Mar 31, 1957, is estabd within the following area: from lat 47-26, long. 90-53; lat 47-04, long. 90-35; to lat 47-28, long. 89-30; to lat 47-50, long. 89-48 to point of beginning. Surface to 50,000'. Day and ngt. This area is to be used only during VFR wea conditions. Using Agency: 31st Air Division (Defense), St. Paul, Minn. (12-5)
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy clsd winter months. (11-21)
**ST. PAUL-HOLMAN FLD: 562' (1549'MSL) lgtd twr erected 6 n mi WNW (301°T) at lat 44-59-54, long. 93-11-17. (3-11)
WINONA-RADIO: TVOR unusable beyond 14 mi- course instability. (3-30)
MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: About April 8, VOR will be shut down until approx April 29. (2-8) During shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 mc unreliable due to excessive interference. (2-14)
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt 1000'. (6-20) Exten jet lndg and tk-off rnwy 14-32, unless strong cross winds involved. (10-30)
McCOMB-PIKE CO., 8C, MSY-STL ARPT: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
**MARYVILLE MEMORIAL ARPT: 1440' MSL lgtd twr erected 7.5 n mi E (112°T) at lat 40-18-24, long. 94-45-57, & being dismantled approx Apr 5. (3-2)
MERIDIAN-KEY FLD-RADIO: About Apr 1, glide slope will be shut down until Aug 1. (3-19)
MERIDIAN-KEY FLD: First 1500' rnwy 1 clsd-very rough-marked. (5-23)
MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

MISSOURI: JOPLIN ARPT-RADIO: ILS glide slope shut down until approx Mar.24, all other components remain in opern. (2-25)
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 29-07, long. 94-35. Rdo rcvr required. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution -jet acft Grandview AFB operg vcnty. (4-20)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.(8-2)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS MEMORIAL ARPT: 1263'' MSL lgtd twr erected 16.2 n mi NE (57°T) at lat 39-55-21, long. 94-37-05, & being dismantled approx April 1.(1-28) Mar.15, 1334' MSL lgtd twr erected 18.9 n mi SE (154°T) at lat 39-29-01, long. 94-43-59, & being dismantled approx. Mar. 27. (3-9)
ST. LOUIS-RADIO: Soon VHF/DF will be cmsnd using following freq: 118.3, 119.5, 121.5, 122.5, 126.18 mc. (3-4)
ST. LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
WARRENSBURG-SKY HAVEN ARPT: 1290'MSL lgtd twr erected 13.3 n mi NNE(28°T) at lat 38-59-27, long. 93-40-30. (2-18)
MONTANA: BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164° 35 n mi at 11,000'; 164°-176°, 26n n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198-220° 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317° 35 n mi at 11,000'.
DILLON-FADIO: VOF radial 146° usable to 39 n mi.
DRUMMOND-FADIO: DME and VOR coverage from 320°-55°,17 n mi; 55°-70°, 26 n mi 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Field lgts inop. (11-27)
HELENA-FADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwy 7-25 clsd from intsxn to E end. Remainder of 7-25 restricted to 10,000 lbs GWT. Rnwy 5-23 restricted to 10,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs single-wheel or 70,000 lbs dual-wheel. (3-5)
LEWISTOWN-FADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as MH fac. (12-19)
MALTA ARPT: NW/SE rnwy clsd winter due snow. (2-8)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)
MONTANA: MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST. IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9,000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway closed.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop.(11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-FADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. btwn Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which restrict flgt in certain areas.
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'.DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°,26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°,35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VORcoverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°,43 n mi at 10,000'; 75°-110°,26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-FADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.
SOD HOUSE-FADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-FADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°,35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
CONCORD ARPT: Rnwy 3-21 clsd for winter-will not be plowed. Rnwy 30 clsd to ngt operations due outage of lgts on high tension lines E. (12-10)
HINSDALE-BRATTLEBORO ARPT: CLSD(5-3)
NASHUA-BOIRE FLD: Caution- banner pickups and drops during daylgt hrs- spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: ATY. Lctd near Avalon, N.J. About Apr 15 will be cmsnd at lat 39-07-29, long.74-45-55. (3-17)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

(19 Mar 1957)

NEW JERSEY: BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500';270°-330°, 17 n mi at 4000';330°-60°, 26 n mi at 3000'. (12-19) VOR has moderate roughness all quads. (2-16)
MILLVILLE ARPT: Non-military glider operns week-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. About March 29, Calco Stack FM on NE course LFR will be decmsnd.
NEWARK ARPT-TOWER: About April 22, ILS serving rnwy 22 will cmsnd. Lclzr freq 109.1 mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5'MSL. Apch bearing: 217°. MM lctd 3547' from apch end of rnwy. Elevation 8' MSL. (3-18) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 clsd. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered nights. (1-25)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle right turn as soon as practicable followed by wide left hand pat.
TETERBORO-RADIO: March 15 thru April 15, privately owned experimental talking beacon will oper on 124.6 mc, 0800 thru 1900 during VFR conditions only. Located at arpt. This is not a navigational aid. (3-12)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail nights only on special req. Equip. on fld -days. Const adj to all paved surfaces. Helicopter lndg are now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)
TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx March 2. FLD: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford(MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution-exten jet operns durg VFR and IFR wea up to 20,000'. (2-11)
NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30 N, 106-28-45 W. (9-13)
ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area.
NEW MEXICO: Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
ANTON CHICO-RADIO: About March 18, VOR will be shut down until approx April 12 - modernization. Durg this period, following arwys will be unusable: V-12 OTO-TCC, V-12N ACH-TCC, V-62 San Jose Int - Pleasant Hill Int, V-234 ACH-Conchas Dam Int.
CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
COLUMBUS, SITE 34, PHX-ELP ARPT: No aviation gasoline avail until further notice.
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)
FARMINGTON-RADIO: About April 20, VOR will be cmsnd. Freq: 115.3 mc Ident: FMN lctd: lat 36-45-00, long 108-30-54, elev. 5870' MSL. Class: BVOR. (2-18)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: VOR radials usable 26 n mi. About April 15, VOR will be shut down until approx May 10 - modernization. Durg shutdown, the following arwys will be affected: V-12 MEA ABQ-ACH 12,000'; V-83 MEA SAF-CNX 10,000'; V-60 OTO-San Jose Int unusable; V-60S ABQ-OTO unusable. (3-14)
SANTA FE-RADIO: March 5, VOR shut down until approx April 5-modernization. Durg shutdown, following arwys will be affected: V19 and V190 Grants-Las Vegas - MEA 14,500'; V83 Otto-Santa Fe Int - MEA 14,500'; Int Otto 334°-Las Vegas 252° radials temp designated as Santa Fe Int. V62 Santa Fe - San Jose Int unusable. (3-4)
TUCUMCARI-RADIO: Soon VOR will be shut down. Durg shutdown, following arwys will be affected: V-12 ACH-AMA MEA 15,000'. V-12N AMA-ACH, V-60 Conchas Dam-Pleasant Hill Int, V-192 TCC-CNX and School and Field Ints on V-62 all unusable. (2-14)
ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily durg hangar const program. (10-4)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400E, Mon-Sat only. (10-25)
COOPERSTOWN ARPT: Caution-snow on rnwys durg winter months. Do not use first 600' of rnwy 23 due const thru April. (1-25)
DELANCY-RADIO: March 14, VOR operg test basis only. Freq: 110.2 mc. Ident: DNY. Lat 42-10-40, long 74-57-27. (3-13)
ELMIRA-RADIO: VOR has scalloping all quads. (3-14)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
FLATBUSH-RADIO: About March 29, MHW will be decmsnd. (3-11)
GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontinued. Rnwy avail for emerg. use - no snow removal. (11-29)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. About April 19, LFR will be decmsnd - relctn to vicinity Peconic, N.Y. Concurrently, April 19, MHW will be cmsnd at ILS OM site serving rnwy 4. Freq 353 kc. Ident: IDL. Lat 40-35-41, long. 73-48-28. (3-11)
JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip. on rnwys.
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: VOR radials 82°-230° have bends.
MASSENA-RICHARDS ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-21)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, La Guardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild Twr, shall climb straight ahead to an alt of 1200' beofre turning left. Floyd Bennett tfc can normally be avoided by not exceeding a

NEW YORK: heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or La-Guardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200'MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.

**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext. 666. Restricted to float and skid type helicopters. (2-7)

NEW YORK INTERNATIONAL(IDLEWILD) ARPT-TOWER: About April 22, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9mc. Lctd 475' SW of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61'MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75'MSL. Alt over MM 240' MSL; OM 1500'MSL. Concurrently with cmsng of ILS, Elmont FM on back course ILS serv rnwy 4, will be decomsnd. (3-18) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct direct 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution. Use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution-taxi A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Soon, a centerline apch lgtg system serving rnwy 22 will be cmsnd. System extends 3000' from rnwy pavement out into apch. System consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (3-6)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.1mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Closed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250 ft from centerline of rnwys when not in use. (9-28) Soon, combination left lane apch lgtg sys serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be commissioned. (1-11) Caution-use paved surface only, sod areas unsuitable for acft operns.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution-ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed due runway repairs. (2-23)

NEW YORK: OGDENSBURG ARPT: E/W rnwy clsd-construction. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft & jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879'MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-3)

SPITFIRE LAKE: Closed seaplane operns-xcpt emergency.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

★SYRACUSE-HANCOCK FLD-TOWER: ILS glide slope, MM, OM and LOM-relctd to serve rnwy 28 extended. MM lctd 3403' from end of extended rnwy 28; OM 4.74 mi from end extended rnwy; glide slope 400' N of centerline and 1000' from end of extended rnwy 28.

** Alt over OM 1600'MSL; MM 610' MSL. No freq change. Glide angle: 2.64°.(3-18) FLD: Old style left hand neon approach light lane; recommissioned concurrent with ILS relocated fac restoration. (3-18) VOR ground rcvr check point unusable. (1-7)

UPPER ST. REGIS LAKE: Close seaplane operns xcpt emergency.

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl tower.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ★ASHEVILLE-HENDERSONVILLE ARPT-TOWER: Effect. Mar 15, twr oper 24 hrs. (3-13) Rcvd too late for ANRA page.

CHARLOTTE-DOUGLAS ARPT: About April 1, 1076'(1932'MSL) lgtd twr will be erected 10.5 n mi ENE(74°T) at lat 35-15-41, long. 80-43-38 & being completed approx. June 1. All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20) Rnwy 5-23 clsd for repaving until approximately May 5. (3-14)

CHERRY POINT-SPECIAL NOTICE: Effect. April 17, Warning Area 122 will be revised as follows: beginning at latitude 35-09-00, longitude 75-00-00; thence southeast to latitude 34-21-00, longitude 75-05-00, SW to latitude 33-06-00, long. 75-53-00; NW to latitude 33-58-45, longitude 77-12-00; continuing NW to latitude 34-17-45, longitude 77-37-30; thence in a northeasterly direction 3 n mi from and parallel to the North Carolina mainland and outer shoreline to latitude 35-05-00, longitude 75-51-00; thence clockwise along the arc of a circle with a radius of 60 mi centered at latitude 34-54-30, longitude 76-53-00, to latitude 34-50-00, longitude 75-50-00; thence NE to latitude 35-05-00, longitude 75-00-00; thence N to latitude 35-09-00, longitude 75-00-00; thence N to point of beginning. (3-6)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector. (2-12)

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approximately March 20, relocation.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)

HICKORY-RADIO: Soon, VOR will be cmsnd at lat 35-52-19, long. 81-14-19.(11-26) Taylorsville FM will be cmsnd on 42° radial; elliptical pattern, ident: dot, dash. Lctd lat 35-48-29, long. 81-18-33. (2-25)

NORTH CAROLINA: KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. No fuel, servicing, telephone facilities until after March. (1-10)

MANTEO ARPT: Rnwy lgts inop. (1-30)

NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi.

**RALEIGH ARPT: 300' (600'MSL) lgtd twr erected 3.7 n mi NNW (349°T) at lat 35-46-44, long. 78-40-28. (3-13)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (3-13)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 26.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

ROCKY MOUNT-RADIO: VOR radials 150°-180° out of tolerance account of roughness and bends. (2-15)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

✱WILMINTON-NEW HANOVER CO. ARPT-TOWER: ILS glide angle 2.75°. (8-8) About Apr 1, lclzr and glide slope will be shut down until approx Apr 11 - repairs. (3-15) FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (2-21) 999' (1049' MSL) lgtd twr being erected 16 n mi W (281°T) at lat 34-19-15, lnng 78-13-42. (2-21)

NORTH DAKOTA: FARGO-RADIO: Victor 2 N arwy radial 104° has scalloping in excess of 2°.

FARGO-HECTOR FLD: 1000' of rnwy 17-35 rough for jets on W side starting 4000' from S end. Jets should use center or E side. (6-6) Stacks of drainage tile 300' W of rnwy 17-35 (12-12) Ctc lgts for rnwy 3-21 and flood lgts for rnwy 21 inop. (2-28)

GRAND FORKS ARPT: 200' (844'MSL) lgtd twr erected 8.5 n mi WNW(305°T) at lat 48-00-17, long. 97-16-51. (3-13)

PARK RIVER ARPT: 200' twr erected 6.5 n mi S (180°T) at lat 48-18, long. 97-44 and will be decmsnd approx Mar 26. (3-13)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only.

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory.(8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway read letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6)

OHIO: CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of arpt control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip on fld. (7-2)

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference.

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement and beginning of const areas marked by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 mrkd by row of red flags for daylgt opern. (1-7)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

FREMONT-SLAGER ARPT: Temp clsd until approx Apr 16 due rough surface conditions.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)

HARRISON ARPT: About Mar 20, 200' (1238'MSL) lgtd twr will be erected 9.8 n mi WNW (295°T) at lat 39-19-17, long. 84-57-29. (3-14)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. Establish over station position by positive To-From indications. (1-17)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long.81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long. 82-42-33.

OHIO: TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Const in progress on 850' extension NE end and 950' SW end rnwy 7-25 and associated taxiway. Equip. operg in these areas. Do not land short of threshold mrkgs. Areas flagged. 5200' usable. (10-31) Threshold lgts temp relctd on and 10' inward from each end of rnwy 7-25 until rnwy ext completed. (3-10)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
CLAREMORE-WILL ROGERS ARPT: About Mar 20, 250' (1085' MSL) twr being erected 14.9 n mi N(208°T)at lat 36-33-49, long. 95-29-18. (3-14) No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
CUSHING ARPT: 180' (1225' MSL) twr being erected 10.5 n mi NNW (348°T) at lat 36-07-40, long. 96-48-28. (3-4)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy clsd - due const. Caution - equip. on fld. (10-31)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
OKLAHOMA CITY-WILL ROGERS ARPT: Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt.
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: Feb 18, DME shut down. About Mar 26 VOR will be shut down for relctn to lat 36-11-52, long. 95-47-17. About Apr 9, VOR/DME will be recmsnd at new site.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance btwn mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-off to all tactical type acft and all multi-engine acft exeeeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only. 280' (1202' MSL) rdo antenna being erected 10.9 n mi WSW (256°T) at lat 36-09-53, long. 96-06-27. (3-4)
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pattern. (9-25)
OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: Apr 7, 14, 21, 28, May 5, 12, 19, 26, June 9, 23, July 7, 21, August 4, 18, Sept 15, 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH, SITE 73, RIV DLS ARPT: Clsd. Soft and S end flooded. (12-12)
CRESCENT LAKE-JUNCTION ARPT: Clsd during winter - due snow. (12-7)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N end of rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.
LAKE O'WOODS ARPT: Clsd during winter - due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc in NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (3-7)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTNL ARPT-TOWER: Radar departure control delayed. About Apr 1, Apch Ctl will discont following freq: 307.2, 290.3, 284.6 mc. Concurrently following will be cmsnd: lcl ctl 238.2 mc, radar ASR 335.8 mc, apch ctl 363.8 mc. (3-13) FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Blasting opern occasionally E of fld in connection with The Dalles Dam construction, stay above 1000' in this area. Rnwy lgts 7-25 inop.
WALLOWA-SAFFER ARPT: Clsd during winter - due snow. (12-7)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not marked. Use rnwys only. (2-11)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and construction in progress in areas adj to rnwy. Equipment occasionally cross rnwy. Areas marked. (12-27)
BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be clsd. (12-11)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E long. 77-47-00; W long. 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Clsd. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
GREENVILLE ARPT: Clsd temp until further notice due soft condition of fld. (2-18)
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

PENNSYLVANIA: HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)
LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)
LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd indefinitely. (3-15)
PHILADELPHIA-RADIO: About June 4, LFR will be shut down for approx two days for re-alignment N course from 180° to 160°. (3-8)
PHILADELPHIA INTERNATIONAL ARPT - SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INT'L ARPT-TOWER: About Mar 15, trans and rcvr 118.1 mc will be decmsnd; concurrently 119.0 mc will be cmsnd as departure ctl freq. (2-19) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' W rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E. quad. (10-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE ARPT : S third rnwy soft, fld rough. (12-14)
WASHINGTON ARPT: Clsd to transient acft.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR operg test-basis. During test opern Temp MEA SAV to MYR via 3000'; CAE to CHS via V-53, 3000'; FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intsxns satisfactory for use as indicated: Jamestown Int. FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/NW Crs. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable. (3-11)
CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)
FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop.
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUNICIPAL ARPT: All rnwys & taxiways lgtd & open for tfc. Rnwy 17-35 9500'; rnwy 7-25 5000'. Ctc MYR for lndg conditions. (11-9)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-RADIO: Mar 11, VOR shut down until approx Apr 22 - modernization. (3-13) During shut down the following MEA's can be utilized: V-26, Pierre VOR - Int R075° PIR and R168° ABR, 5000'; Int R075° PIR and R168° ABR - Oakwood Int., 5000'; Oakwood Int - Redwood Falls, Minn., 5000'. V-78, Int R075° PIR and R168° or R228° ATY - Watertown VOR, 5000'; V-15, Sioux Falls VOR - Int R297° FSD and R228° ATY, 5000'; Int R297° FSD and R228° ATY-Aberdeen VOR, 5000'. Direct routes - Pierre VOR to Huron LFR, 3400'; Huron LFR-Aberdeen VOR, 2500'; Huron LFR-Sioux Falls VOR, 3000'; Huron LFR Redwood Falls, Minn., VOR, 3900'; Huron LFR-Watertown VOR, 3100'. (2-25)
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)
CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course distrubance in mountainous areas.
KNOXVILLE-McGEE TYSON ARPT-TOWER: Nov 13, ASR shut down. (1-30) ILS glide slope inop.
MEMPHIS-RADIO: About Mar 18, Nesbit FM on S course LFR will be shut down until approx Mar 29. (2-28)
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct

TENNESSEE: Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy-use as a taxiway. (12-28)

SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy fld after hvy rains. Pilots use at own risk. White cross mrkrs placed on worst places. (2-19)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE-RADIO: VOR radials 85°-105° unreliable. About April 8, VOR will be shut down unt/ April 29-modernization. (2-8) During shutdown VOR flights authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (2-13)

ALICE ARPT: Boundary lights runway 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of naturas gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi North.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat.-exten. jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lights on rnwy 30 designates touchdown point ngts. (10-4)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: About Mar 15, ILS will be cmsnd. Lclzr freq: 109.5mc, ident: BUJ. Glide slope freq: 332.6mc. Apch bear: 113°. LMM freq: 206kc; ident: UJ. LOM freq 236kc; ident: BU. MM lctd 0.4 mi, OM 4.8 mi from apch end runway. (2-8) FLD: Rnwy 11-29 clsd-construction. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19) About April 1, VOR will be shut down until approx Aug 1-relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys bearings and MEA's remain as charted. Johnson Int use 182° bearings from BGS LFR; Mustang Int use 266° from BGS LFR. (3-8)

BIG SPRING-HAMILTON ARPT: Caution all altitudes - intensive jet training.

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: Jan 15, VOR shut down until approx Mar 15. Durg shutdown the following temp MEAs have been estab: V-20 ALI-PSX MEA 4000'; V-68 from Int of SAT 159° radial to CRP unusable; from CRP to Kingsville Int. unusable. Clareville and Kingsville Ints unusable. All other routes utilizing CRP VOR unusable. (1-30)

COTULLA-RADIO: Feb 5, VOR shut down until approximately Mar 15-modernization. (3-1)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000'MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EDINBURG ARPT: Clsd until approx April 13, due rnwys & taxiways under construction.

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail. Tetrahedron uncontrollable, unreliable- not to be used as traffic direction indicator. (11-27)

TEXAS: GALVESTON-RADIO: About Mar 18, VOR will be shut down until approx Apr 8-modernization. (2-8) During modification shutdown Galveston VOR flights authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (2-13)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

**GRAHAM ARPT: 395'(1770'MSL) lgtd twr being erected 5.0 n mi E(93°T) at lat 33-06-10, long. 98-27-17. (2-14)

GREGG COUNTY-RADIO: About Mar 29, LF voice fac will be changed from 257kc to 236.

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these rads are not authorized. In lieu thereof instrument operns between Houston VOR & CLL VOR are temp authorized using Houston 315° rad and CLL 118° rad. Houston VOR to GLS VOR authorized utilizing GLS 314° rad. Courtney Cypress and Fairbanks Ints remain using above temp rads and charted ELA VOR radials. No change in charted alts. Houston VOR instrument apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed approach procedure on HOU ILS authorized utilizing the HOU VOR 315° rad in lieu of 306° radial.

HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30).

HOUSTON INTNL ARPT: Tetrahedron uncontrollable and unreliable-not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for tk-offs to E only; no lndgs. (3-11)

HUDSPETH-RADIO: Feb 21, VOR shut down until approx Mar 18. During this period MEA on V-66 El Paso to Culberson 10,000'MSL. Dove and Antelope VHF Int unusable. (2-21)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use-erratic course displacement. (1-21)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenne poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Rnwy 13-31 closed for installation of hi-intensity rnwy lgts.

**LUBBOCK ARPT-SPECIAL NOTICE: ILS procedure #1, straight in minima 400-1 until further notice. (3-2)

LUBBOCK ARPT-TOWER: March 4, ILS glide slope shut down until approximately September 1. (2-25) FLD: W 300' of E ramp open as taxiway. E 500' of E ramp closed to aircraft for cotton storage. (10-9) N 1000' rnwy 17-35 closed to all aircraft until about September 1, for major construction and extension of runway. Runway 17 threshold lights moved 1000' S. Men and heavy equipment working during daylight hours in the approach zone of runway 17. Runway 17-35 closed to Convair and larger aircraft during construction period except during IFR weather conditions or with N or S winds of 20 knots or more. (3-14)

LUFKIN-RADIO: DME coverage 125°-145°, 43 nautical miles at 1500'; 145°-280°, 35 nautical miles at 1500'; 280°-305°, 35 mautical miles at 1700'; 305°-315°, 26 nautical miles at 1700'; 315°-335°, 35 nautical miles at 1700'; 335°-015°, 35 nautical miles at 2000'; 015°-060°, 35 nautical miles at 1700'; 060°-125°, 35 nautical miles at 1500'. About March 18, VOR will be shut down until approximately April 8- during this period VOR flights authorized to use LFK Rbn in lieu VOR except V-13E LFK to SHV unusable. Intersections, altitude and reporting points as charted. (2-4)

MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylight hours Sundays. Field will be closed by a white X both ends of strip. Aircraft desiring to land circle field and field will be opened as aircraft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Runway 18 closed for take-offs and landings. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lighted temporary drilling derrick erected 3.5 nautical miles NW. (7-18)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)

TEXAS: **NEWARK-EAGLE MOUNTAIN LAKE ARPT: 235' (1485' MSL) twr being erected 10 n mi W (288° T) at lat 32-58-55, long. 97-47-20. (2-14)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)
PORT ISABEL ARPT: Closed all operns - const. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SAN ANGELO-RADIO: About Mar 18, VOR will be shut down until approx Apr 8 - modernization. Durg shutdown, San Angelo VOR figts authorized to use SJT LFR in lieu VOR. Int. and alts as charted. (2-8)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
★SNOOK-RADIO: USAF H fac cmsnd. Freq 371 kc. Ident: SOK, Lctd at lat 30-29-00, long. 96-29-25. Class: MHW. Bearing & distance to Bryan AFB: 355°, 8.0 n mi. (1-29)
SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)
TEXARKANA - SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW ot Texarkana LF rng.
TYLER-RADIO: About Apr 1, Z mrkr at H fac will be decmsnd. Class: BH. (3-1)
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - account of severe scalloping and roughness.
UVALDE-LEONA RANCH STRIP: New lndg area reported: Lctd 35 n mi NW; lat 29-30, long. 100-22; elev. 1720'; 1 strip - 2800' long. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'. About Feb 25, VOR will be shut down until approx Mar 22 - modernization. During shutdown MEA V-8 Bryce Canyon-Grand Junction will be 15,000' and V-8 South Bryce Canyon-Grand Junction will be unusable. (2-14)
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi, 235°-330°, 35 n mi at min en route alt.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi, 40° thru 50°, 30 n mi, 50°-85°, 40 n mi; at 13,000' MSL from 145° thru 155°, 35 n mi, and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (telephone CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in figt call Montpelier Rdo.
BARRE-MONTPELIER ARPT: Rnwy 5-23 clsd to wheel-equipped acft during winter months.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175°, below 8500'; 174°-135°, below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: **CAMP PICKETT-BLACKSTONE AAF-SPECIAL NOTICE: 400' (757' MSL) lgtd rdo twr erected 3 n mi WSW (258° T) at lat 37-03-17; long. 78-01-14. (3-18)
CAMP PICKETT-BALCKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip in progress. Exercise extreme caution when in vcnty. Ctc Balckstone Rdo for advisory info.

VIRGINIA: DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Closed. (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way radio. Closed to Civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in figt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 and 25 acct jet barriers. Caution - hvy-civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-FALWELL ARPT: Until April 8, antenna array to 80' along S side of rnwy 75' from edge and near hangar area - obstruction lgtd. (1-8)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT: Exten const in progress apch end rnwy 20.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
★RICHMOND-BYRD FLD-TOWER: March 11, local control freq changed to 120.1 mc and apch ctl freq changed to 119.5 mc. (3-11) FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways - Caution.
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long. (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BANDERA ARPT: Closed - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy acft. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
EASTON, SITE 5B, SEA-HLN ARPT: Clsd due to snow for winter season. (11-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)
LESTER ARPT: Closed - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)

WASHINGTON: OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PACKWOOD ARPT: Clsd - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Rnwy lgts avail on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only. (3-11)
RIMROCK-TIETON ARPT: Clsd - due snow. (12-7)
SEATTLE-BOEING FLD: All multi-eng acft use main rnwy. 2-way rdo equipped, medium type, single-eng acft may use main rnwy on req, PROVIDED local tfc permits. Single-eng acft with retractable lndg gear drop lndg gear prior to entering tfc pat. (7-19) 2-way rdo required, xcpt on prior request. (1-29) All daylgt VFR operns of lgt acft confined to strip E of main rnwy. Avoid flying over main rnwy or approaches thereto. Lgt gun signals issued on final apch. Tfc pat. to the E at 1000'. All turns when taxiing off lgt plane strip made toward twr. Hvy acft make tfc pat. W of fld at 1500' - use main rnwys, taxi strips only. Jet acft tfc pat. W of fld at 2500'. Due to non-visibility twr unable to ctl tfc W blast fence in front Boeing Flgt Center and parking apron #4. W side taxiway clsd to tfc until further notice. (2-15)
SEATTLE-TACOMA INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SKYKOMISH ARPT: Clsd - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equipment on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. About Mar 18, lclzr and glide slope will be shut down for an indefinite period - relctn and rnwy extension. FLD: Perm crash barriers 40" high lctd 150' off ends rnwy 3-21.
TACOMA-BARRY'S SKYHARBOR ARPT: Clsd. (6-14)
TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18)
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test
** basis. (10-29) FLD: 999' (2049' MSL) lgtd twr erected 14.9 n mi W (277°T) at lat 38-24-28, long. 81-54-14. (2-26) Acft fuel and servicing avail 0600-2400E daily. Other hrs by prior arrangement. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-13) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. Obstn lgts on W twr LFR lctd 3.1 n mi N inop.
GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S bndry. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Serv fac avail 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end runway 35 lighted. (6-7) Factory building 40' high under construction 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8-26 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy. (12-3)

WEST VIRGINIA: MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.
RAINELLE-RADIO: Feb 16, mobile VOR operating on test basis. Freq: 108.8 mc. Lctd: lat 37-58-33, long. 80-48-17. (2-18)
SUTTON, 21, CIN-DCA ARPT: clsd to all operns for unknown duration. (2-28)
WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy ruf, soft - unusable. Arpt clsd until May 1. (10-12)
FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)
LA CROSSE-RADIO: VOR radials 320°-335° unreliable 20 to 30 n mi from stn. (11-3)
LAND O' LAKES-KING'S GATEWAY ARPT: Clsd due ice or snow. Arpt will be plowed on request. (12-19)
LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd: 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)
MADISON-TRUAX FLD-TOWER: About Mar 22, 119.9 mc will be changed to 119.3 mc. FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. (10-17)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, during VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd - itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)
OCONTO ARPT: E/W rnwy plowed 2850' x 175' - open to wheeled acft. NE/SW rnwy open to ski-equipped acft only. (1-16)
OSHKOSH-WINNEBAGO CO ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)
WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)
WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
CHEROKEE-RADIO: About April 8, VOR will be shut down until approx May 3, modernization. During shutdown following arwys will be affected: V-4, V-4N, V-6, V-6N, RKS-CKW; V-4 CKW-LAR; V-6, V-6N CKW-RKR; V-26 CKW-CPR all unusable. (3-15)
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
DOUGLAS-RADIO: About Mar 25, VOR will be shut down until approx Apr 19 - modernization. During this period the following arwys will be unusable: V-19 CPR-Wheatland Int, V-19E CPR-CYS, V-247 DGW-CZI. (3-6)
GILLETTE ARPT: 50' - 75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
KEMMERER ARPT: Arpt unsafe for opern of acft with wheels acct snow. (1-28)
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness btwn OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end NW/SE rnwy clsd - mrkd.
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi btwn 150°-280°. Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip on fld. Use extreme caution.
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50'-60' high operg intermittently approx 1000' off E end rnwy 9R-27L.
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

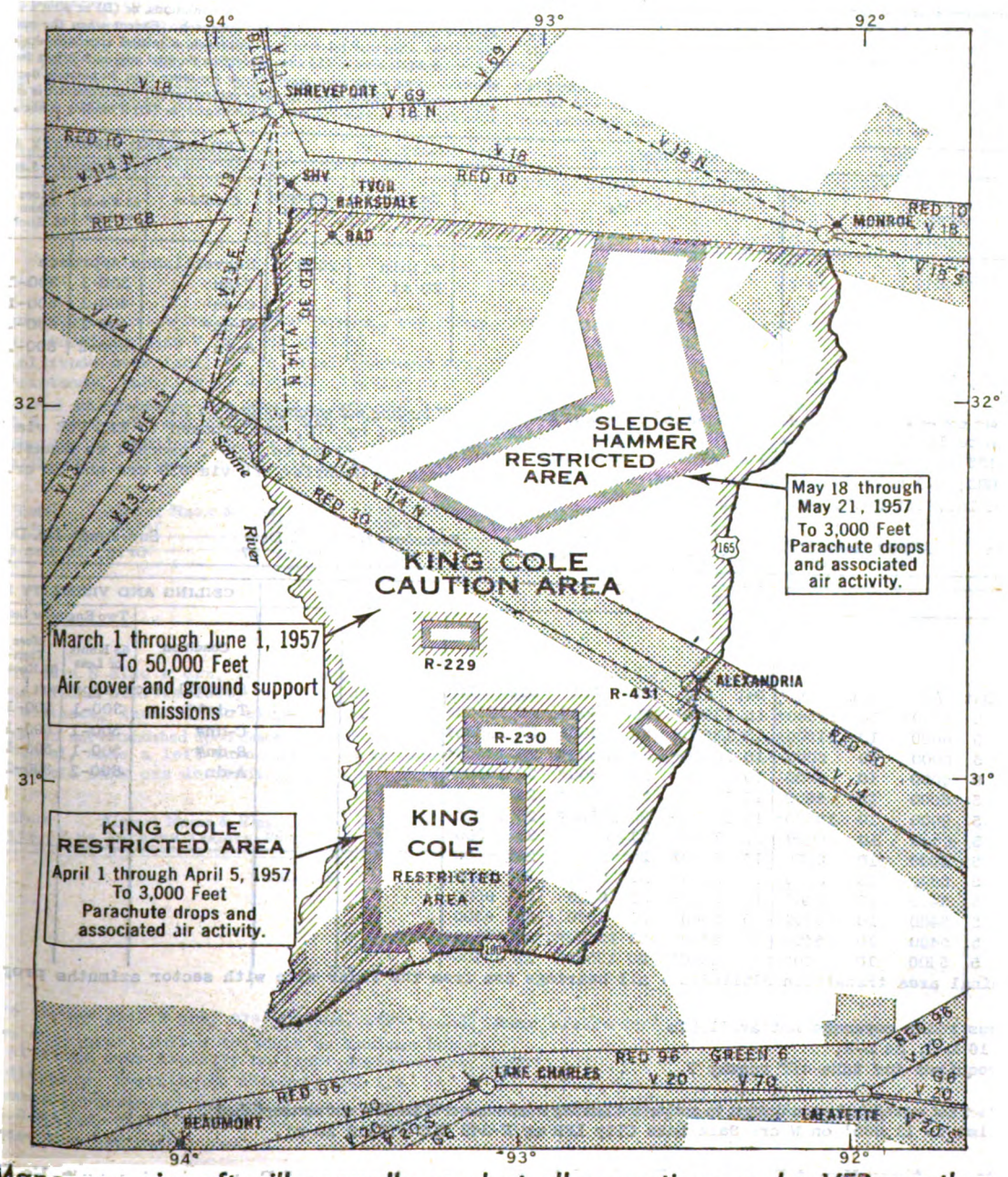
SPECIAL NOTICE

LOUISIANA

KING COLE-SLEDGE HAMMER

REVISED

During March 1 through June 1, 1957 the US Army and the USAF will conduct maneuvers in the depicted areas. Restrictions to non-maneuver aircraft are noted for each area. Clearance through Restricted Areas may be obtained through CAA ATCS, from "Maneuver Director" Camp Polk, La.



Maneuver aircraft will normally conduct all operations under VFR weather.

MARCH 7, 1957

Recommended ACC/ASP

Published by
Coast & Geodetic Survey
U. S. DEPARTMENT OF COMMERCE

(19 Mar 1957)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

CHICAGO, ILL., MIDWAY AIRPORT: Comb. ILS-ADF, Proceed. #1, Amend. 13, dated 23 Mar 57, correct facility class and ident on last line of panel 1 to: "ILS-IMDW, LOM-MD."

GRAND MARAIS, MICH., GRAND MARAIS AIRPORT: LFR, Proceed. #1, Amend. 5, dated 2 Mar 57, correct straight-in runway to "14" in lieu of "13"; correct outbound and inbound courses to "292-112" in lieu of "291-111"; insert airport elevation - "838".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
All directions		within 20 mi	2500	Surveillance Approach			
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Runways 14R, 14L, 18, 22, 27, 9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ make immediate left turn, climb to 2500' or higher altituded specified by ATC, and proceed to EEL VOR via R-030
→ ORD and R-135 EEL, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to Evanston Int**
→ via R-075 ORD; (2) make immediate left turn, climb to 2500' proceed to Glenview LFR via 030 crs and SE crs NBU LFR.
→ ** Evanston Int: Int R-075 ORD & R-135 EEL

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	O'Hare International 666'	O'Hare Radar	1, Amdt 1, 27 Apr 57	Orig, 15 Dec 56

TRANSITION										CEILING AND VISIBILITY MINIMUMS			
											Two Engine or Less		
From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
360	110	5	8000*	10	11500*	15	13500*	20	13500*	Surveillance approach			
110	120	5	6000	10	11500*	15	13500*	20	13500*	T-dn**	300-1	300-1	200-½
120	150	5	6000	10	6000	15	13500*	20	13500*	C-dn#	500-1	600-1	600-1½
150	175	5	6000	10	6000	15	7500	20	12500*	S-dn#	500-1	500-1	500-1
175	180	5	6000	10	6000	15	12500*	20	12500*	A-dn	800-2	800-2	800-2
180	250	5	6000	10	10500*	15	12500*	20	12500*				
250	276	5	6000	10	6000	15	7000	20	8000				
276	280	5	6000	10	6000	15	8500*	20	8500				
280	300	5	5400	10	6000	15	8500*	20	8500				
300	316	5	5400	10	5400	15	8500*	20	8500				
316	335	5	5400	10	5400	15	5400	20	6500				
335	340	5	5400	10	5400	15	5400	20	13500*				
340	360	5	5400	10	5400	15	13500*	20	13500*				

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

* Continuous radar coverage not available
→ # Runways 16 L-R, 34 L-R,
** 500-2 required for take-off runway 7.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ turn W, climb to 11,000' on W crs Salt Lake City LFR or R-248 SLC within 20 mi.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salt Lake City, Utah	Salt Lake City 4222'	Salt Lake City Radar	1, Amdt 1, 27 Apr 57	Orig, 12 Nov 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Alexandria VOR	AXN-LFR	Direct	2600'	T-dn	300-1	300-1	200-½
				C-d →	600-1½	600-2	600-2
				C-n	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side N crs, 006 Outbnd, 186 Inbnd, 2600' within 10 miles.
Minimum Altitude over facility on final approach crs, 2100'.
Crs and distance, facility to airport, 186-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 2600' on S crs (186 degrees) within 10 miles.
CAUTION: Tank 1585' MSL located to left of crs after passing low cone: Radio tower 1573' located 1½ miles SW of LFR. Radio tower 1555' MSL located 1 mile east of airport.
NOTE: This procedure not approved for ADF approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Alexandria, Minn.	Municipal Airport 1425'	BMLZ AXN	1, Amdt 7 6 Apr 57	6 27 Aug 55

BKE-VOR	BKE-LFR	Direct	7000	T-d	1000-1	1000-1
				T-n	1000-2	1000-2
				C-d	1700-1	1700-1
				C-n	1700-2	1700-2
				A-dn	1700-2	1700-2

Procedure turn *E side NW crs, 300 Outbnd, 120 Inbnd, 7000' within 9 mi. NA beyond 9 mi.
*CAUTION: 8000' terrain 7 mi W of NW crs.
Minimum Altitude over facility on final approach crs, 5100'
Crs and distance, facility to airport, 111-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0, turn left and climb to 9000' on NW crs within 13 mi of BKE-LFR.
NOTE: Shuttle to 8000' on SE crs within 10 mi of BKE-LFR. All turns on E side of crs.
AIR CARRIER NOTE: Sliding scale not applicable at night.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Baker, Ore	Baker 3368'	SBRAZ BKE	1, Amdt 6 20 Mar 57	5, 3 Sept 55

CHW VOR	CHW-LFR	004-8.3	2500	T-dn	300-1	300-1	200-½
				C-d	1000-2	1000-2	1000-2
				C-n	1500-2	1500-2	1500-2
				A-dn	1500-2	1500-2	1500-2

→ Procedure turn N side W crs, 280 Outbnd, 100 Inbnd, 3000' within 10 mi. (Nonstandard to avoid traffic on V-4)
→ Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 112-9.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.0 mi, make a left turn and climb to 3000' on W crs within 20 mi.
→ NOTE: Shuttle on W crs descending to 3000' within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston, W Va	Kanawha County 981'	SBRAZ CHW	1, Amdt 5, 27 Apr 57	4, 1 Apr 54

→ CUS VOR	CUS-LFR	Direct	6000	T-d	1000-2	1000-2	
				T-n	1000-3	1000-3	
				C-d	1000-2	1000-2	
				C-n	1000-3	1000-3	
				A-d	1500-2	1500-2	
				A-n	1500-3	1500-3	

→ Procedure turn N side E crs, 078° Outbnd, 258° Inbnd, 6000' within 10 miles. NA beyond 10 mi.
→ Procedure turn area limited to south by Mexican border.
→ Minimum Altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 262-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 miles, climb to 9000' on W crs within 20 miles
→ Air carrier use not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, N Mex	Intermediate Fld 4024'	SBMRAZ CUS	1, Amdt 1, 27 Apr 57	Orig. 19 Jan 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Dacona FM *	DEN-LFR	Direct	6300	T-dn	300-1	300-1	200-½
Henderson FM *	DEN-LFR	Direct	6300	C-dn	400-1	500-1	500-1½
Franktown FM (Northbound only)	DEN-LFR	Direct	#7000	A-dn	800-2	800-2	800-2

* If contact not established at range sta, climb to 8900' on S crs within 20 mi.
\# Descent below 8900' not authorized until 3 mi N of Franktown FM due to 6715' MSL terrain 5.2 NW of Franktown.

Procedure turn E side S crs, 155 Outbnd, 335 Inbnd, 7000' within 10 mi of Englewood FM (NA beyond 10 mi due to terrain to S)
Minimum Altitude over facility on final approach crs, 7000' (over Englewood FM)
→ Crs and distance, facility to airport, 335-5.3 (from Englewood FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.3 mi from Englewood FM, climb to 6500' on N crs within 15 mi.
Alternate Missed Approach Procedure when directed by ATC: Climb to 6600' on E crs DEN LFR within 20 mi.
SHUTTLE: On N crs within 20 mi or as directed by ATC, on S crs LFR between range and Englewood FM, or on E crs LFR.
CAUTION: 5911' MSL radio tower 4.5 mi E-SE of airport.
→ CAUTION: Standard clearance not provided on Franktown FM transition or on procedure turn buffer area.

★ City and State: Denver, Colo — Airport Name & Elev.: Stapleton Airfield 5325' — Fac. Class & Ident.: SBMRAZ DEN — Procedure No. & Eff. Date: 2 Amdt 10, 20 Mar 57 — Sup. Amdt. No. Dated: 9, 15 May 54

Wadsworth FM	RNO-LFR	Direct	9000	T-dn	1000-3	1000-3	1000-3
Reno VOR	RNO-LFR	Direct	9000	C-dn	1500-3	1500-3	1500-3
Faro Int (W crs RNO LFR & 353 brng to Stead AFB "H"	RNO-LFR	Direct	9000	A-dn	2000-3	1500-3	1500-3
→ Bingo Int	RNO-LFR (Final)	Direct	6800				

→ Procedure turn E side N crs, 342 Outbnd, 162 Inbnd, 8000' within 9 mi. NA beyond 9 mi. (Nonstd. due to terrain).
Crs and distance, facility to airport, 162-2.3
Minimum Altitude over facility on final approach crs, *6800'
*After passing Black Jack Int on final descent to cross RNO LFR at 6000' authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make immediate right turn and climb to 9000' on N crs within 15 miles
SHUTTLE: N crs to 10,000' within 20 miles or in the Bingo Holding Pattern to 9500'

★ City and State: Reno, Nev — Airport Name & Elev.: Municipal 4411' — Fac. Class & Ident.: SBRAZ RNO — Procedure No. & Eff. Date: 2, Amdt 2, 20 Mar 57 — Sup. Amdt. No. Dated: 1, 24 Mar 56

Wadsworth FM	RNO-LFR	Direct	9000	T-dn	1000-2	1000-2	1000-2
Reno VOR	RNO-LFR	Direct	9000	C-dn	2000-3	2000-3	2000-3
Int W crs RNO LFR & 353 brng to Stead AFB "H" (Faro Int)	RNO-LFR	Direct	9000	A-dn	2500-3	2500-3	2500-3

→ Procedure turn E side N crs, 342 Outbnd, 162 Inbnd, 8000' within 9 mi. NA beyond 9 mi. (Nonstd. due to terrain).
Minimum Altitude over facility on final approach crs, 6800'
Crs and distance, facility to airport, 162-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make immediate right turn and climb to 9000' on N crs within 15 miles
SHUTTLE: N crs to 10,000' within 20 miles

★ City and State: Reno, Nev — Airport Name & Elev.: Municipal 4411' — Fac. Class & Ident.: SBRAZ RNO — Procedure No. & Eff. Date: 1, Amdt 8, 20 Mar 57 — Sup. Amdt. No. Dated: 4 30 July 55

Ellensburg VOR	ELN-LFR	Direct	5500	T-dn	500-1	500-1	500-1
				C-dn	1500-1	1500-1	1500-1½
				A-dn	1500-3	1500-3	1500-3

Procedure turn S side E crs, 049 Outbnd, 229 Inbnd, 5500 within 10 mi. NA beyond 10 mi. (non-standard for more favorable terrain.
Minimum Altitude over facility on final approach crs, 4000'
Crs and distance, facility to airport, 279-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.6 mi, turn left, climb on E crs Ellensburg LFR to 5500' within 10 mi.
CAUTION: High terrain all quadrants; 4000' hills 10 mi, NE Ellensburg LFR.
NOTE: Standard criteria not followed for missed approach distance.

★ City and State: Ellensburg, Wash — Airport Name & Elev.: Bowers Field 1766' — Fac. Class & Ident.: SBMRAZ ELN — Procedure No. & Eff. Date: 1, Amdt 8 20 Mar 57 — Sup. Amdt. No. Dated: 7 12 Mar 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Ardmore RBn	Ardmore VOR	Direct	2200	T-dn	300-1	-	-
				C-dn	400-1	-	-
				A-dn	800-2	-	-

Procedure turn E side of crs, 181 Outbnd, 001 Inbnd, 2200' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 001-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi, climb to 2700' on R-001 within 20 mi.
CAUTION: 1669' tower 5 mi N of airport.
Air carrier use not authorized.

★City and State: Ardmore, Okla | Airport Name & Elev.: Municipal 875' | Fac. Class & Ident.: BVOR ADM | Procedure No. & Eff. Date: 1, Orig., 20 Apr 57 | Sup. Amdt. No. Dated: None

Garden City LFR	GCK-VOR	Direct	4300	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-2
				S-8-12-d	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 288 Outbnd, 108 Inbnd, 4300' within 10 mi.
Minimum Altitude over facility on final approach crs, 3800'
→ Crs and distance, facility to airport, 108-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.6 mi, climb to 4000' on R-108 within 20 mi. N-S runway lighted only.

★City and State: Garden City, Kans | Airport Name & Elev.: New Garden City 2895' | Fac. Class & Ident.: BVOR GCK | Procedure No. & Eff. Date: 1, Amdt 5, 20 Mar 57 | Sup. Amdt. No. Dated: 4, 18 Oct 53

→ Columbus LFR	CUS-VOR	Direct	6000	T-d	1000-2	1000-2
				T-n	1000-3	1000-3
				C-d	1000-2	1000-2
				C-n	1000-3	1000-3
				A-d	1500-2	1500-2
				A-n	1500-3	1500-3

→ Procedure turn N side of crs, 084 Outbnd, 264 Inbnd, 6000' within 10 mi. NA beyond 10 mi. Procedure turn area
→ limited to South by Mexican border.
Minimum Altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 264-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi, climb to 9000' on R-264 within 20 mi.
→ Air carrier use not authorized.

★City and State: Columbus, N.M. | Airport Name & Elev.: Columbus Int Fld 4024' | Fac. Class & Ident.: BVOR CUS | Procedure No. & Eff. Date: 1, Amdt 3, 27 Apr 57 | Sup. Amdt. No. Dated: 2, 27 May 54

EUG-LFR	EUG-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Cottage Grove FM	EUG-VOR	Direct	3700	C-dn	500-1	500-1½	600-1½
Int N crs EUG-LFR & R-338 EUG	EUG-VOR	Direct	2000	S-dn-RY16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 338 Outbnd, 158 Inbnd, 2000' within 10 mi. NA beyond 10 mi. (nonstandard due to terrain)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 158-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 mi, turn right and climb to 2000' on R-355 within 10 mi.

★City and State: Eugene, Ore | Airport Name & Elev.: Mahlon Sweet 365' | Fac. Class & Ident.: BVOR EUG | Procedure No. & Eff. Date: 1, Amdt 4 14 Apr 57 | Sup. Amdt. No. Dated: 3 13 Apr 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Int R-236 LCH & SE crs. ILS (Final)	Groves Int	Direct	900	T-dn	300-1	300-1	200-½
→ BUJ VOR	Groves Int	Direct	1400	C-dn	400-1	500-1	500-1½
→ ILS LOM	Groves Int	Direct	1400	S-dn-29	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn E side SE crs ILS 113 Outbnd, 293 Inbnd, 1400' within 5 mi. of Groves Int
→ No glide slope. 900' over Groves Int. Brng. & dist. to Rwy. 29 - 293°, 3.2 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.2 mi. after passing Groves Int, climb to 1400' on NW crs BUJ ILS within 20 mi.,
or when directed by ATC turn left and climb to 1600' on R-247 BUJ within 20 mi.
→ NOTE: Groves Int: SE crs ILS & R-080 BUJ.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Beaumont, Tex.	Jefferson County 15'	ILS-IBUJ	2, Amdt 1 27 Apr 57	Orig. 26 Jan 57

Int NE crs ILS & brng 254 to CHW LFR	LOM	Direct	2500	T-dn	300-1	300-1	200-½
CHW LFR	LOM	Direct	2500	C-dn	600-1	600-1	600-1½
CHW VOR	LOM	Direct	2500	S-dn-23 ILS	500-1	500-1	500-1
Gay Int	LOM	Direct	2500	ADF	600-1	600-1	600-1
Walnut Grove Int	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Ivydale Int	LOM	Direct	2500				

Procedure turn N side NE crs, 050 outbnd, 230 inbnd, 2300 within 10 miles
No Glide Slope, minimum altitude over LOM inbnd final 1800
Distance to approach end of rny at LOM 4.3, at LMM 0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ 4.3 mi after passing LOM (ADF), climb to 3000' proceeding to Charleston LFR or when directed by ATC climb to 2500' proceeding to CHW VOR.
NOTE: Provisions for use with inoperative components are not applicable to this procedure.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Charleston, W Va	Kanawha Co. 981'	ILS-CHW, LOM-CH	1, Amdt 8, 27 Apr 57 Comb. ILS-ADF	7 2 Mar 57

Evanston Int*	LOM	direct	2500	T-dn	300-1	300-1	200-½
Glenview LFR	LOM	direct	2500	C-dn	400-1	500-1	500-1½
→ Dundee Int via crs 056(ILS only)	NW crs ILS (Final)	direct	2500	S-dn-14 ILS	300-¾	300-¾	300-¾
Int E crs RFD LFR & NW crs ILS (ILS only)	LOM (Final)	direct	2500	ADF	400-1	400-1	400-1
→ Int R-338 API & NW crs ILS	LOM (Final)	direct	2500	A-dn ILS	600-2	600-2	600-2
Midway LOM	LOM	direct	2500	ADF	800-2	800-2	800-2
→ Int R-270 EEL & NW crs ILS (ILS only)	LOM (Final)	direct	2500				
→ O'Hare VOR	LOM	direct	2500				
→ Wheeling VOR	LOM	direct	2500				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach crs at least 3.0 mi from LOM. Refer to Radar procedures for O'Hare if sector altitude information desired.
*Evanston Int: Int R-075 ORD and R-135 EEL.
Procedure turn W side of NW crs, 318 Outbnd, 138 Inbnd, 2500 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2500 ILS, inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of rny at OM 2503-5.5, at MM 899-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.5 mi after passing LOM (ADF) make immediate left turn, climb to 2500' or higher altitude specified
→ by ATC and proceed to EEL VOR via R-030 ORD VOR and R-135 EEL VOR, or if directed by ATC: (1) make immediate
→ left turn, climb to 3500', proceed to *Evanston Int via R-075 ORD VOR. (2) make immediate left turn, climb to
→ 2500', proceed to NBU LFR via 030° crs and SE crs NBU LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chicago, Ill	O'Hare International 657'	ILS-IORD, LOM-OR	1, Amdt 4 27 Apr 1957 Comb ILS-ADF	3 7 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int EVV R-062 & 254 Brg to LOM	LOM	direct	1800	**T-dn	300-1	300-1	200-½
Int EVV R-077 & 284 Brg to LOM	LOM	direct	2000	C-d	600-1	600-1	600-1½
Int EVV R-030 & 190 Brg to LOM	LOM	direct	1800	C-n	600-2	600-2	600-2
EVV-VOR	LOM	direct	2000	S-dn-21 *ILS	400-1	400-1	400-1
				S-d-21 ADF	500-1	500-1	500-1
				S-n-21 ADF	500-1½	500-1½	500-1½
				A-dn #ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

**300-1 on rny 9-27.
*500-1 required with glide slope inoperative. Inoperative ILS components provisions regarding approach lights not applicable.
#All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.
Procedure turn N side NE crs, 035 Outbnd, 215 Inbnd, 1800 within 10 miles
Minimum Altitude at G.S. int inbnd, 1800 ILS, 1300 ADF
Altitude of G.S. and distance to approach end of rny at OM 1704-3.9, at MM 631-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles after passing LOM, make left climbing turn, climb to 2000' on 180 crs from LMM (or airport) to R-80, proceed to EVV-VOR on R-80. If further instructions not received, hold SW of VOR at 2000'. When directed by ATC: (1) Make climbing right turn, climb to 2000' on 300° crs from LMM (or airport) until intercepting R-355, then proceed N on R-355 for 2 minutes. If no further instructions given, return to VOR on R-355 at 2000' and hold.
AIR CARRIER NOTE: Sliding scale authorized only on rny 3-21 and 18-36.
CAUTION: Radio tower 975' MSL 3.6 miles SW of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Evansville, Ind	Dress Memorial 389'	ILS-EVV, LOM-EV	1, Amdt 5	4, 21	20 Mar 57 Jul 56

Comb. ILS & ADF

				T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
Alaska FM	LOM	direct	2200	C-n	400-1½	500-1½	500-1½
Int SW crs GRR LFR & S crs ILS	LOM	direct	2200	S-dn-36-R			
Wayland Int	LOM	direct	2200	ILS	300-¾	300-¾	300-¾
GRR LFR	LOM	direct	2200	ADF	400-1	400-1	400-1
Int NW crs GRR LFR & N crs ILS	LOM	direct	2200	A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 176 Outbnd, 356 Inbnd, 2200 within 10 miles
Minimum Altitude at G.S. int inbnd, 2200 ILS, inbnd final 1700 ADF
Altitude of G.S. and distance to approach end of rny at OM 2162-4.9, at MM 913-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles after passing LOM (ADF) climb to 2200 on N crs ILS (356) within 20 miles, or when directed by ATC: (1) make right climbing turn, climb to 2200 on SE crs GRR-LFR to Alaska FM. (2) make left climbing turn proceed on NW crs of GRR LFR to 1900' within 20 miles.
NOTE: No approach lights. 200-½ authorized for take-off on runways 18-L and 36-R only.
CAUTION: 930' MSL tower 2.0 mi S of airport on ILS crs. 1820' MSL Tower 10 mi NNE of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Grand Rapids, Mich	Kent County 692'	ILS-IGRR, LOM-GR	1, Amdt 3, 20 Mar 57	2, 23	Apr 55

Comb ILS-ADF

New Brunswick Int via crs 076°	ILS crs (Final)	Direct	1500	#T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-4 *ILS	200-½	200-½	200-½
Colts Neck VOR via R-352	ILS crs (Final)	Direct	1500	ADF	600-1	600-1	600-1
Flatbush Rbn	LOM	Direct	1500	A-dn ILS	600-2	600-2	600-2
Newark LFR	LOM	Direct	1500	ADF	800-2	800-2	800-2
Chatham Rbn	LOM	Direct	2000				
Radar transition altitudes S quadrant Newark LFR	Radar site	within 15 mi	1500				
Northeast sector from 058 to 090	Radar Site	within 20 mi	2500				
All other sectors	Radar Site	within 20 mi	2000				

Runway 4 only: Runway Visual Range 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.
* Runway 4 only: 200-½ or runway visual range of 2600' - provided approaches conducted on the basis of reported runway visual range shall be governed by the following:
(1) All components of approach lights and high intensity runway lights shall be in normal operation
(2) Descent below the authorized landing minimum altitude of 218' shall not be made unless
(a) Visual contact with the approach lights has been established or
(b) The aircraft is clear of clouds. 600-1 required with glide slope inoperative.
Procedure turn W side SW crs, 217 Outbnd, 037 Inbnd, 1500' within 10 mi. (Nonstd. due to ATC)
Minimum altitude at glide slope int inbnd: 1500' ILS. Min. alt. over LOM inbnd final - 1000' ADF.
Alt. of glide slope & distance to approach end of rny at OM 1525-4.9; at MM 250-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, climb to 1000' on 037 crs from LOM, then make left climbing turn to 3000' direct to Patterson RBn, or when directed by ATC, make climbing left turn to 2000' direct to Chatham RBn.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
Newark, N J	Newark 18'	ILS-EWR, LOM-EW	1, Amdt 11	10	7 Apr 57 6 Apr 57

Comb. ILS-ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
MKE-VOR	Lake Park Int*	Direct	2700	T-dn	300-1	300-1	200-½
MKE-LFR	Lake Park Int*	Direct	2700	C-dn	600-1	600-1	600-1½
MKE-LOM	Lake Park Int*	Direct	2700	S-dn-19	400-1	400-1	400-1
Cardinal Int	Lake Park Int*	Direct	2700	A-dn	800-2	800-2	800-2
Cardinal Int	Lake Park Int* (Final)	Direct	2200				
Lake Park Int*	Harbor Int**	Direct	2300				
Lake Park Int*	Harbor Int** (Final)	Direct	1800				

Radar transition to final approach authorized. Aircraft may be released for final approach without procedure turn at Lake Park Int* Refer to Radar procedure for Milwaukee, Wis., if detailed sector altitudes desired.

Procedure turn W side N crs, 006 Outbnd, 186 Inbnd, 2700' within 10 mi of *Lake Park Int.
→ No glide slope. Min alt over Lake Park Int* on final app- 2200. Final after leaving Lake Park Int* to Harbor Int**-
→ 1800. Brng & dist Lake Park Int* to Harbor Int**, 186-3.0
No markers. Brng. & dist: Lake Park Int* to Rny 19, 186-7.0; Harbor Int** to Rny 19, 186-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 2000' on localizer crs to MKE LOM or when directed by ARTC:
(1) Make left climbing turn to 2000' & proceed to Sun Fish Int, via V30.
*Lake Park Int: Int MKE-VOR R-096 & N crs ILS.
**Harbor Int: Int MKE-VOR R-105 & N crs ILS.
NOTE: Procedure authorized only when aircraft equipped to receive ILS & VOR simultaneously.
CAUTION: 787' power line ½ mi N of Rwy-19.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Milwaukee, Wis.	General Mitchell 698'	ILS-MKE	2, Amdt 2, 15 Mar 57	Amdt 1, 14 Mar 57

RDU LOM	Leesville Int	Direct	2000	T-dn	300-1	300-1	300-1
RDU LFR	Leesville Int	Direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs. 049 outbnd, 229 inbnd, 1500' within 10 mi of Leesville Int.
No glide slope - altitude over Leesville Int on final approach crs, 1000'
Brng & distance, Leesville Int to approach end Runwy 23, 229-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi of Leesville Int, climb to 2000' on SW crs ILS (229) within 20 mi. When directed by ATC, turn right, climb to 2000' on NW crs RDU LFR (308), or on R-303 RDU, within 20 mi.
This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Raleigh, N.C.	Raleigh-Durham 435	ILS-IRDU BVOR-RDU	2 Orig 20 Apr 57	none

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Evanston Int*	LOM	direct	2500	T-dn	300-1	300-1	200-½
Glenview LFR	LOM	direct	2500	C-d	400-1	500-1	500-1½
→ Dundee Int	LOM	direct	2500	C-n	400-1½	500-1½	500-1½
				S-dn 14R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
Midway LOM	LOM	direct	2500				
→ Wheeling VOR	LOM	direct	2500				
→ O'Hare VOR	LOM	direct	2500				

→ * Evanston Int: Int R-075 ORD & R-135 EEL
→ Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach at least 3.0 mi from LOM. Refer to O'Hare Radar procedures if sector altitude information is desired.

Procedure turn W side NW crs, 330 Outbnd, 150 Inbnd, 2500 within 10 mi(
Minimum altitude over facility on final approach course 2000'
Course and distance, facility to airport, 150, 5.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.3 mi, make left turn, climb to 2500' or higher altitude specified by ATC and proceed to Wheeling VOR,
→ via R-030 O'Hare VOR and R-135 Wheeling VOR; or if directed by ATC: (1) make immediate left turn, climb to 3500',
→ proceeding to Evanston Int* via R-075 O'Hare VOR; (2) make immediate left turn, climb to 2500', proceed to
→ Glenview LFR via crs 030 and SE crs Glenview LFR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill.	O'Hare Int'l 666'	LOM - OR	2, Amdt 1, 27 Apr 57	Orig., 26 Jan 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Ardmore VOR	Ardmore RBn	Direct	2200	T-dn	300-1	-	-
				C-dn	800-1	-	-
				A-dn	800-2	-	-

Procedure turn S side of crs, 256 Outbnd, 076 Inbnd, 2200' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs. 1700'
Crs and distance, facility to airport - facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles climb to 2700' on crs 076 within 20 mi
Air carrier use not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ardmore, Okla	Municipal 875'	BMH ADM	1, Orig., 20 Apr 57	None

Litchfield VOR	JXN-RBn	Direct	2300	T-dn	300-1	300-1	200-½
Manchester Int	JXN-RBn	Direct	2300	C-dn	#400-1	500-1	500-1½
Int SE crs LAN LFR & 210 Brg to JXN-RBn	JXN-RBn	Direct	2300	S-dn-13	#400-1	#400-1	#400-1
				A-dn	800-2	800-2	800-2
Int W crs RML LFR & 030 Brg to JXN-RBn	JXN-RBn	Direct	2300				
Leslie Int	JXN-RBn	Direct	2300				

If Int * not received or aircraft not equipped to receive VOR maintain 1500' to BMH & 500' circling minimums apply.
Procedure turn W side of crs, 315 Outbnd, 135 Inbnd, 2300' within 10 mi of Int*
Minimum Altitude over Int* on final approach crs, 1500'
Crs and distance, Int* to airport, 135-3.9
* Int Brng 135 to JXN-RBn & R-037 LFD
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi (of Int*) climb to 2300' on crs of 135 within 10 mi, return to JXN-BMH.
CAUTION: Radio tower 1330' MSL 2.0 mi SE of BMH.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jackson, Mich	Reynolds 1000'	BMH JXN	1, Amdt 8, 20 Mar 57	7, 10 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→Evanston Int*	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
→Dundee Int	ORD-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
Midway LOM	ORD-VOR	Direct	2000	S-dn-18	500-1	500-1	500-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if information on sector altitudes is desired.
→ *Evanston Int: Int R-075 ORD and R-135 EEL.
Procedure turn W side of crs, 004 Outbnd, 184 Inbnd, 2200' within 10 mi
Minimum Altitude over Int on final approach crs (Int R-004 ORD & SW crs NBU or radar fix),1700';
Brng & distance, 184-7.0
Crs and distance, breakoff point to app end rny 18, 178-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 mi,
→ make immediate left turn, climb to 2500' or higher altitude specified by ATC and proceed to Wheeling VOR via
→ R-030 ORD and R-135 EEL, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to
→ Evanston Int* via R-075 ORD; (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs
→ and SE crs Glenview LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	O'Hare Int'l 666'	VOR ORD	Ter.VOR-18, Amdt 1, 27 Apr 57	Orig, 22 Dec 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Evanston Int*	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
→ Dundee Int	ORD-VOR	Direct	2500	C-dn	600-1	600-1	600-1½
→ Midway LOM	ORD-VOR	Direct	2000	S-dn-22	600-1	600-1	600-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.

→ *Evanston Int: Int R-075 ORD and R-135 EEL
Procedure turn N side of crs, 032 Outbnd, 212 Inbnd, 2000' within 10 mi
Minimum Altitude over Int. on final approach crs, (Int R-212 ORD and R-346 MDW)- 1500'; Brng and distance, 212-5.0
Crs and distance, breakoff point to app end of rny 22, 217-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 mi, make immediate left turn, climb to 2500' or higher altitude if specified by ATC and proceed to
→ Wheeling VOR via R-030 ORD and R-135 EEL, or if directed by ATC: (1) make immediate left turn, climb to 3500',
→ proceed to Evanston Int* via R-075 ORD, (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via
→ 030 crs and SE crs Glenview LFR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	O'Hare Int'l 666'	VOR ORD	TerVOR-22, Amdt 1, 27 Apr 57	Orig, 22 Dec 56

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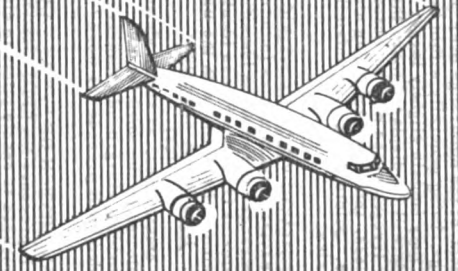
AIRMAN'S GUIDE



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VOL. 12, NO. 2 **APRIL 2, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

TEMPORARY CONTROL AREA EXTENSION: Effective 0001 CST, April 1, 1957 to 2400 CST April 5, 1957, unless otherwise advised the following control area extension is amended as follows:

LAKE CHARLES, LA. Control Area Extension is amended to read: "All that airspace within a 40-mile radius of the Lake Charles, La., rdo rng stn excluding the portion which overlaps the Houston (Beaumont-Palacios-Houston) Control area extension, and excluding the portion below 3000 ft. MSL which overlaps the temporary King Cole Restricted Area".

NOTE: At the end of this period (April 1 - 5, 1957), Lake Charles, La. Control Area Extension as designated prior to this temporary amendment shall again become effective.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

TROY, ILLINOIS VOR SHUTDOWN: Until approximately April 15, 1957, the Troy, Illinois VOR will be shut down for modernization. During the interim period, the following MEA's can be utilized:

When route of flight includes changing to any airway with a higher MEA, flight will be cleared to higher MEA prior to crossing intersection so that intersection will be received to enable pilot to make turn.

Airways, alternate airways and intersections formed by the shutdown VOR will not be utilized except where noted to clear aircraft.

Air carriers should check to determine need to request any direct routes using combination facilities if they desire lower altitudes or require added transitions to approach procedures.

FROM	TO	MEA
VOR Civil Airway V4		
St. Louis, Mo. VOR	Int R100 STL and R235 VLA (Troy Int Temp)	2100
Int R100 STL and R235 VLA (Troy Int Temp)	Centralia, Ill. VOR	2000
VOR Civil Airway V72		
Int R100 STL and R235 VLA (Troy Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V12, V14		
St. Louis, Mo. VOR	*Int R072 STL and R187 SPI (Prairie Int Temp)	2000
*MRA 4000' (Flag)		
Int R072 STL and R187 SPI (Prairie Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V69		
Springfield, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	3000
*MRA 3000'		
Int R187 SPI and R269 VLA (Gillespie Int Temp)	*Int R187 SPI and R072 STL (Prairie Int Temp)	4000
*MRA 4000' (Flag)		
VOR Civil Airway V191		
St. Louis, Mo. VOR	*Int R165 STL and R276 ENL (Meramec Int Temp)	2000
*MRA 4000' (Flag)		
Int R165 STL and R276 ENL (Meramec Int Temp)	*Crystal City, Mo. Int	2500
*MRA 3000' (Flag)		
DIRECT ROUTES		
Vandalia, Ill., VOR	Roberts, Ill. VOR	4000
St. Louis, Mo. LFR	Int R186 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	2100
Int R187 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	Int R265 SCT and R191 HUF (Carlisle Int Temp)	3100
Int R265 SCT and R191 HUF (Carlisle Int Temp)	Scotland, Ind. VOR	2000
St. Louis, Mo. VOR	Scotland, Ind. VOR	6000
VOR Civil Airway V186		
Vandalia, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	2000
*MRA 3000' (Flag)		

FCC AIRCRAFT RADIO STATION LICENCES: The Federal Communications Commission calls attention to the fact that all radio transmitters used aboard civil aircraft must be licenced by the FCC and that the station licence must be carried aboard the aircraft at all times. Application for renewal of expiring or expired licences should be submitted on FCC Form 404. Copies of this form may be obtained from the FCC, Washington 25, D. C., or from any FCC field office.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(d) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

FLIGHT ADVISORY AREA - SPOKANE RAPCON CENTER: Effective April 22, 1957, the Flight Advisory Area for the Spokane RAPCON Center will be as follows:

From a point 49°N 115°W southward to a point on Green 2, 25 miles E of Mullan Pass; thence S to 46°N 115°W; thence W to 46°N 117°30'W; thence NW to a point on the eastern boundary of Red 53, 25 miles NE of Walla Walla MF Radio Range; thence to a point on the W boundary of Victor 112, 25 miles NE of Lamar Intsxn; thence SW to the southeastern corner of Prohibited Area P-246; thence W and northwesterly along the southern and southwestern boundaries of Prohibited Area P-246; thence along the western boundary of Prohibited Area P-246 and the eastern boundary of Restricted Area R-247 to the northeastern corner of Restricted Area R-247; thence to a point on Green 2 and Victor 2, 25 miles E of the Ellensburg MF Range; thence N to 49°N 120°W; thence E along 49°N to point of beginning.

Also, note that the voice call is changed to Spokane center or Spokane approach control, whichever is applicable.

JACKSONVILLE CENTER-TAMPA RAPCON CONTROL AREA AND FLIGHT ADVISORY BOUNDARY REVISION: Effective 0001E, April 11, 1957, revise the Jacksonville Center-Tampa RAPCON Control Area and Flight Advisory boundaries from point of existing TPA-JAX bndry at 28-28N, 82-00W; northward along the 82-00W meridian to 29-42N, 82-00W; thence westward direct to 29-42N, 82-04W; thence northward direct to 29-56N, 82-04W; thence westward direct to 29-56N, 82-40.50W; thence southerly along the 82-40.50W meridian to the junction with V159 thence in accordance with the presently defined Tampa Area.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10 dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outer marker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 98 - Radiated Test Signal. New York (LaGuardia): Correct frequency to read: 111.0 mc.

(2) Page 100 - (Airborne). Evansville, Ind. (Dress Memorial): Correct VOR rcvr check point to read: 057°.

✓ ADMISSION OF LIMITED AND RESTRICTED CATEGORY AIRCRAFT INTO CANADA: "Limited" and "Restricted" category aircraft will be admitted into Canada for periods up to thirty days provided they are used for private purposes or as executive transport aircraft only. In no case are passengers other than those included in the above classification to be carried, nor is the transportation of goods or freight to be allowed.

✓ ATLANTA AND WASHINGTON CENTERS BOUNDARY CHANGES: Effective 0001EST March 21, 1957 the Atlanta and Washington Centers boundaries are amended as follows: Beginning at the present boundary crossing VOR civil arwy No. 128 and Red civil arwy No. 34, 25 miles NW of the Pulaski, Va. LF rng stn thence direct to cross VOR civil arwy No. 37, VOR civil arwy No. 261, VOR civil arwy No. 16, Green civil arwy No. 5 and VOR civil arwy No. 136 on an arc 20 miles N and E of the Pulaski, Va. VOR stn thence direct to cross VOR civil arwy No. 103, Red civil arwy No. 77 and VOR civil arwy No. 143 on an arc 45 miles N of the Greensboro, N.C. VOR stn thence direct to the present bndry at 36-29-30N and 79-26-30W.

✓ RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective May 9, 1957:

(Part 608 - Restricted Area - Amendment 194)

In Section 608.48, the Myrtle Beach, South Carolina, area (R-515) is added to read: "Description by Georgraphical Coordinates: Beginning at lat 33-44-30, long. 79-05-15; thence to lat 33-55-00, long. 79-17-30; thence to lat 33-49-20, long. 79-26-30; thence to lat 33-38-30, long. 79-16-00; thence to point of beginning. Designated Altitudes: Surface to Unlimited. Time of Designation: Continuous. Controlling Agency: Myrtle Beach, AFB, South Carolina."

✓ NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 39. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

AKB	Auke Bay, Alaska (Change from AUK)
AKU	Alakanuk, Alaska, REP (Deletion)
AUK	Alakanuk, Alaska, REP (Reassignment)
BRV	Brooke, Va., VOR (Assignment)
EDO	El Dorado, Kans. TVOR (Assignment)
GBS	Grubbs, Va. VOR (Deletion)
MDH	Carbondale, Ill., Southern Illinois Arpt (Name Change)
BQ	Clover Bar, Alta. (Assignment)
BS	Barons, Alta. (Assignment)
DR	Dresdon, Ont. (Assignment)
DY	Dalroy, Alta. (Assignment)
EL	Carp, Ont. (Assignment)
IK	Sona Lake, Nfld. (Assignment)
LD	Long Lac, Nfld. (Assignment)
NU	Nisku, Alta. (Assignment)
NX	Casselman, Ont. (Assignment)
TF	Sturgeon Falls, Ont. (Assignment)
TJ	St. Albert, Alta. (Assignment)
TK	Telkwa, B. C. (Assignment)
WT	Powassan, Ont. (Assignment)
XP	St. Joseph d'Alma, Que. (Assignment)

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective as indicated, unless otherwise advised the following civil airways, control areas, control area extensions, cntrol zones and reporting points are amended in whole or in part as follows:

PART 600 - AMENDMENT 5 - Effective May 9, 1957:

CIVIL AIRWAYS:

(1) Amber civil airway No. 6 (Jacksonville, Fla. to United States-Canadian Border), is amended by deleting the portion which reads: "Bowling Green, Ky. rdo rng stn; the intsxn of the NE course of the Bowling Green, Ky. rdo rng and the S course of the Louisville, Ky. rdo rng; Louisville, Ky. rdo rng stn; Cincinnati, Ohio rdo rng stn to the intsxn of the NE course of the Cincinnati, Ohio rdo rng and the W course of the Columbus, Ohio rdo rng." and by adding the following portion in lieu thereof: "Bowling Green, Ky. rdo rng stn; Lexington, Ky. nondirectional rdo bcn; Cincinnati, Ohio rdo rng stn to the intsxn of the NE course of the Cincinnati, Ohio rdo rng and the W course of the Columbus Ohio rdo rng" (Note: Due to proposed decommissioning of Louisville LF rng and relocation as an H type facility.)

(2) Red civil airway No. 11 (Enid, Okla. to Boston, Mass.), is amended by deleting the portion which reads: "From the intsxn of the S course of the Indianapolis, Ind. rdo rng and the W course of the Louisville, Ky. rdo rng via the Louisville, Ky. rdo rng stn to the intsxn of the E course of the Louisville, Ky. rdo rng and a line bearing 358°T from the Lexington, Ky. nondirectional rdo bcn."

(3) Red civil airway No. 14 (Lone Rock, Wis. to Indianapolis, Ind.), caption changed and is amended to read: "From the intsxn of the SE course of the La Crosse, Wis. rdo rng and the W course of the Madison, Wis. rdo rng via the Rockford, Ill. rdo rng stn; the intsxn of the SE course of the Rockford, Ill. rdo rng and the W course of the Chicago, Ill. rdo rng; Chicago, Ill. rdo rng stn to the Indianapolis, Ind. rdo rng stn." (Note: Deletes portion of Red 14 between Indianapolis and Lanesville Intsxn.)

(4) Red civil airway No. 27 (Atlanta, Ga. to Detroit, Mich.), is revoked. (Note: Redesignated as part of N-S airway Blue 87.)

(5) Red civil airway No. 29 (Elmira, N.Y. to Baltimore, Md.), is revoked. (Note: Redesignated as part of N-S airway Blue 21 to make altitude usage for direction of flight consistent with the standard that as a blue arwy it will be published as odd altitude for northbound and even altitude for southbound directions of flight.)

(6) Red civil airway No. 102 (Lexington, Ky. to Huntington, W. Va.), caption changed and is amended to read: "From the Lexington, Ky. nondirectional rdo bcn to the Huntington, W. Va. nondirectional rdo bcn." (Note: Deletes portion between Shepherdsville Intsxn and Lexington H fac.)

(7) Blue civil airway No. 12 (McGrath, Alaska to Galena, Alaska), is added to read: "From the McGrath, Alaska rdo rng stn to the Galena, Alaska rdo rng stn." (Note: Anchorage Reg. proposes to swing SE course Galena from 329°T and toward stn to 342°T and toward stn, with NW course to be reciprocal).

(8) Blue civil airway No. 21 (Coles Point, Va. to Elmira, N.Y.), is added to read: "From the intsxn of the SE course of the Andrews, Md. rdo rng and the S course of the Baltimore, Md. rdo rng to the Baltimore, Md. rdo rng stn, excluding the portions which overlap restricted areas and excluding that portion which lies more than two miles E of the S course of the Baltimore rdo rng between the intsxn of the S course of the Baltimore rng with the SE course of the Washington, D. C., rdo rng and the intsxn of the S course of the Baltimore rdo rng with the southern bndry of Red civil arwy No. 45. From the intsxn of the S course of the Harrisburg, Pa. rdo rng and the W course of the Baltimore, Md. rdo rng via the Harrisburg, Pa. rdo rng; Williamsport, Pa. rdo rng stn to the intsxn of the N course of the Williamsport, Pa. rdo rng and the SW course of the Elmira, N.Y. rdo rng." (Note: Formerly Red 29).

(9) Blue civil airway No. 87 (Atlanta, Ga. to Detroit, Mich.), is amended to read: "From the intsxn of the S course of the Atlanta, Ga. NAS rdo rng and the NE course of the Atlanta, Ga. rdo rng via the Atlanta NAS rdo rng stn; the intsxn of the N course of the Atlanta NAS rdo rng and the S course of the Knoxville, Tenn. rdo rng; Knoxville, Tenn. rdo rng stn; Corbin, Ky. VHF VAR rdo rng stn; the intsxn of the N course of the Corbin, Ky. VHF VAR rdo rng and a line bearing 150°T from the Lexington, Ky. nondirectional rdo bcn; Lexington, Ky. nondirectional rdo bcn; Cincinnati, Ohio rdo rng stn; the intsxn of the NE course of the Cincinnati, Ohio rdo rng and the S course of the Wright-Patterson AFB rdo rng; Wright-Patterson AFB, Dayton, Ohio rdo rng stn to the intsxn of the N course of the Wright-Patterson AFB rdo rng and the W course of the Columbus, Ohio rdo rng. From the Findlay, Ohio nondirectional rdo bcn via the Toledo, Ohio, rdo rng stn to the intsxn of the N course of the Toledo, Ohio rdo rng and the W course of the Detroit, Mich. rdo rng." (Note: What was formerly Red 27 redesignated as a part of N-S arwy Blue 87.)

(10) VOR civil airway No. 2 (Seattle, Wash. to Boston, Mass.), is amended by changing the portion which reads: "Gardner, Mass. omnirng stn; to the Boston, Mass. omnirng stn." to read: "Gardner, Mass. omnirng stn; intsxn of the Gardner omnirng 098°T radial and the Boston-Bedford Airport ILS lclzr front course; Boston-Bedford, Mass. Arpt ILS lclzr; intsxn of the Boston-Bedford Arpt ILS lclzr back course and the Boston omnirng 014°T radial; to the Boston, Mass. omnirng stn." (Note: Redesignated V2 between Gardner VOR and Boston VOR via Bedford LOM and Bedford ILS lclzr.)

(11) VOR civil airway No. 5. (Jacksonville, Fla. to London, Ont.), caption changed and is redesignated by changing all before the Macon, Ga. omnirng stn to read: "That airspace over United States territory from the Jacksonville, Fla. omnirng stn via the intsxn of the Jacksonville omnirng 319°T and the Alma omnirng 148°T radials; Alma, Ga. omnirng stn, including an E alternate and also a W alternate from the Jacksonville omnirng stn to the Alma omnirng stn; Macon, Ga. omnirng stn;" and by revoking the last sentence which reads: "Those portions of this arwy which overlap the Jacksonville restricted area (R-161), the Lake George restricted area (R-176) and the Sterling restricted areas (R-169 and R-170) are excluded." (Note: Redesignated that portion of V5 between Miami VOR and Jacksonville VOR with a new number V267.)

(12) VOR civil airway No. 12 (Santa Barbara, Calif. to Philadelphia, Pa.), is amended by changing the portion which reads: "Pittsburgh, Pa. omnirng stn, including a N alternate via the intsxn of the Pittsburgh omnirng 067°T and the Johnstown omnirng 290°T radials; Johnstown, Pa. omnirng stn;" to read: "Pittsburgh, Pa. omnirng stn; Johnstown, Pa. omnirng stn, including a N alternate via the intsxn of the Pittsburgh omnirng 067,°T and the Johnstown omnirng 290°T radials;" (Note: No arwy change. Corrected printing error in Federal Register.)

(13) VOR civil airway No. 13 (Houston, Tex to Duluth, Minn.), is amended by changing the portion which reads: "to the Texarkana, Ark. omnirng stn, including a W alternate via the intsxn of the Shreveport omnirng 275°T and the Texarkana omnirng 188°T radials." to read: "to the Texarkana, Ark. omnirng stn, including a W alternate via the intsxn of the Shreveport omnirng 275°T and the Texarkana omnirng 184°T radials." (Note: Redesignated V13W due to relocation of Texarkana VOR.)

(14) VOR civil airway No. 14 (Roswell, N. Mex. to Boston, Mass.), is amended by changing the portion which reads: "Tulsa, Okla. omnirng stn, including a N alternate via the intsxn of the Oklahoma City omnirng 040°T and the Tulsa omnirng 257°T radials, and also a S alternate via the intsxn of the Oklahoma City omnirng 107°T and the Tulsa omnirng 222°T radials; Neosho, Mo. omnirng stn, including a N alternate via the intsxn of the Tulsa omnirng 050°T and the Neosho omnirng 260°T radials and also a S alternate via the intsxn of the Tulsa omnirng 091°T and the Neosho omnirng 228°T radials;" to read: "Tulsa, Okla. omnirng stn, including a N alternate via the intsxn of the Oklahoma City omnirng 040°T and the Tulsa omnirng 260°T radials, and also a S alternate via the intsxn of the Oklahoma City omnirng 107°T and the Tulsa omnirng 228°T radials; Neosho, Mo. omnirng stn, including a N alternate and also a S alternate via the intsxn of the Tulsa omnirng 088°T and the Neosho omnirng 223°T radials;" (Note: Redesignated V14, V14N, and V14S Oklahoma City VOR to Tulsa VOR to Neosho VOR due to relocation of Tulsa VOR.)

(15) VOR civil airway No. 15 (Galveston, Tex. to Minot, N. Dak.), is amended by changing the portion which reads: "intsxn of the Dallas omnirng 345°T and the Ardmore omnirng 161°T radial;" to read: "intsxn of the Dallas omnirng 357°T and the Ardmore omnirng 159°T radials;" and by changing the portion which reads: "to the Tulsa, Okla. omnirng stn, including an E alternate and also a W alternate via the point of intsxn of the Oklahoma City, Okla. omnirng 107°T and the Tulsa omnirng 222°T radials:" to read: "to the Tulsa Okla. omnirng stn, including an E alternate and also a W alternate via the point of intsxn of the Oklahoma City, Okla. omnirng 107°T and the Tulsa omnirng 228°T radials." (Note: Redesignated V15 between Dallas VOR and Ardmore VOR due to poor Dallas VOR signal coverage and redesignated V15W Ardmore VOR to Tulsa VOR due to relctn of Tulsa VOR).

(16) VOR civil airway No. 54 (Quitman, Tex. to Charlotte, N. C.), is amended by changing the portion which reads: "Little Rock, Ark. omnirng stn, including a N alternate via the intsxn of the Texarkana omnirng 031°T and the Little Rock omnirng 255°T radials;" to read: "intsxn of the Texarkana omnirng 053°T and the Little Rock omnirng 235°T radials; Little Rock, Ark. omnirng stn, including a N alternate via the intsxn of the Texarkana omnirng 033°T and the Little Rock omnirng 255°T radials;" (Note: Redesignated V54 and V54N between Texarkana VOR and Little Rock VOR due to relocation of Texarkana VOR.)

(17) VOR civil airway No. 66 (San Diego, Calif. to Sulphur Springs, Tex.), is amended by changing the portion which reads: "El Paso, Tex. omnirng stn, including a N alternate; Hudspeth, Tex. omnirng stn;" to read: "El Paso, Tex. omnirng stn, including a N alternate; intsxn of the El Paso omnirng 132°T and the Hudspeth omnirng 272°T radials; Hudspeth, Tex. omnirng stn;" (Note:, Redesignated V66 between El Paso VOR and Hudspeth VOR.)

(18) VOR civil airway No. 74 (Dodge City, Kans. to Little Rock, Ark.), is amended by changing the portion which reads: "Tulsa, Okla. omnirng stn, including a S alternate; Fort Smith, Ark. omnirng stn, including a N alternate from the Tulsa omnirng stn to the Fort Smith omnirng stn via the point of intsxn of the Tulsa omnirng 091°T and the Neosho, Mo. omnirng 227°T radials;" to read: "Tulsa, Okla. omnirng stn, including a S alternate via the intsxn of the Ponca City, omnirng 132°T and the Tulsa omnirng 260°T radials; Fort Smith, Ark. omnirng stn, including a N alternate from the Tulsa omnirng stn to the Fort Smith omnirng stn via the point of intsxn of the Tulsa omnirng 088°T and the Neosho, Mo. omnirng 223°T radials;" (Note: Redesignated V74S Ponca City VOR to Tulsa VOR and V74N Tulsa VOR to Fort Smith VOR due to relocation of Tulsa VOR.)

(19) VOR civil airway No. 88 (Tulsa, Okla. to Vichy, Mo.), is amended by changing the portion which reads: "From the Tulsa, Okla. omnirng stn via the intsxn of the Tulsa omnirng 050°T and the Springfield omnirng 261°T radials;" to read: "From the Tulsa, Okla. omnirng stn via the intsxn of the Tulsa omnirng 044°T and the Springfield omnirng 261°T radials;" (Note: Redesignated V88 due to relocation Tulsa VOR.)

(20) VOR civil airway No. 100 (North Platte, Nebr. to Detroit, Mich.), is amended to read: "From the North Platte, Nebr. omnirng stn via the Sioux City, Iowa omnirng stn; Waterloo, Iowa omnirng stn; Rockford, Ill. omnirng stn; Wheeling, Ill. omnirng stn; intsxn of the Wheeling omnirng 093°T and the Keeler omnirng 271°T radials; Keeler, Mich. omnirng stn; point of intsxn of the Litchfield, Mich. omnirng 050°T and the Salem omnirng 257°T radials; to the Salem, Mich. omnirng stn. The portion of this arwy below 1900 ft above mean sea level which overlaps the Savanna Restricted Area (R-498) is excluded." (Note: Added portion to V100 from Waterloo VOR to Rockford VOR. Redesignated former portion of V100 between Waterloo VOR and Polo VOR as V158)

(21) VOR civil airway No. 106 (Charleston, W. Va. to Kennebunk, Me.), is amended by changing the portion which reads: "intsxn of the Gardner omnirng 060°T and the Kennebunk, Me. omnirng 223°T radials;" to read" point of intsxn of the Gardner omnirng 051°T and the Concord, N.H. omnirng 146°T radials;" (Note: Redesignated V106 between Gardner VOR and Kennebunk VOR via the point of intsxn of the Gardner 051°T and Concord 146°T radials).

(22) VOR civil airway No. 129 (Rockford, Ill. to Eau Claire, Wis.), is amended to read: "From the Rockford, Ill. omnirng stn via the intsxn of the Rockford omnirng 278°T and the Lone Rock omnirng 162°T radials; Lone Rock, Wis. omnirng stn; LaCrosse, Wis. omnirng stn; to the Eau Claire, Wis. omnirng stn." (Note: Changed Rockford 276°T to 278° T and Lone Rock 163°T to 162°T to place the Freeport Intsxn on centerline of redesignated V100, V63 and V129).

(23) VOR civil airway No. 140 (Amarillo, Tex. to New York, N.Y.), is amended by changing the portion which reads: "Fayetteville, Ark. omnirng stn, including a N alternate via the intsxn of the Tulsa omnirng 065°T and the Fayetteville omnirng 287°T radials;" to read: "Fayetteville, Ark. omnirng stn, including a N alternate via the intsxn of the Tulsa omnirng 059°T and the Fayetteville omnirng 284°T radials;" (Note: Redesignated V140N between Tulsa VOR and Fayetteville VOR due to relocation of Tulsa VOR.)

(24) VOR civil airway No. 158 (Waterloo, Iowa to Polo, Ill.), is added to read: "From the Waterloo, Iowa omnirng stn via the point of intsxn of the Waterloo omnirng direct radial to the Rockford, Ill. omnirng stn with the Polo omnirng 297°T radial; to the Polo, Ill. omnirng stn. The portion of this arwy between 1900 ft above mean sea level which overlaps the Savanna Restricted Area (R-498) is excluded." (Note: New arwy. This airspace formerly a part of V100.)

(25) VOR civil airway No. 163 (Brownsville, Tex. to Oklahoma City, Okla.), is amended by changing the portion which reads: "and also an E alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the point of intsxn of the Oklahoma City omnirng 107°T and the Tulsa, Okla. omnirng 222°T radials." to read: "and also an E alternate from the Ardmore omnirng stn to the Oklahoma City omnirng stn via the point of intsxn of the Oklahoma City omnirng 107°T and the Tulsa, Okla. omnirng 228°T radials." (Note: Redesignated V163E between Ardmore VOR and Oklahoma City VOR due to relocation of Tulsa VOR.)

(26) VOR civil airway No. 267 (Miami, Fla. to Jacksonville, Fla.), is added to read: "From the Miami, Fla. omnirng stn via the intsxn of the Miami omnirng 338°T and the Orlando omnirng 164°T radials; Orlando, Fla. omnirng stn; to the Jacksonville, Fla. omnirng stn, including an E alternate from the Orlando omnirng stn to the Jacksonville omnirng stn via the Daytona Beach, Fla. omnirng stn and the point of intsxn of the Daytona Beach, Fla. omnirng 311°T with the Jacksonville omnirng direct radial to the Orlando omnirng stn. The portions of this arwy which overlap the Jacksonville Restricted Area (R-161i), the Lake George Restricted Area (R-176) and the Sterling Restricted Area (R-169) and R-170) are excluded." (Note: New arwy. This was formerly a part of V5.)

PART 601 - AMENDMENT 6 - Effective May 9, 1957:

CONTROL AREAS:

(1) Red civil airway No. 14 (Lone Rock, Wis. to Indianapolis, Ind.), caption changed.

(2) Red civil airway No. 27 (Atlanta, Ga. to Detroit, Mich.), is revoked.

(3) Red civil airway No. 29 (Elmira, N.Y. to Baltimore, Md.), is revoked.

(4) Red civil airway No. 102 (Lexington, Ky. to Huntington, W. Va.), caption changed, and is amended to read: "All of Red civil arwy No. 102".

(5) Blue civil airway No. 12 (McGrath, Alaska to Galena, Alaska), is added to read: "All of Blue civil arwy No. 12."

(6) Blue civil airway No. 21 (Coles Point, Va. to Elmira, N.Y.), is added to read: "All of Blue civil arwy No. 21".

(7) Blue civil airway No. 87 (Atlanta, Ga. to Detroit, Mich.), caption changed and is amended to read: "All of Blue civil arwy No. 87."

(8) VOR civil airway No. 5 (Jacksonville, Fla. to London, Ont.), caption changed.

(9) VOR civil airway No. 158 (Waterloo, Iowa to Polo, Ill.), is added to read: "All of VOR civil arwy No. 158".

(10) VOR civil airway No. 267 (Miami, Fla. to Jacksonville, Fla.), is added to read: "All of VOR civil arwy No. 267."

CONTROL AREA EXTENSIONS:

(1) (Augusta, Ga.), is amended by adding the following portion: "and within 5 miles either side of the N (back) course of the Augusta ILS lclzr extending from the lclzr to a point 33 miles N."

(2) (Fresno, Calif.), is amended by changing the words which read: "extending to a point at lat 38-20-00, long. 120-20-00" to read: "extending to a point at lat 38-20-00, long. 120-00-00,".

(3) (Louisville, Ky.), is amended in last portion by changing the words which read: "bounded on the SE by Amber civil arwy No. 6," to read: "bounded on the SE by VOR civil arwy No. 5."

(4) (Knoxville, Tenn.), is amended by changing the words "Red civil arwy No. 27" to read: "Blue civil arwy No. 87" wherever they appear." (Note: Due to redesignation of Red 27 as Blue 87.)

(5) (Washington, D. C.), is amended by changing the words which read: "Red civil arwy Nos. 29 and 45," to read: "Blue civil airway No. 21 and Red civil airway No. 45,".

(6) (West Palm Beach, Fla.), is amended to read: "Within 5 miles either side of the 36° T radial of the West Palm Beach omnirng extending from the omnirng stn to its intsxn with the 109°T radial of the Orlando, Fla. omnirng thence northwestward within 5 miles either side of the Orlando omnirng 109°T radial to its intsxn with the centerline of Wilmington, N. C. control area extension No. 1150, excluding the portion below 2000 ft MSL which lies outside the continental limits of the United States."

(7) (Lexington, Ky.), is revoked.

(8) (Tampa, Fla.), is amended by adding the following sentence to present control area extension: "The portion of this control area above 20,000 feet MSL lying between N latitude 24-50-00 and the southern boundary of the Miami Control area extension No. 1230 is excluded."

(9) (Tulsa, Okla.), is amended by changing the last portion to read: "that airspace S of Tulsa bounded on the W and NW by VOR civil airway No. 15E; on the E and SE by lines 5 miles E of and parallel to the 008°T radial of the McAlester, Okla. omnirng extending from the southern boundary of VOR civil airway No. 74 to the McAlester omnirng stn, on the E and SE by a line 5 miles E of and parallel to a direct line extending between the McAlester omnirng stn and the Dallas, Tex. omnirng stn, and on the S by the Sherman, Tex. Perrin AFB control area extension No. 1330."

(10) (Altus, Okla.), is amended by adding the following portion to present control area extension: "including the airspace N of Altus AFB bounded on the W by long. 99-38-00, on the NE by VOR civil airway No. 17 and on the SE by VOR civil arwy No. 14."

(11) (Myrtle Beach, S.C.), is amended by adding the following to present control area extension: "and excluding the portion which overlaps Restricted Area (R-515)."

(12) (Texarkana, Ark.), is amended to read: "Within 5 miles either side of the 309°T radial of the Texarkana omnirng extending from the omnirng stn to a point 15 miles NW."

CONTROL ZONES:

(1) Five mile radius zones, is amended by changing "Yuma, Ariz.: Yuma County Arpt" to read: "Yuma, Ariz., Vincent AFB."

(2) (Tulsa, Okla.), is amended by changing the portion which reads: "and within 2 mi either side of the 340°T and 160°T radials of the Tulsa omnirng extending from the Tulsa Municipal Arpt to a point 10 miles NW of the omnirng stn." to read: "and within 2 miles either side of the 88°T and 268°T radials of the Tulsa omnirng extending from the Tulsa Municipal Arpt to a point 10 miles E of the omnirng stn."

(3) (Casper, Wyo.), is amended by changing the name "Natrona County Arpt" to read: "Casper Air Terminal" wherever it appears."

(4) (Louisville, Ky.), is amended by changing the portion which reads: "extending 2 mi either side of the E course of the Louisville rdo rng to the Eastwood fan mrkr" to read: "extending 2 miles either side of a line bearing 87°T from Bowman Fld to a point 11 miles E of the field,"

(5) (Augusta, Ga.), is amended by adding the following portion to present control zone: "and within 2 miles either side of the Augusta ILS lclzr N (back) course extending to a point 8 miles N of the lclzr."

(6) (Williamsport, Pa.), is amended by changing the name "Williamsport Municipal Arpt" to read: "Lycoming County Arpt."

(7) (El Toro, Calif.), is amended by deleting the words which read: "Amber civil arwy No. 2 and" (Note: Due to recission portion Amber 2 from Long Beach to Daggett, Calif. El Toro control zone automatically extends to Green 2).

(8) (Great Falls, Mont.), is amended by changing the words "Great Falls Air Force Base" to read: "Malmstrom Air Force Base" wherever they appear.

(9) (Gulfport, Miss.), is amended by deleting the following words: "shall be designated a control zone during the period beginning at 0001 c.s.t. June 1 to 2400 c.s.t. September 15, 1955, and annually thereafter." (Note: Above deletion redesignates Gulfport control zone on a 24-hour daily basis.)

(10) (Texarkana, Ark.), is amended to read: "Within a 5 mile radius of the Texarkana Municipal Arpt, within 2 miles either side of the 129°T and 309°T radials of the Texarkana omnirng extending from the 5 mile radius zone to a point 10 miles NW of the omnirng stn, and within 2 miles either side of the N course of the Texarkana rdo rng extending from the rdo rng stn to a point 10 miles N."

REPORTING POINTS:

(1) Green civil airway No. 2 (Seattle, Wash. to Boston, Mass.), is amended after "Helena, Mont. rdo rng stn;" by adding the following reporting point: "Bozeman, Mont. rdo rng stn;"

(2) Amber civil airway No. 6 (Jacksonville, Fla. to United States-Canadian Border), is amended by deleting the following reporting point: "Louisville, Ky. rdo rng stn." and by adding the following reporting point in lieu thereof: "Lexington, Ky., nondirectional rdo bcn".

(3) Red civil airway No. 14 (Lone Rock, Wis. to Indianapolis, Ind.), caption changed.
(4) Red civil airway No. 27 (Atlanta, Ga. to Detroit, Mich.), is revoked.
(5) Red civil airway No. 29 (Elmira, N.Y. to Baltimore, Md.), is revoked.
(6) Red civil airway No. 102 (Lexington, Ky. to Huntington, W. Va.), is amended to read "No reporting point designation."
(7) Blue civil airway No. 12 (McGrath, Alaska to Galena, Alaska), is added to read: "No reporting point designation."
(8) Blue civil airway No. 21 (Coles Point, Va. to Elmira, N.Y.), is added to read: "No reporting point designation."
(9) Blue civil airway No. 87 (Atlanta, Ga. to Detroit, Mich.), is amended to read: "Corbin, Ky. VHF VAR rdo rng stn."

VOR REPORTING POINT:

Domestic VOR reporting point is amended by adding the following reporting point: Charlo Intsxn - the intsxn of the Mullan Pass, Idaho, omnirng 089°T and the Missoula, Mont. omnirng 354°T radials.

✓ CIVIL AIRWAY AND CONTROL AREA AMENDMENTS: Effective as indicated, unless otherwise advised the following civil airways and control areas are added as follows:

PART 600 - AMENDMENT 6 - Effective May 9, 1957:

CIVIL AIRWAYS:

(1) VOR civil airway No. 1500 (San Francisco, Calif. to New York, N.Y.), is added to read: "From the point of intsxn of the Oakland omnirng 217°T and the Salinas omnirng 319° T radials via the Oakland, Calif. omnirng stn; Sacramento, Calif. omnirng stn; intsxn of the Sacramento omnirng 055°T and the Reno omnirng 230°T radials; Reno, Nev. omnirng stn; to the Lovelock, Nev. omnirng stn. From the Burley, Idaho omnirng stn to the Pocatello, Idaho, omnirng stn. From the Watertown, S. Dak. omnirng stn via the Minneapolis, Minn. omnirng stn; Eau Claire, Wis. omnirng stn; Wausau, Wis. omnirng stn; Green Bay, Wis. omnirng stn; to the White Cloud, Mich. omnirng stn. From the Erie, Pa. omnirng stn via the Bradford, Pa. omnirng stn; Selinsgrove, Pa. omnirng stn; point of intsxn of the Selinsgrove omnirng 104°T and the Allentown, Pa. omnirng 211°T radials; Colts Neck, N.J. omnirng stn; point of intsxn of the Colts Neck omnirng 078°T and the Idlewild omnirng 212°T radials; to the Idlewild, N.Y. omnirng stn." (Note: Assignment of V1500 to existing VOR airways as initial step in designation of transcontinental airway.)

(2) VOR civil airway No. 1502 (San Francisco, Calif. to New York, N.Y.), is added to read: "From the point of intsxn of the Oakland omnirng 217°T and the Salinas, Calif. omnirng 319°T radials via the Oakland, Calif. omnirng stn; Sacramento, Calif. omnirng stn; intsxn of the Sacramento omnirng 055°T and the Reno omnirng 230°T radials; Reno, Nev. omnirng stn; to the Lovelock, Nev. omnirng stn. From the Burley, Idaho omnirng stn to the Pocatello, Idaho omnirng stn. From the Rapid City, S. Dak. omnirng stn via the Philip, S. Dak. omnirng stn; Pierre, S. Dak. omnirng stn; Huron, S. Dak. omnirng stn; to the Redwood Falls, Minn. omnirng stn. From the Lone Rock, Wis. omnirng stn via the intsxn of the Lone Rock omnirng 103°T and the Milwaukee omnirng 273°T radials to the Milwaukee, Wis. omnirng stn. From the Lansing, Mich. omnirng stn to the Salem, Mich. omnirng stn. From the Erie, Pa. omnirng stn via the Bradford, Pa. omnirng stn; Selinsgrove, Pa. omnirng stn; point of intsxn of the Selinsgrove omnirng 104°T and the Allentown, Pa. omnirng 211°T radials; Colts Neck, N.J. omnirng stn; point of intsxn of the Colts Neck omnirng 078° T and the Idlewild omnirng 212°T radials; to the Idlewild, N.Y. omnirng stn." (Note: Assignment of V1502 to existing VOR airways as initial step in designation of transcontinental airway.)

(3) VOR civil airway No. 1504 (San Francisco, Calif. to Washington, D.C.), is added to read: "From the point of intsxn of the Oakland omnirng 217°T and the Salinas, Calif. omnirng 319°T radials via the Oakland, Calif. omnirng stn; Sacramento, Calif. omnirng stn; intsxn of the Sacramento omnirng 055°T and the Reno omnirng 230°T radials; Reno, Nev. omnirng stn; Lovelock, Nev. omnirng stn; Battle Mountain, Nev. omnirng stn; Elko, Nev. omnirng stn; to the Wells, Nev. omnirng stn. From the Lone Rock, Wis. omnirng stn via the point of intsxn of the Lone Rock omnirng 103°T and the Milwaukee omnirng 273°T radials; Milwaukee, Wis. omnirng stn; Pullman, Mich. omnirng stn; Litchfield, Mich. omnirng stn; intsxn of the Litchfield omnirng 098°T and the Carleton omnirng 264°T radials; to the Carleton, Mich. omnirng stn. From the Cleveland, Ohio omnirng stn via the Wheeling, W. Va. omnirng stn; Grantsville, Md. omnirng stn; Front Royal, Va. omnirng stn; intsxn of the Front Royal omnirng stn 112°T and the Washington terminal omnirng 245°T radials; to the Washington, D. C. terminal omnirng stn. (Note: Assignment of V1504 to existing VOR airways as initial step in designation of transcontinental airways.)

(4) VOR civil airway No. 1506 (San Francisco, Calif. to Washington, D.C.), is added to read: "From the point of intsxn of the Oakland omnirng 217°T and the Salinas, Calif. omnirng 319°T radials via the Oakland, Calif. omnirng stn; to the Modesto, Calif. omnirng stn. From the Bonneville, Utah, omnirng stn via the Salt Lake City, Utah omnirng stn; Fort Bridger, Wyo. omnirng stn; Rock Springs, Wyo. omnirng stn; Cherokee, Wyo. omnirng stn; Rock River, Wyo. omnirng stn; to the Chadron, Nebr. omnirng stn. From the Sioux City, Iowa omnirng stn via the Waterloo, Iowa omnirng stn; Rockford, Ill. omnirng stn; Wheeling, Ill. omnirng stn; intsxn of the Wheeling omnirng 093°T and the Keeler omnirng 271°T radials; Keeler, Mich. omnirng stn; point of intsxn of the Keeler omnirng 085°T and the Litchfield omnirng 293°T radials; Litchfield, Mich. omnirng stn; Waterville, Ohio omnirng stn; Mansfield, Ohio omnirng stn; Morgantown, W. Va. omnirng stn; Front Royal, Va. omnirng stn; intsxn of the Front Royal omnirng 112°T and the Washington terminal omnirng 245°T radials to the Washington, D.C. terminal omnirng stn." (Note: Assignment of V1506 to existing VOR airways as initial step in designation of transcontinental airways).

(5) VOR civil airway No. 1508 (Los Angeles, Calif. to New York, N.Y.), is added to read: "From the Los Angeles, Calif. omnirng stn via the intsxn of the Los Angeles omnirng 057°T and the Daggett omnirng 235°T radials; Daggett, Calif. omnirng stn; Las Vegas, Nev. omnirng stn; Mormon Mesa, Nev. omnirng stn; to the Milford, Utah omnirng stn. From the Sioux City, Iowa omnirng stn via the Waterloo, Iowa omnirng stn; Rockford, Ill. omnirng stn; Wheeling, Ill. omnirng stn; intsxn of the Wheeling omnirng 093°T and the Keeler omnirng 271°T radials; Keeler, Mich. omnirng stn; point of intsxn of the Keeler omnirng 085°T and the Litchfield omnirng 293°T radials; Litchfield, Mich. omnirng stn; intsxn of the Litchfield omnirng 098°T and the Carleton omnirng 264°T radials; to the Carleton, Mich. omnirng stn. From the Jefferson, Ohio omnirng stn via the Fitzgerald, Pa. omnirng stn; Philipsburg, Pa. omnirng stn; Selinsgrove, Pa. omnirng stn; point of intsxn of the Selinsgrove omnirng 104°T and the Allentown, Pa. omnirng 211°T radials; Colts Neck, N.J. omnirng stn; point of intsxn of the Colts Neck omnirng 078°T and the Idlewild omnirng 212°T radials; to the Idlewild, N.Y. omnirng stn." (Note: Assignment of V1508 to existing VOR airways as initial step in designation of transcontinental airways).

(6) VOR civil airway No. 1510 (Los Angeles, Calif. to New York, N.Y.), is added to read: "From the Los Angeles, Calif. omnirng stn via the intsxn of the Los Angeles omnirng 057°T and the Daggett omnirng 235°T radials; Daggett, Calif. omnirng stn; Las Vegas, Nev. omnirng stn; Mormon Mesa, Nev. omnirng stn; Bryce Canyon, Utah, omnirng stn; Hanksville, Utah omnirng stn; Grand Junction, Colo. omnirng stn; Kremmling, Colo. omnirng stn; point of intsxn of the Kremmling omnirng 081°T and the Denver, Colo. omnirng 334°T radials; Akron, Colo. omnirng stn; Imperial, Nebr. omnirng stn; Grand Island, Nebr. omnirng stn; Omaha, Nebr. omnirng stn; Des Moines, Iowa omnirng stn; Iowa City, Iowa omnirng stn; Moline, Ill. omnirng stn; Naperville, Ill. omnirng stn; South Bend, Ind. omnirng stn; intsxn of the South Bend omnirng 092°T and the Waterville omnirng 288°T radials; Waterville, Ohio omnirng stn, including a S alternate from the Iowa City omnirng stn to the Waterville omnirng stn via the point of intsxn of the Iowa City omnirng 093°T and the Joliet omnirng 265°T radials, the Joliet, Ill. omnirng stn, the Chicago Heights, Ill. omnirng stn and the Goshen, Ind. omnirng stn; Cleveland, Ohio omnirng stn; Youngstown, Ohio omnirng stn; Philipsburg, Pa. omnirng stn; Selinsgrove, Pa. omnirng stn; point of intsxn of the Selinsgrove omnirng 104°T and the Allentown, Pa. omnirng 211°T radials; Colts Neck, N.J. omnirng stn; point of intsxn of the Colts Neck omnirng 078°T and the Idlewild omnirng 212°T radials; to the Idlewild, N.Y. omnirng stn." (Note: Assignment of V1510 to existing VOR airways as initial step in designation of transcontinental airways).

(7) VOR civil airway No. 1512 (Los Angeles, Calif. to New York, N.Y.), is added to read: "From the Los Angeles, Calif. omnirng stn via the intsxn of the Los Angeles omnirng 057°T and the Daggett omnirng 235°T radials; to the Daggett, Calif. omnirng stn. From the Russell, Kans. omnirng stn via the Salina, Kans. omnirng stn; Topeka, Kans omnirng stn; Kansas City, Mo. omnirng stn; Quincy, Ill. omnirng stn; to the Springfield, Ill. omnirng stn, including a S alternate from the Kansas City, Mo. omnirng stn to the Indianapolis, Ind. omnirng stn via the Columbia, Mo. omnirng stn, the St. Louis, Mo. omnirng stn, the Vandalia, Ill. omnirng stn and the Terre Haute, Ind. omnirng stn. From the Indianapolis, Ind. omnirng stn via the Dayton, Ohio omnirng stn; Appleton, Ohio omnirng stn; Wheeling, W. Va. omnirng stn; Pittsburgh, Pa. omnirng stn; to the Johnstown, Pa. omnirng stn. From the Selinsgrove, Pa. omnirng stn via the point of intsxn of the Selinsgrove omnirng 104°T and the Allentown, Pa. omnirng 211°T radials; Colts Neck, N.J. omnirng stn; point of intsxn of the Colts Neck omnirng 078°T and the Idlewild omnirng 212°T radials; to the Idlewild, N.Y. omnirng stn." (Note: Assignment of V1512 to existing VOR airways as initial step in designation of transcontinental airways. Note break in main V1512 between Springfield, Ill. VOR and Indianapolis VOR.)

(8) VOR civil airway No. 1514 (San Francisco, Calif. to New York, N.Y.), is added to read: "From the point of intsxn of the Oakland omnirng 217°T and the Salinas, Calif. omnirng 319°T radials via the Oakland, Calif. omnirng stn; to the Modesto, Calif. omnirng stn. From the Pueblo, Colo. omnirng stn to the Lamar, Colo. omnirng stn. From the Russell, Kans. omnirng stn via the Salina, Kans. omnirng stn; Topeka, Kans. omnirng stn; Kansas City, Mo. omnirng stn; Quincy, Ill. omnirng stn, to the Springfield, Ill., omnirng stn, including a S alternate from the Kansas City, Mo. omnirng stn to the Indianapolis, Ind. omnirng stn via the Columbia, Mo. omnirng stn, the St, Louis, Mo. omnirng stn, the Vandalia, Ill. omnirng stn and the Terre Haute, Ind. omnirng stn. From the Indianapolis, Ind. omnirng stn via the Dayton, Ohio omnirng stn; Appleton, Ohio, omnirng stn; Wheeling, W. Va. omnirng stn; Pittsburgh, Pa. omnirng stn; Johnstown, Pa. omnirng stn; Harrisburg, Pa. omnirng stn; point of intsxn of the West Chester, Pa. omnirng 314°T and the Allentown, Pa. omnirng 228°T radials; Pottstown, Pa. omnirng stn; point of intsxn of the Pottstown omnirng 104°T and the Colts Neck omnirng 242°T radials; Colts Neck, N.J. omnirng stn; point of intsxn of the Colts Neck omnirng 078°T and the Idlewild omnirng 212°T radials; to the Idle-

wild, N.Y. omnirng stn." (Note: Assignment of V1514 to existing VOR airways as initial step in designation of transcontinental airway. Note break in main V1514 between Springfield, Ill. VOR and the Indianapolis VOR).

(9) VOR civil airway No. 1516 (San Francisco, Calif. to Washington, D.C.), is added to read: "From the point of intsxn of the Oakland omnirng 217°T and the Salinas, Calif. omnirng 319°T radials via the Oakland, Calif. omnirng stn; Modesto, Calif. omnirng stn; to the Fresno, Calif. omnirng stn. From the point of intsxn of the Gage, Okla. omnirng 059°T and the Ponca City, omnirng 280°T radials via the Ponca City, Okla. omnirng stn; intsxn of the Ponca City omnirng 076°T and the Springfield omnirng 261°T radials; Springfield, Mo. omnirng stn; Farmington, Mo. omnirng stn; Evansville, Ind. omnirng stn; intsxn of the Evansville omnirng 080°T and the Louisville omnirng 269°T radials; Louisville, Ky. omnirng stn; York, Ky. omnirng stn; Elkins, W. Va. omnirng stn; Front Royal, Va. omnirng stn; intsxn of the Front Royal omnirng 112°T and the Washington terminal omnirng 245°T radials; to the Washington, D.C. terminal omnirng stn." (Note: Assignment of V1516 to existing VOR airways as initial step in designation of transcontinental airways.)

(10) VOR civil airway No. 1518 (Los Angeles, Calif. to Washington, D.C.), is added to read: "From the Los Angeles, Calif. omnirng stn via the intsxn of the Los Angeles omnirng 057°T and the Daggett omnirng 235°T radials; Daggett, Calif. omnirng stn; Needles, Calif. omnirng stn; Prescott, Ariz. omnirng stn; Winslow, Ariz. omnirng stn; Zuni, N. Mex. omnirng stn; Grants, N. Mex. omnirng stn; Albuquerque, N. Mex. omnirng stn; Otto, N. Mex. omnirng stn; Anton Chico, N. Mex. omnirng stn; Tucumcari, N. Mex. omnirng stn; Amarillo, Tex. omnirng stn; Sayre, Okla. omnirng stn; to the point of intsxn of the Sayre omnirng 071° T and the Oklahoma City omnirng 282°T radials. From the point of intsxn of the Oklahoma City, Okla. omnirng 021°T and the Vance, Okla. omnirng 143°T radials via the Tulsa, Okla. omnirng stn; Fayetteville, Ark. omnirng stn; Flippin, Ark. omnirng stn; Walnut Ridge, Ark, omnirng stn; Dyersburg, Tenn. omnirng stn; Nashville, Tenn. omnirng stn; intsxn of the Nashville omnirng 059°T radial and the Corbin VAR west aural course; Corbin, Ky. VAR stn; Paynesville, W. Va. nondirectional rdo bcn; Montebello, Va. omnirng stn; Gordonsville, Va. omnirng stn; point of intsxn of the Gordonsville omnirng 056°T and the Washington term. omnirng 197°T radials; to the Washington, D.C. term omnirng stn." (Note: Assignment of V1518 to existing VOR airways as initial step in designation of transcontinental airways.)

(11) VOR civil airway No. 1520 (Los Angeles, Calif. to Washington, D.C.), is added to read: "From the Los Angeles, Calif. omnirng stn via the intsxn of the Los Angeles omnirng 057°T and the Daggett omnirng 235°T radials; Daggett, Calif. omnirng stn; Needles, Calif. omnirng stn; to the Prescott, Ariz. omnirng stn. From the Little Rock, Ark. omnirng stn via the Memphis, Tenn. omnirng stn; to the Jackson, Tenn. omnirng stn. From the Crossville, Tenn. omnirng stn via the intsxn of the Crossville omnirng 104°T and the Knoxville omnirng 249°T radials; Knoxville, Tenn. omnirng stn; Tri-City, Tenn. omnirng stn; Pulaski, Va. omnirng stn; Montebello, Va. omnirng stn; Gordonsville, Va. omnirng stn; point of intsxn of the Gordonsville omnirng 056°T and the Washington term omnirng 197°T radials; to the Washington, D.C. terminal omnirng stn." (Note: Assignment of V1520 to existing VOR airways as initial step in designation of transcontinental airways.)

(12) VOR civil airway No. 1522 (Los Angeles, Calif. to Washington, D.C.), is added to read: "That airspace over United States territory from the Los Angeles, Calif. omnirng stn via the Ontario, Calif. omnirng stn; intsxn of the Ontario omnirng 091°T and the Blythe, omnirng 288°T radials; Blythe, Calif. omnirng stn; to the Hassayampa, Ariz. omnirng stn. From the Tucson, Ariz. omnirng stn via the Cochise, Ariz. omnirng stn; Columbus, N. Mex. omnirng stn; El Paso, Tex. omnirng stn; Salt Flat, Tex. omnirng stn; Wink, Tex. omnirng stn; Midland, Tex. omnirng stn; Big Spring, Tex. omnirng stn; Abilene, Tex. omnirng stn; Mineral Wells, Tex. omnirng stn; Dallas, Tex. omnirng stn; to the Sulphur Springs, Tex. omnirng stn. From the Birmingham, Ala. omnirng stn via the Anniston, Ala. omnirng stn; intsxn of the Anniston, omnirng 084°T and the Atlanta Arpt ILS lclzr W course; Atlanta, Ga. Arpt. ILS lclzr; intsxn of the Atlanta Arpt ILS lclzr E course and the Atlanta, Ga. omnirng 048°T radial; intsxn of the Atlanta omnirng 048°T and the Royston omnirng 236°T radials; Royston, Ga. omnirng stn; Spartanburg, S.C. omnirng stn; Greensboro, N.C. omnirng stn; South Boston, Va. omnirng stn; Gordonsville, Va. omnirng stn; point of intsxn of Gordonsville omnirng 056°T and the Washington terminal omnirng 197°T radials; to the Washington, D.C. terminal omnirng stn." (Note: Assignment of V1522 to existing VOR airways as initial step in designation of transcontinental airways.)

PART 601 - AMENDMENT 7 - Effective May 9, 1957:

CONTROL AREAS:

(1) VOR civil airway No. 1500 (San Francisco, Calif. to New York, N.Y.), is added to read: "All of VOR civil arwy No. 1500".

(2) VOR civil airway No. 1502 (San Francisco, Calif. to New York, N.Y.), is added to read: "All of VOR civil arwy No. 1502.".

(3) VOR civil airway No. 1504 (San Francisco, Calif. to Washington, D.C.), is added to read: "All of VOR civil arwy No. 1504".

(4) VOR civil airway No. 1506 (San Francisco, Calif. to Washington, D.C.), is added to read: "All of VOR civil airway No. 1506".

(5) VOR civil airway No. 1508 (Los Angeles, Calif. to New York, N.Y.), is added to read: "All of VOR civil arwy No. 1508)'.

(6) VOR civil airway No. 1510 (Los Angeles, Calif. to New York, N.Y.), is added to read: "All of VOR civil arwy No. 1510, but excluding the airspace between the main arwy and its S alternate between the Iowa City, Iowa omnirng stn and the Waterville, Ohio omnirng stn."

(7) VOR civil airway No. 1512 (Los Angeles, Calif. to New York, N.Y.), is added to read: "All of VOR civil arwy No. 1512, but excluding the airspace between the main arwy and its S alternate between the Kansas City, Mo. omnirng stn and the Indianapolis, Ind. omnirng stn."

(8) VOR civil airway No. 1514 (San Francisco, Calif. to New York, N.Y.), is added to read: "All of VOR civil airway No. 1514, but excluding the airspace between the main arwy and its S alternate between the Kansas City, Mo. omnirng stn and the Indianapolis, Ind. omnirng stn."

(9) VOR civil airway No. 1516 (San Francisco, Calif. to Washington, D.C.), is added to read: "All of VOR civil arwy No. 1516".

(10) VOR civil airway No. 1518 (Los Angeles, Calif. to Washington, D.C.), is added to read: "All of VOR civil arwy No. 1518".

(11) VOR civil airway No. 1520 (Los Angeles, Calif. to Washington, D.C.), is added to read: "All of VOR civil arwy No. 1520".

(12) VOR civil airway No. 1522 (Los Angeles, Calif. to Washington, D.C.), is added to read: "All of VOR civil arwy No. 1522".

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective as indicated:

DESIGNATE - Effective Immediately:

MANASSAS, VA. (VHF) INTSXN - the intsxn of the 168°T radial of the Herndon, Va. VOR and the 249°T radial of the Washington, D.C. TVOR.

DESIGNATE - Effective April 11, 1957:

THORSBY, ALA. (VHF) INTSXN - the intsxn of the 326°T radial of the Montgomery, Ala. VOR and the 180°T radial of the Birmingham, Ala. VOR.

DESIGNATE - Effective May 9, 1957:

(1) ADAIR, OKLA. (VHF) INTSXN - the intsxn of the 059°T radial of the Tulsa, Okla. VOR and the 284°T radial of the Fayetteville, Ark. VOR.

(2) ANDERSON, TEX. (VHF) INTSXN - the intsxn of the 112°T radial of the College Station, Tex. VOR and the 016°T radial of the Eagle Lake, Tex. VOR.

(3) AUBURN, N.H. (VHF) INTSXN - the intsxn of the 051°T radial of the Gardner, Mass. VOR and the 146°T radial of the Concord, N.H. VOR.

(4) AXIS, ALA. (VHF) INTSXN - the intsxn of the 049°T radial of the Mobile, Ala. VOR and the 309°T radial of the Navy Pensacola, Fla. VOR.

(5) BELTON, TEX. (VHF) INTSXN - the intsxn of the 016°T radial of the Austin, Tex. VOR and the 292°T radial of the College Station, Tex. VOR.

(6) BOLD SPRING, GA. (VHF) INTSXN - the intsxn of the 236°T radial of the Royston, Ga. VOR and the 105°T radial of the Norcross, Ga. VOR.

(7) BROOME, CALIF. (VHF) INTSXN - the intsxn of the W course of the Burbank, Cal. ILS lclzr and the 187°T radial of the Fillmore, Calif. VOR.

(8) BUTLER, TEX. (VHF) INTSXN - the intsxn of the 109°T radial of the Austin, Tex. VOR and the 249°T radial of the College Station, Tex. VOR.

(9) CEDAR, FLA. (VHF) INTSXN - the intsxn of the 170°T radial of the Cross City, Fla. VOR and the 242°T radial of the Gainesville, Fla. VOR.

(10) CEDAR VALLEY, TEX. (VHF) INTSXN - the intsxn of the 237°T radial of the Austin, Tex. VOR and the 299°T bearing from the Bergstrom AFB, Tex. Rbn.

(11) COLLEGE, OKLA. (VHF) INTSXN - the intsxn of the 044°T radial of the Tulsa, Okla. VOR and the 284°T radial of the Fayetteville, Ark. VOR.

(12) CRESCENT, OKLA. (VHF) INTSXN - the intsxn of the 021°T radial of the Oklahoma City VOR and the 143°T radial of the Vance, Okla. VOR.

(13) CREST, GA. (VHF) INTSXN - the intsxn of the 174°T radial of the Atlanta, Ga. VOR and the 297°T radial of the Macon, Ga. VOR.

(14) DOUGLAS, TENN. (VHF) INTSXN - the intsxn of the 090°T radial of the Knoxville, Tenn. VOR and the 300°T radial of the Asheville, Tenn. VOR.

(15) EUDORA, KANSAS (VHF) INTSXN - the intsxn of the 231°T radial of the Kansas City, Mo. VOR and the 190°T radial of the St. Joseph, Mo. VOR.

(16) FABENS, TEX. (VHF) INTSXN - the intsxn of the 132°T radial of the El Paso, Tex. VOR and the 272°T radial of the Hudspeth, Tex. VOR.

(17) HEMSTEAD, TEX. (VHF) INTSXN - the intsxn of the 152°T radial of the College Station, Tex. VOR and the 016°T radial of the Eagle Lake, Tex. VOR.

(18) HUTTO, TEX. (VHF) INTSXN - the intsxn of the 044°T radial of the Austin, Tex. VOR and the 269°T radial of the College Station, Tex. VOR.

(19) JACKSON, NEBR. Rbn.

(20) JENKINSBURG, GA. (VHF) INTSXN - the intsxn of the 330°T radial of the Macon, Ga. VOR and the 077°T radial of the La Grange, Ga. VOR.

(21) MADISON, N.C. (VHF) INTSXN - the intsxn of the 360°T radial of the Greensboro, N.C. VOR and the 251°T radial of the South Boston, Va. VOR.

(22) MANCHACA, TEX. (VHF) INTSXN - the intsxn of the 207°T radial of the Austin, Tex. VOR and the 299°T bearing from Bergstrom AFB, Tex. Rbn.

(23) MARBLE FALLS, TEX. (VHF) INTSXN - the intsxn of the 293°T radial of the Austin, Tex. VOR and the 160°T radial of the Lometa, Tex. VOR.

(24) MAZIE, OKLA. (VHF) INTSXN - the intsxn of the 122°T radial of the Tulsa, Okla. VOR and the 223°T radial of the Neosho, Mo. VOR.

(25) MOUNDS, OKLA. (VHF) INTSXN - the intsxn of the 210°T radial of the Tulsa, Okla. VOR and the 135°T radial of the Ponca City, Okla. VOR.

(26) NAVASOTA, TEX. (VHF) INTSXN - the intsxn of the 127°T radial of the College Station, Tex. VOR and the 016°T radial of the Eagle Lake, Tex. VOR.

(27) NOWATA, OKLA. (VHF) INTSXN - the intsxn of the 026°T radial of the Tulsa, Okla. VOR and the 255°T radial of the Neosho, Mo. VOR.

(28) OAK HILL, TEX. (VHF) INTSXN - the intsxn of the 222°T radial of the Austin, Tex. VOR and the 299°T bearing from Bergstrom AFB, Tex. Rbn.

(29) OSKALOOSA, KANS. (VHF) INTSNX - the intsxn of the 079°T radial of the Topeka, Kans VOR and the 195°T radial of the St. Joseph, Mo. VOR.

(30) OTTER, FLA. (VHF) INTSXN - the intsxn of the 150°T radial of the Cross City, Fla. VOR and the 242°T radial of the Gainesville, Fla. VOR.

(31) PAIGE, TEX. (VHF) INTSXN - the intsxn of the 109°T radial of the Austin, Tex. VOR and the 233°T radial of the College Station, Tex. VOR.

(32) PRYOR, OKLA. (VHF) INTSXN - the intsxn of the 088°T radial of the Tulsa, Okla. VOR and the 223°T radial of the Neosho, Mo. VOR.

(33) RALEIGH, N.C. LOM

(34) REVERE, MASS. (VHF) INTSXN - the intsxn of the E course of the Boston-Bedford Mass. ILS lclzr and the 014°T radial of the Boston, Mass. VOR.

(35) ROGERS, TEX. (VHF) INTSXN - the intsxn of the 181°T radial of the College Station, Tex. VOR.

(36) ROUND ROCK, TEX. (VHF) INTSXN - the intsxn of the 016°T radial of the Austin, Tex. VOR and the 269°T radial of the College Station, Tex. VOR.

(37) SAPULPA, OKLA. (VHF) INTSXN - the intsxn of the 228°T radial of the Tulsa, Okla. VOR and the 135°T radial of the Ponca City, Okla. VOR.

(38) SARGENT, GA. (VHF) INTSXN - the intsxn of the 262°T radial of the Atlanta, Ga. VOR and the 037°T radial of the La Grange, Ga. VOR.

(39) TONGANOXIE, KANS. (VHF) INTSXN - the intsxn of the 095°T radial of the Topeka Kans. VOR and the 195°T radial of the St. Joseph, Mo. VOR.

(40) VINITA, OKLA. (VHF) INTSXN - the intsxn of the 044°T radial of the Tulsa, Okla. VOR and the 255°T radial of the Neosho, Mo. VOR.

(41) WAGONER, OKLA. (VHF) INTSXN - the intsxn of the 122°T radial of the Tulsa, Okla. VOR and the 230°T radial of the Neosho, Mo. VOR.

(42) WALBURG, TEX. (VHF) INTSXN - the intsxn of the 016°T radial of the Austin, Tex. VOR and the 283°T radial of the College Station, Tex. VOR.

(43) WESTVILLE, IND. (VHF) INTSXN - the intsxn of the 089°T radial of the Chicago Heights, Ill. VOR and the 229°T radial of the Keeler, Mich. VOR.

(44) WILLISTON, FLA. (VHF) INTSXN - the intsxn of the 125°T radial of the Cross City, Fla. VOR and the 242°T radial of the Gainesville, Fla. VOR.

(45) WINCHESTER, KANS. (VHF) INTSXN - the intsxn of the 064°T radial of the Topeka, Kans. VOR and the 199°T radial of the St. Joseph, Mo. VOR.

(46) WINESAP, TENN. (VHF) INTSXN - the intsxn of the 283°T radial of the Crossville, Tenn. VOR and the 357°T radial of the Chattanooga, Tenn. VOR.

REDESIGNATE: Effective May 9, 1957:

(1) BAUXITE, ARK. (VHF) INTSXN - the intsxn of the 297°T radial of the Pine Bluff, Ark. VOR and the 235°T radial of the Little Rock, Ark. VOR.

(2) BRADLEY, LA. (VHF) INTSXN - the intsxn of the 150°T radial of the Texarkana, Ark. VOR and the 023°T radial of the Shreveport, La. VOR.

(3) CADDO LAKE, TEX. (VHF) INTSXN - the intsxn of the 275°T radial of the Shreveport, La. VOR and the 184°T radial of the Texarkana, Ark. VOR.

(4) CHATTAHOOCHEE, GA. (VHF) INTSXN - the intsxn of the W course of the Atlanta, Ga. ILS and the 307°T radial of the Atlanta, Ga. VOR.

(5) CONYERS, GA. (LF) INTSXN - the intsxn of the E course of the Atlanta, Ga. ILS and the 124°T bearing from Lost Mountain, Ga. Rbn.

(6) DONCASTER, MD. (VHF) INTSXN - the intsxn of the 056°T radial of the Gordonsville, Va. VOR and the 197°T radial of the Washington, D. C. TVOR.

(7) DRUMRIGHT, OKLA. (VHF) INTSXN - the intsxn of the 245°T radial of the Tulsa, Okla. VOR and the 150°T radial of the Ponca City, Okla. VOR.

(8) FALLIS, OKLA. (VHF) INTSXN - the intsxn of the 065°T radial of the Oklahoma City, Okla. VOR and the 176°T radial of the Ponca City, Okla. VOR.

(9) FREEPORT, ILL. (VHF) INTSXN - the intsxn of the 278°T radial of the Rockford, Ill. VOR and the 239°T radial of the Janesville, Wis.

(10) GAP, PA. (VHF) INTSXN - the intsxn of the 237°T radial of the Pottstown, Pa. VOR and the 288°T radial of the West Chester, Pa. VOR.

(11) GRAPEVINE, ARK. (VHF) INTSXN - the intsxn of the 197°T radial of the Little Rock, Ark. VOR and the 249°T radial of the Pine Bluff, Ark. VOR.

(12) LAKESIDE, ARK. (VHF) INTSXN - the intsxn of the 235°T radial of the Little Rock, Ark. VOR and the 180°T bearing from Little Rock, Ark. LOM.

(13) LONGMONT, COLO. (VHF) INTSXN - the intsxn of the 334°T radial of the Denver, Colo. VOR and the 272°T radial of the Akron, Colo. VOR.

(14) MALVERN, ARK. (VHF) INTSXN - the intsxn of the 275°T radial of the Pine Bluff, Ark. VOR and the 235°T radial of the Little Rock, Ark. VOR.

(15) OKEMAH, OKLA. (VHF) INTSXN - the intsxn of the 100°T radial of the Oklahoma City, Okla. VOR and the 029°T radial of the Ardmore, Okla. VOR.

(16) PINE APPLE, ALA (VHF) INTSXN - the intsxn of the 049°T radial of the Evergreen, Ala. VOR and the 167°T radial of the Craig, AFB, Ala. VOR.

(17) PRAGUE, OKLA. (VHF) INTSXN - the intsxn of the 087°T radial of the Oklahoma City, Okla. VOR and the 228°T radial of the Tulsa, Okla. VOR.

(18) PROSPER, TEX. (VHF) INTSXN - the intsxn of the 357°T radial of the Dallas, Tex. VOR and the 091°T radial of the Ft. Worth, Tex. VOR.

(19) SAND SPRINGS, OKLA. (VHF) INTSXN - the intsxn of the 245°T radial of the Tulsa, Okla. VOR and the 127°T radial of the Ponca City, Okla. VOR.

(20) SEALY, TEX. (VHF) INTSXN - the intsxn of the 290°T radial of the Houston, Tex. VOR, the 152°T radial of the College, Station, Tex. VOR and the 056°T radial of the Eagle Lake, Tex. VOR.

(21) SHAWNEE, OKLA. (VHF) INTSXN - the intsxn of the 107°T radial of the Oklahoma City, Okla. VOR and the 005°T radial of the Ardmore, Okla. VOR.

(22) SHELL LAKE, OKLA. (VHF) INTSXN - the intsxn of the 260°T radial of the Tulsa, Okla. VOR and the 132°T radial of the Ponca City, Okla. VOR.

(23) SPRING HILL, LA. (VHF) INTSXN - the intsxn of the 140°T radial of the Texarkana, Ark. VOR and the 060°T radial of the Shreveport, La. VOR.

(24) TIOGA, TEX. (VHF) INTSXN - the intsxn of the 159°T radial of the Ardmore, Okla. VOR and the 073°T radial of the Ft. Worth, Tex. VOR.

(25) WACO, MO. (VHF) INTSXN - the intsxn of the 044°T radial of the Tulsa, Okla. VOR and the 261°T radial of the Springfield, Mo. VOR.

CANCEL: Effective May 9, 1957:

(1) BEGGS, OKLA. (VHF) INTSXN - the intsxn of the 198° mag radial of the Tulsa, Okla. VOR and the 330° mag radial of the McAlester, Okla. VOR.

(2) BOZEMAN, MONT. (LF) INTS LFR (Changed to compulsory)

(3) BURNET, TEX. (VHF) INTSXN - the intsxn of the NW course of the Austin, Tex. ILS lclzr and the 205° mag radial of the Austin, Tex. VOR.

(4) CHARLO, MONT. (VHF) INTSXN - the intsxn of the 068° mag radial of the Mullan Pass, Mont. VOR and the 334° mag radial of the Missoula, Mont. VOR. (Chgd to compulsory)

(5) CHELSEA, OKLA. (VHF) INTSXN - the intsxn of the 056° mag radial of the Tulsa, Okla. VOR and the 279° mag radial of the Fayetteville, Ark. VOR.

(6) COWETA, OKLA. (VHF) INTSXN - the intsxn of the 114° mag radial of the Tulsa, Okla. VOR and the 219° mag radial of the Neosho, Mo. VOR.

(7) DRIFTWOOD, TEX. (VHF) INTSXN - the intsxn of the 213° mag radial of the Austin, Tex. VOR and the 280° mag bearing from the Bergstrom AFB, Tex. Rbn.

(8) FRANKFORT, KY. (LF) INTSXN - the intsxn of the E course of the Louisville, Ky. LFR and the 133° mag bearing toward the Lexington, Ky. Rbn.

(9) GEORGETOWN, KY. (LF) INTSXN - the intsxn of the E course of the Louisville, Ky. LFR and the 187° mag bearing toward Lexington, Ky. Rbn.

(10) HOWARDSTOWN, KY. (LF) INTSXN - the intsxn of the S course of the Louisville, Ky. LFR and the NE course of the Bowling Green, Ky. LFR.

(11) LANESVILLE, IND. (LF) INTSXN - the intsxn of the S course of the Indianapolis, Ind. LFR and the W course of the Louisville, Ky. LFR.

(12) PLATEAU, TEX. (VHF) INTSXN - the intsxn of the NW course of the Austin, Tex. ILS lclzr and the 260° mag radial of the Austin, Tex. VOR.

(13) RED FORK, OKLA. (VHF) INTSXN - the intsxn of the 198° mag radial of the Tulsa, Okla. VOR and the 121° mag radial of the Ponca City, Okla. VOR.

(14) SALINA, OKLA. (VHF) INTSXN - the intsxn of the 082° mag radial of the Tulsa, Okla. VOR and the 219° mag radial of the Neosho, Mo. VOR.

(15) SHEPHERDSVILLE, KY. (LF) INTSXN - the intsxn of the S course of the Louisville, Ky. LFR and the 262° mag bearing toward Ft. Knox, Ky. Rbn.

(16) VERDIGRIS, OKLA. (VHF) INTSXN - the intsxn of the 082° mag radial of the Tulsa, Okla. VOR and the 208° mag bearing to Tulsa, Okla. LOM.

(17) WHEELER, IND. (VHF) INTSXN - the intsxn of the 087° mag radial of the Chicago Heights, Ill. VOR and a 314° mag bearing toward McCool, Ind. Rbn.

(18) WHITE OAK, OKLA. (VHF) INTSXN - the intsxn of the 041° mag radial of the Tulsa, Okla. VOR and the 252° mag radial of the Neosho, Mo. VOR.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective May 9, 1957:

Section 610.18 Green Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Delta Island INT,Alaska	Anchorage,Alaska LFR	1500
Anchorage,Alaska LFR	*Willow INT,Alaska	2500

*6400 - MCA Willow INT, E-bound

Section 610.106 Amber Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Bowling Green,Ky. LFR	Lexington,Ky. LF/RBN	3000
Lexington,Ky. LF/RBN	Cincinnati,Ohio LFR	2400
Cincinnati,Ohio LFR	W.Jefferson INT, Ohio	2200

Section 610.211 Red Civil Airway 11 is amended to delete:

FROM	TO	MEA
Int. S crs. Indianapolis,Ind. & W crs Louisville, Ky. LFR	Louisville,Ky.LFR	2100
Louisville,Ky. LFR	Georgetown INT, Ky.	2400

Section 610.214 Red Civil Airway 14 is amended to delete:

FROM	TO	MEA
Indianapolis,Ind. LFR	Lanesville INT, Ind.	2200

Section 610.218 Red Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Huntington,W.Va. LF/RBN	Charleston,W.Va. LFR	3000

Section 610.227 Red Civil Airway 27 is amended to delete:

FROM	TO	MEA
Int. S crs Atlanta NAS & NE crs Atlanta LFR	Atlanta NAS,Ga. LFR	3000
Atlanta NAS,Ga. LFR	Murphy,N.C.LF/RBN	7000
Murphy,N.C.LF/RBN	Knoxville,Tenn.LFR	7600
Tallassee,Tenn. FM	Knoxville,Tenn.LFR S-bound only	7000
Knoxville,Tenn. LFR	Corbin,Ky.VAR	4700
Corbin,Ky.VAR	Lexington,Ky. LF/RBN	3600
Lexington,Ky. LF/RBN	Int. 358 T from Lexington LF/RBN & E crs Louisville, Ky. LFR	2300
Toledo,Ohio LFR	Dundee INT,Mich.	2100
Dundee INT,Mich.	Ann Arbor INT, Mich.	2000

Section 610.229 Red Civil Airway 29 is amended to delete:

FROM	TO	MEA
Int. SW crs Elmira & N crs Williamsport, Pa. LFR	Williamsport,Pa. LFR	4000
Williamsport,Pa. LFR	Harrisburg,Pa.LFR	3500
Harrisburg,Pa. LFR	Westminister INT, Md.	2500
Westminister INT, Md.	Ellicott INT,Md.	2000
Baltimore,Md.LFR	Int. S crs Baltimore & SE crs Andrews,Md.LFR	1500

Section 610.302 Red Civil Airway 102 is amended to delete:

FROM	TO	MEA
Int. S crs Louisville,Ky. & 88-268 M brg Lexington,Ky. LF/RBN	Lexington,Ky. LF/RBN	2200

Section 610.303 Red Civil Airway 103 is amended to read in part:

FROM	TO	MEA
Anchorage,Alaska LFR	Kenai,Alaska LFR	1500

Section 610.612 Blue Civil Airway 12 is added to read:

FROM	TO	MEA
McGrath,Alaska LFR	Galena,Alaska LFR	6200

Section 610.618 Blue Civil Airway 18 is amended to delete:

FROM	TO	MEA
Freehold INT,N.J.	Idlewild,N.Y.LFR	1500
Idlewild,N.Y.LFR	Glen Cove INT,N.Y.	1500

Section 610.621 Blue Civil Airway 21 is added to read:

FROM	TO	MEA
Int. S Baltimore LFR & SE crs Andrews LFR	Baltimore,Md.LFR	1500
Ellicott City INT,Md.	Westminster INT, Md.	2000
Westminster INT, Md.	Harrisburg,Pa.LFR	2500
Harrisburg,Pa. LFR	Williamsport,Pa. LFR	3500
Williamsport,Pa. LFR	Int. SW crs Elmira LFR & N crs Williamsport LFR	4000

Section 610.626 Blue Civil Airway 26 is amended to read in part:

FROM	TO	MEA
Anchorage,Alaska LFR	*Willow INT,Alaska	2500

*2500 - MCA Willow INT, N-bound

Section 610.687 Blue Civil Airway 87 is amended by adding:

FROM	TO	MEA
Int. S crs Atlanta NAS & NE crs Atlanta LFR	Atlanta NAS,Ga. LFR	3000
Atlanta NAS,Ga. LFR	Murphy,N.C.LF/RBN	7000
Murphy,N.C.LF/RBN	Knoxville,Tenn.LFR	7600
Tallassee,Tenn.FM	Knoxville,Tenn.LFR S-bound only	7000
Knoxville,Tenn. LFR	Corbin,Ky.VAR	4700
Corbin,Ky.VAR	Lexington,Ky. LF/RBN	3600
Findlay,Ohio LF/RBN	Toledo,Ohio LFR	2100
Toledo,Ohio LFR	Dundee INT,Mich.	2100
Dundee INT,Mich.	Ann Arbor INT, Mich.	2000

Section 610.1001 Direct Routes, U. S. is amended to delete:

FROM	TO	MEA
Charlotte,N.C.VOR	Pulaski,Va.VOR	6000

Section 610.1001 Direct Routes - U. S. is amended by adding:

FROM	TO	MEA
Albany,Ga.VOR	Omaha INT,Ga.	2500

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Gardner,Mass.VOR	Bedford,Mass.LOM	3000
Bedford,Mass.LOM	Bedford,Mass.ILS loc.	1700
Bedford,Mass.ILS loc.	Revere INT,Mass.	1700
Revere INT,Mass.	Boston,Mass.VOR	1400

Section 610.6005 VOR Civil Airway 5 is amended to delete:

FROM	TO	MEA
Miami,Fla.VOR	New River INT,Fla.	1300
New River INT, Fla.	Belle Glade INT, Fla.	2000
Belle Glade INT, Fla.	*Dixie Ranch INT, Fla.	**10000

*4000 - MRA
**1300 - MOCA

Dixie Ranch INT, Fla.	Kissimmee INT, Fla.	*4000

*1200 - MOCA

Kissemmee INT, Fla.	Orlando,Fla.VOR	*1500

*1300 - MOCA

Orlando,Fla.VOR	*Cresent Lake INT, Fla.	**3000

*3000 - MRA
**1300 - MOCA

Cresent Lake INT,Fla.	Roy INT,Fla.	*3000

*1300 - MOCA

VOR Civil Airway 5 - cont'd.

FROM	TO	MEA
Roy INT,Fla.	Blue Jacket INT, Fla.	*2000

*1200 - MOCA

Blue Jacket INT, Fla.	Jacksonville,Fla. VOR	1300
Orlando,Fla.VOR Via E alter.	Daytona Beach,Fla.VOR Via E alter.	1300
Daytona Beach, Fla. VOR Via E alter.	*Cresent Lake INT, Fla. Via E alter.	1200

*3000 - MRA

Crescent Lake INT,Fla. Via E alter.	Roy INT,Fla. Via E alter.	*3000

*1300 - MOCA

Roy INT,Fla. Via E alter.	Blue Jacket INT,Fla. Via E alter.	*2000

*1200 - MOCA

Blue Jacket INT, Fla. Via E alter.	Jacksonville,Fla. VOR Via E alter.	1500

Section 610.6005 VOR Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Kennesaw INT,Ga.	Dalton INT,Ga.	*4000

*3500 - MOCA

Dalton INT,Ga.	Chattanooga,Tenn. VOR	3000
Kennesaw INT,Ga. Via W alter.	Dalton INT,Ga. Via W alter.	*4000

*3500 - MOCA

Dalton INT,Ga. Via W alter.	Chattanooga,Tenn.VOR Via W alter.	3000

Section 610.6007 VOR Civil Airway 7 is amended to delete:

FROM	TO	MEA
Evergreen,Ala. VOR	*Pine Apple INT, Ala.	1800

*8000 - MCA Pine Apple INT, N-bound

Pine Apple INT, Ala.	Birmingham,Ala. VOR	*8500

*2600 - MOCA

Section 610.6008 VOR Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Chicago Hgts,Ill. VOR	*Westville INT,Ind.	2000

*2400 - MRA

Westville INT, Ind.	Goshen,Ind.VOR	2100

Section 610.6014 VOR Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Oklahoma City, Okla.VOR	*Fallis INT,Okla.	3700

*3700 - MRA

Fallis INT,Okla.	*Sand Springs INT, Okla.	3000

*3500 - MRA

VOR Civil Airway 14 - cont'd.

FROM	TO	MEA
Sand Springs INT, Okla.	Tulsa,Okla.VOR	*3000
*2500 - MOCA		
Oklahoma City, Okla.VOR	Shawnee INT,Okla.	
Via S alter.	Via S alter.	*3000
*2700 - MOCA		
Shawnee INT,Okla.	Prague INT,Okla.	
Via S alter.	Via S alter.	*6000
*2300 - MOCA		
Prague INT,Okla.	*Sapulpa INT,Okla.	
Via S alter.	Via S alter.	**4300
*3500 - MRA		
**2000 - MOCA		
Sapulpa INT,Okla.	Tulsa,Okla.VOR	
Via S alter.	Via S alter.	2400
Oklahoma City, Okla.VOR	Shell Lake INT, Okla.	
Via N alter.	Via N alter.	*3500
*3100 - MOCA		
Shell Lake INT, Okla.	Tulsa,Okla.VOR	
Via N alter.	Via N alter.	3100
Tulsa,Okla.VOR	*Adair INT,Okla.	**2200
*2600 - MRA		
**2000 - MOCA		
Adair INT,Okla.	Neosho,Mo.VOR	*2200
*2000 - MOCA		
Tulsa,Okla.VOR	Pryor INT,Okla.	
Via S alter.	Via S alter.	2000
Pryor INT,Okla.	Neosho,Mo.VOR	
Via S alter.	Via S alter.	2000
Tulsa,Okla.VOR	*College INT,Okla.	
Via N alter.	Via N alter.	**2600
*3000 - MRA		
**2000 - MOCA		
College INT,Okla.	Vinita INT,Okla.	
Via N alter.	Via N alter.	*2600
*2000 - MOCA		
Vinita INT,Okla.	Neosho,Mo.VOR	
Via N alter.	Via N alter.	*2600
*2200 - MOCA		

Section 610.6015 VOR Civil Airway 15 is amended to read in part:

FROM	TO	MEA
Dallas,Tex.VOR	Prosper INT,Tex.	2100
Prosper INT,Tex.	Tioga INT,Tex.	*2100
*1900 - MOCA		
Tioga INT,Tex.	Ardmore,Okla.VOR	2200
Ardmore,Okla.VOR	*Mounds INT,Okla.	**4600
*3500 - MRA		
**2700 - MOCA		
Mounds INT,Okla.	Tulsa,Okla.VOR	2400
Ardmore,Okla.VOR	Tulsa,Okla.VOR	
Via E alter.	Via E alter.	*4600
*2600 - MOCA		
Ardmore,Okla.VOR	Shawnee INT,Okla.	
Via W alter.	Via W alter.	*3000
*2700 - MOCA		
Shawnee INT,Okla.	Prague INT,Okla.	
Via W alter.	Via W alter.	*6000
*2300 - MOCA		
Prague INT,Okla.	*Sapulpa INT,Okla.	
Via W alter.	Via W alter.	**4300
*3500 - MRA		
**2000 - MOCA		

VOR Civil Airway 15 - cont'd.

FROM	TO	MEA
Sapulpa INT,Okla.	Tulsa,Okla.VOR	
Via W alter.	Via W alter.	2400
Aberdeen,S.D.VOR	Bismarck,N.D.VOR	
Via W alter.	Via W alter.	*5400
*3300 - MOCA		

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Columbus,N.Mex. VOR	*Harrington Ranch INT,N.Mex.	8500
*13000 - MRA		

Section 610.6019 VOR Civil Airway 19 is amended to read in part:

FROM	TO	MEA
El Paso,Tex.VOR	*Harrington Ranch INT,N.Mex.	8500
*13000 - MRA		
Harrington Ranch INT,N.Mex.	Truth or Consequences, N.Mex. VOR	*13000
*10000 - MOCA		

Section 610.6020 VOR Civil Airway 20 is amended to read in part:

FROM	TO	MEA
Spartanburg,S.C. VOR	*Mooresville INT, N.C.	2500
*2700 - MRA		

Section 610.6051 VOR Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Kennesaw INT,Ga.	Dalton INT,Ga.	*4000
*3500 - MOCA		
Dalton INT,Ga.	Chattanooga,Tenn. VOR	3000
Kennesaw INT,Ga.	Dalton INT,Ga.	
Via W alter.	Via W alter.	*4000
*3500 - MOCA		
Dalton INT,Ga.	Chattanooga,Tenn.VOR	
Via W alter.	Via W alter.	3000

Section 610.6054 VOR Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Memphis,Tenn.VOR	Muscle Shoals,Ala. VOR	*3000
*1900 - MOCA		

Section 610.6057 VOR Civil Airway 57 is amended by adding:

FROM	TO	MEA
Evergreen,Ala. VOR	*Pine Apple INT, Ala.	1800
*8000 - MCA Pine Apple INT, N-bound		
Pine Apple INT, Ala.	Thorsby INT,Ala.	*8500
*2600 - MOCA		
Thorsby INT,Ala.	Birmingham,Ala. VOR	2600
Birmingham,Ala. VOR	Muscle Shoals,Ala. VOR	2500
Muscle Shoals, Ala.VOR	Graham,Tenn.VOR	2500

Section 610.6066 VOR Civil Airway 66 is amended to read in part:

FROM	TO	MEA
Columbus,N.Mex. VOR	*Harrington Ranch INT,N.Mex.	8500
*13000 - MRA		
El Paso,Tex.VOR	Fabens INT,Tex.	6000
Fabens INT,Tex.	Hudspeth,Tex.VOR	7000
Denton INT,Tex.	Prosper INT,Tex.	2100
Prosper INT,Tex.	*McKinney INT,Tex.	**2500
*5700 - MRA		
**1900 - MOCA		
McKinney INT,Tex.	Princeton INT, Tex.	*2500
*1900 - MOCA		
Princeton INT, Tex.	Sulphur Springs, Tex.VOR	2400

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	*Sterling INT,Tex.	4400
*5000 - MRA		
Sterling INT,Tex.	San Angelo,Tex.VOR	4000

Section 610.6074 VOR Civil Airway 74 is amended to read in part:

FROM	TO	MEA
Ponca City,Okla.	Tulsa,Okla.VOR	2400
Ponca City,Okla. VOR	Shell Lake INT, Okla.	
Via S alter.	Via S alter.	*3000
*2400 - MOCA		
Shell Lake INT, Okla.	Tulsa,Okla.VOR	
Via S alter.	Via S alter.	3100
Tulsa,Okla.VOR	*Wagoner INT,Okla.	2200
*3000 - MRA		
Wagoner INT,Okla.	*Mazie INT,Okla.	2200
*3000 - MRA		
Mazie INT,Okla.	Ft.Smith,Ark.VOR	2600
Tulsa,Okla.VOR	Pryor INT,Okla.	
Via N alter.	Via N alter.	2000
Pryor INT,Okla.	Ft.Smith,Ark.VOR	
Via N alter.	Via N alter.	*4000
*2600 - MOCA		
Dodge City,Kans. VOR	Anthony,Kans.VOR	*3600
*2900 - MOCA		

Section 610.6088 VOR Civil Airway 88 is amended to read in part:

FROM	TO	MEA
Tulsa,Okla.VOR	*College INT,Okla.	**2600
*3000 - MRA		
**2000 - MOCA		
College INT,Okla.	Vinita INT,Okla.	*2600
*2000 - MOCA		
Vinita INT,Okla.	*Waco INT,Mo.	**6500
*6500 - MRA		
**2300 - MOCA		
Waco INT,Mo.	Avilla INT,Mo.	*6500
*2600 - MOCA		
Joplin,Mo.LOM	Avilla INT,Mo.	#2600
#Utilizing Joplin LOM		
Avilla INT,Mo.	Springfield,Mo.VOR	2600

Section 610.6092 VOR Civil Airway 92 is amended to read in part:

FROM	TO	MEA
Chicago Hgts,Ill. VOR	*Westville INT, Ind.	2000
*2400 - MRA		
Westville INT, Ind.	Goshen,Ind.VOR	2100

Section 610.6097 VOR Civil Airway 97 is amended to read in part:

FROM	TO	MEA
*Junction City INT,Ga.	Concord INT,Ga.	**3000
*3000 - MRA		
**2200 - MOCA		
Concord INT,Ga.	Atlanta,Ga.VOR	*2200
*2000 - MOCA		

Section 610.6100 VOR Civil Airway 100 is amended to delete:

FROM	TO	MEA
Dubuque INT,Iowa	Polo,Ill.VOR	*6000
*2500 - MOCA		

Section 610.6100 VOR Civil Airway 100 is amended by adding:

FROM	TO	MEA
Dubuque INT,Iowa	Freeport INT,Ill.	*6000
*2500 - MOCA		
Freeport INT,Ill.	Rockford,Ill.VOR	2500

Section 610.6106 VOR Civil Airway 106 is amended to read in part:

FROM	TO	MEA
Gardner,Mass.VOR	Auburn INT,N.H.	3000
Auburn INT,N.H.	Kennebunk,Me.VOR	2000

Section 610.6126 VOR Civil Airway 126 is amended to read in part:

FROM	TO	MEA
Chicago Hgts,Ill. VOR	*Westville INT, Ind.	2000
*2400 - MRA		
Westville INT, Ind.	Goshen,Ind.VOR	2100

Section 610.6128 VOR Civil Airway 128 is amended to read in part:

FROM	TO	MEA
York,Ky.VOR	Int. 225 M rad Parkersburg,W.Va. VOR & 112 M rad York,Ky.VOR	2500
Int. 225 M rad Parkersburg, W.Va.VOR & 112 M rad York,Ky.VOR	Charleston,W.Va. VOR	3000

Section 610.6129 VOR Civil Airway 129 is amended to read in part:

FROM	TO	MEA
Rockford,Ill.VOR	*Freeport INT,Ill.	2500
*4000 - MCA Freeport INT, N-bound		
Freeport INT,Ill.	Lone Rock,Wis.VOR	*4000
*2400 - MOCA		

Section 610.6140 VOR Civil Airway 140 is amended to read in part:

FROM	TO	MEA
Tulsa,Okla.VOR	Pryor INT,Okla.	2000
Pryor INT,Okla.	Fayetteville,Ark. VOR	2600
Tulsa,Okla.VOR Via N alter. *2600 - MRA **2000 - MOCA	*Adair INT,Okla. Via N alter.	**2200
Adair INT,Okla. Via N alter.	Fayetteville,Ark.VOR Via N alter.	2600

Section 610.6158 VOR Civil Airway 158 is added to read:

FROM	TO	MRA
Waterloo,Iowa VOR *3100 - MOCA	Dubuque INT,Iowa	*6000
Dubuque INT,Iowa *2500 - MOCA	Polo,Ill.VOR	*6000

Section 610.6161 VOR Civil Airway 161 is amended to read in part:

FROM	TO	MEA
Ardmore,Okla.VOR *3500 - MRA **2700 - MOCA	*Mounds INT,Okla.	**4600
Mounds INT,Okla.	Tulsa,Okla.VOR	2400
Tulsa,Okla.VOR *2600 - MRA	*Nowata INT,Okla.	2000
Nowata INT,Okla. *2300 - MOCA	Butler,Mo.VOR	*4300

Section 610.6163 VOR Civil Airway 163 is amended to read in part:

FROM	TO	MEA
Ardmore,Okla.VOR Via E alter. *2700 - MOCA	Shawnee INT,Okla. Via E alter.	*3000
Shawnee INT,Okla. Via E alter. *2700 - MOCA	Oklahoma City,Okla.VOR Via E alter.	*3000

Section 610.6267 VOR Civil Airway 267 is added to read:

FROM	TO	MEA
Miami,Fla.VOR	New River INT,Fla.	1300
New River INT, Fla.	Belle Glade INT, Fla.	2000
Belle Glade INT, Fla. *4000 - MRA **1300 - MOCA	*Dixie Ranch INT,Fla.	**10000
Dixie Ranch INT, Fla. *1200 - MOCA	Kissimmee INT, Fla.	*4000
Kissimmee INT, Fla. *1300 - MOCA	Orlando,Fla.VOR	*1500
Orlando,Fla.VOR *3000 - MRA **1300 - MOCA	*Cresent Lake INT,Fla.	**3000
Cresent Lake INT,Fla. *1300 - MOCA	Roy INT,Fla.	*3000
Roy INT,Fla. *1200 - MOCA	Blue Jacket INT, Fla.	*2000
Blue Jacket INT, Fla.	Jacksonville,Fla. VOR	1500
Orlando,Fla.VOR Via E alter.	Daytona Beach,Fla.VOR Via E alter.	1300
Daytona Beach, Fla. VOR Via E alter. *3000 - MRA	*Cresent Lake INT, Fla. Via E alter.	1200
Cresent Lake INT,Fla. Via E alter. *1300 - MOCA	Roy INT,Fla. Via E alter.	*3000
Roy INT,Fla. Via E alter. *1200 - MOCA	Blue Jacket INT,Fla. Via E alter.	*2000
Blue Jacket INT, Fla.	Jacksonville,Fla. VOR	
Via E alter.	Via E alter.	1500

✓ The following additional MEA's are authorized effective May 9, 1957:

V-13 amended to read in part:

From	To	MEA
Shreveport,La.VOR	Texarkana,Ark.VOR	1700
Shreveport,La.VOR Via W alter. *2000 - MRA	*Caddo Lake INT,Tex. Via W alter.	1700
Caddo Lake INT,Tex. Via W alter. *1700 - MOCA	Texarkana,Ark.VOR Via W alter.	*2000

V-18 amended to read in part:

Quitman,Tex.VOR *2000 - MRA	*Caddo Lake INT,Tex.	1800

V-16 amended to read in part:

Sulphur Springs,Tex.VOR ~~*1200 - MRA~~ *1700 - MOCA	Texarkana,Ark.VOR	*1800
Texarkana,Ark.VOR *1700 - MOCA	Grapevine INT,Ark.	*3000
Grapevine INT,Ark.	Pine Bluff,Ark.VOR	1500
Sulphur Springs,Tex.VOR Via N alter. *1700 - MOCA	Texarkana,Ark.VOR Via N alter.	*1800
Texarkana,Ark.VOR Via S alter. *1600 - MOCA	Pine Bluff,Ark.VOR Via S alter.	*3000

V-54 amended to read in part:

Quitman,Tex.VOR	Texarkana,Tex.VOR	1700
Texarkana,Tex.VOR *1700 - MOCA	Malvern INT,Ark.	*3000
Malvern INT,Ark.	Little Rock,Ark.VOR	1800
Texarkana,Ark.VOR Via N alter. *2500 - MOCA	Benton INT,Ark. Via N alter.	*3500
Benton INT,Ark. Via N alter.	Little Rock,Ark.VOR Via N alter.	1800

★ NOTE:

Minimum altitudes and related data for the 1500 series airways are identical to other coinciding VOR airways.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated, redesignated or cancelled and shall become effective May 9, 1957:

DESIGNATE:

(1) CONCORD, GA. (VHF) INTSXN - direction of holding - S on 174°T radial of Atlanta Ga. VOR; direction of turns - LEFT; time - two minute; minimum altitude - 2200'.

(2) CRANDALL, GA. (VHF) INTSXN - direction of holding - E on the 088°T radial of the Chattanooga, Tenn. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 6000'.

(3) RALEIGH, N.C. LOM - direction of holding - SW on the SW course of the ILS ld zr; direction of turns - LEFT; time - one minute; minimum altitude - 1600'.

(4) SHELL LAKE, OKLA. (VHF) INTSXN - direction of holding - W on the 260°T radial of the Tulsa, Okal. VOR; direction of turns - LEFT; time - two minutes; minimum altitude-3000'.

(5) STONE MOUNTAIN, GA. (VHF) INTSXN - direction of holding - NE on the 048°T radial of the Atlanta, Ga. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 2700'.

(6) VASHON, WASH. (VHF) INTSXN - direction of holding - SW on the 247°T radial of the Seattle, Wash. VOR; direction of turns - RIGHT; time - one minute; minimum altitude - 3000'.

REDESIGNATE:

(1) BAUXITE, ARK. (VHF) INTSXN - direction of holding - SW on the 235°T radial of the Little Rock. Ark. VOR; direction of turns 1 RIGHT; time - one minute; minimum altitude - 1600'.

CANCEL:

(1) LOST MOUNTAIN, GA. RBN - direction of holding - NW on the 104° mag inbound bearing; direction of turns - LEFT; time - two minutes; minimum altitude - 2800'.

(2) RED FORK, OKLA. (VHF) INTSXN - direction of holding - S on the 198° mag rad radial of the Tulsa, Okla. VOR; direction of turns - LEFT; time - two minutes; minimum altitude - 3400'.

(3) SAND SPRINGS, OKLA. (VHF) INTSXN - direction of holding - SW on the 233° mag radial of the Tulsa, Okla. VOR; direction of turns - LEFT; time - two minutes; minimum altitude - 3100'.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Corpus Christi	Prescott	WAC 192	WAC 467
Douglas	Roswell	WAC 407	WAC 468
El Paso	JN 45	WAC 408	WAC 469

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are release dates

Birmingham	3-25-57	Savannah	3-13-57	Pittsburgh Lcl	3-13-57
Chattanooga	3-21-57	Atlanta Lcl	3-20-57	Washington Lcl	3-13-57
Jacksonville	3-18-57	Cleveland Lcl	3-13-57	WAC 309	3-18-57
Little Rock	3-25-57	Miami Lcl	3-20-57	WAC 310	3-25-57
Miami	3-18-57	New York Lcl	3-13-57	WAC 357	3-18-57
New Orleans	3-20-57	Philadelphia Lcl	3-13-57	WAC 358	3-25-57

Instrument Flight Charts
released since March 11, 1957

AL 26	ADF/ILS-1/VOR/ILS-2/RNG	Atlanta Arpt, Ga.
AL 28	VOR	Daniel Field, Ga.
AL 30	RNG/VOR/ILS-2	Mueller Arpt., Tex.
AL 35	RNG/VOR	Baker Arpt, Oreg.
AL 65	ILS-1/ILS-2/RNG-1/RNG-2	Buffalo Arpt, N. Y.
AL 94	ADF-1/ILS-1/	(NAS) Mun Port Columbus, Ohio
AL 120	RNG/VOR	Dickinson Arpt, N. Dak.
AL 130	RNG/VOR	Bowers Field, Wash.
AL 140	ADF/ILS	Mahlon Arpt, Oreg.
AL 162	ADF/ILS	Fresno Air Terminal, Calif.
AL 174	ADF/ILS	Kent Co. Arpt, Mich.
AL 178	ADF/ILS-1	Greensboro-High Pt. Arpt., N. C.
AL 187	VOR/ILS	Harrisburg State Arpt, Pa.
AL 190	RNG	Rentschler Field, Conn.
AL 192	RNG/VOR	Helena Arpt, Mont.
AL 257	RNG-1/RNG-2/VOR/ILS-2	Miami Intnl Arpt, Fla.
AL 262	RNG/ILS-2	General Mitchell Fld, Wis.
AL 272	ADF/ILS	Dannelly Field, Ala.
AL 327	ADF/ILS	Pocatello Arpt, Idaho
AL 330	RNG/VOR	Portland Intnl Arpt, Oreg.
AL 346	RNG/VOR	Reno Arpt, Nev.
AL 365	VOR/ILS	Salt Lake City Arpt, Utah
AL 377	RNG	Orange Co. Arpt, Calif.
AL 411	ADF/ILS-2	Hancock Field, N. Y.
AL 459	ADF-1/ILS/ADF-2/VOR	New Hanover Co Arpt., N. C.
AL 502	RNG	Edward Gary AAF, Tex.
AL 582	RNG-3/RNG-4	Seattle-Tacoma Arpt, Wash.
AL 608	RNG/VOR	Hulman Field, Ind.
AL 610	ILS-1/ILS-2	N.Y. Intnl Arpt, N.Y.
AL 620	ADF/ILS-1/VOR/ILS-2	Philip Billard Arpt, Kans
AL 621	RNG-1/RNG-2	Bridgeport Arpt, Conn.
AL 631	ADF/ILS/VOR	Ft. Smith Arpt, Ark.
AL 642	RNG/VOR	Saunders Arpt, S. Dak.
AL 852	ADF/ILS	Kanawha County Arpt, W. Va.
AL 882	ADF	Siskiyou Co. Arpt., Calif.
AL 890	ADF/ILS	Teterboro Arpt, N. J.
AL 913	VOR	Callaway Arpt, Ga.
AL 946	RNG	Grand Marais Arpt, Mich.
AL 954	VOR	Greater Rockford, Ill.
AL 973	VOR	Gainesville Arpt, Fla.

RF Terminal Area - Anchorage, Philadelphia, Washington
RF-VOR Terminal Area - Dallas-Ft. Worth, Philadelphia, Pittsburgh, Washington
RF Dates of Latest Prints
RF 8 - RF Alaska

NEW CHARTS

AL 10	ILS-2	Albany, New York	Albany Airport
AL 125	ILS	Duluth, Minnesota	Duluth Airport
AL 250	VOR (Rnwy 8)	VOR (Rnwy 26)	Cedar Rapids, Iowa Cedar Rapids Airport

RF Mobile Terminal Area
RF Pensacola Terminal Area
RF-VOR Mobile Terminal Area
RF-VOR Pensacola Terminal Area

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) Month and day item was reported.
** New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long. 86-53-58 about 10 n mi Birmingham Mun arpt. (12-14)
BIRMINGHAM ARPT: Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)
HUNTSVILLE-RADIO: VORradials 005°-030° have roughness and bends out of tolerance.
✱MOBILE-BATES FLD-TOWER: ILS Glide Path decmsnd. (3-20) FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in Montgomery-Maxwell area should avoid Maxwell AFB and Dannelly Fld control zones unless in contact with and cleared by the appropriate twr. Extensive flying engaged in at both arpts including practice inst apchs and simulated "flame-outs" by jets from 6500' to Dannelly Fld. (1-22)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approxly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi;190°-215° 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
DOUGLAS-BISBEE-DOUGLAS INTNL ARPT: Until about Apr 15, const on various taxiways-caution. (3-4)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial.
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

ARIZONA: GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

PHOENIX-SPECIAL NOTICE: Extreme caution - area between Phoenix VOR and Hassayampa VOR on Victor arwy 16 and Green 5. Extensive high performance, jet acft cross these arwys when departing and arriving Luke AFB in connection with training conducted Gila Bend Restricted Area (R-309, R308). This tfc generally crosses V16 and Green 5 between Hassayampa VOR and town of Tolleson (11 mi W of Phoenix) at alts of 5000' MSL and below - 0715 thru 1600, Mon thru Fri. (3-1)

** PHOENIX-PARADISE ARPT: Open on racing days only. Private arpt. (3-13)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (-2-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000';135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi ll,000';075-085°, 21 n mi ll,000';090°-170°, 40 n mi 12,0000; 225°-230°, 40 n mi 7,000';330°-345°, 35 n mi ll,000';345°-360°, 25 n mi ll,000'.(7-17)

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000';(c) SE quad 12,000' (d) NE quad 13,000'.

VALLE-RADIO: About Apr 20, VOR will be cmsnd. Freq: 115.2 mc. Ident: VLE. Lctd lat 35-37-00, long. 112-09-30. Elev: 6000' MSL. Class: VORW. (3-1)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: FLIPPIN- RADIO: Feb 12, VOR shut down until approx April 16. (2-12)

PINE BLUFF-RADIO: About May 6, VOR will be shut down until approx June 6. (3-20) During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR except V-16S TXK to PBF unusable. Ints and alts as charted. (3-22)

TEXARKANA-RADIO: VOR 143° radial to rnwy 13 beyond tolerance due to roughness and bends. Jan 28, VOR shut down until approx March 28 - relctd lat 33-30-50, long 94-04-20. (2-27) VOR flgt authorized to use TXK LFR in lieu of VOR. (1-3)

CALIFORNIA: ARCATA ARPT-RADIO: About April 2, ILS lclzr and glide slope will be shut down until approx May 10 - relctn. lclzr. (3-28)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (ll-24)

BLUE CANYON, SITE 13, SFO-SLC ARPT: Clsd due to snow. (1-15)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°;30 n mi 280°-300°; 20 n mi 300°-320°;35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CAVE MOUNTAIN, BCN SITE 15, LAX-SLC: Bcn changed to 12 rpm. (3-9)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000';43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DIXON ARPT: Closed. (8-30)

★DONNER SUMMIT-RADIO: Mar 15, H fac freq changed to 375 kc.

**DOWNEY ARPT: Closed - land use changed. (3-14)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000';280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000';10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500';150°-335°, over water, not checked.

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sun set (10-5)

**HELENDALE, BCN SITE 10, LAX-AMA: Bcn changed to 12 rpm. (3-14)

KLAMATH-McBETH ARPT: Closed (6-13)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000': 340°-040°. 12.000': 040°-070°. 8000': 070°-100°. 7000': 100°-280°. 4000'. (9-13)

LONG BEACH ARPT-TOWER: About May 1, rcvr 122.5 mc will be discontd and concurrently 122.6 mc will be cmsnd. ILS glide slope subject to indef shutdown periods during arpt const. FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail. lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1) Temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800' - caution. (3-22) Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. Daylgt opern of cranes with 80' booms adj to apch end rnwy 30. Take-offs not affected. (3-28)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined (2-1)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INT'L ARPT-TOWER: About April 12, Del Rey FM on back course ILS lclzr will be decmsnd. (3-27) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum o 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt, or btwn LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy.(7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should aboid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

Oakland-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000';60°-80°, 35 n mi at 5000';280°-290°, 35 n mi at 4000';340°-350°, 35 n mi at 6000';350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only. (8-20)

CALIFORNIA: OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area btwn rnwy 27R-9L and taxiway along S side of hangars 3,4 & 5. Area hazard mrkd. Taxi with caution. (12-8)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-260°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT-SPECIAL NOTICE: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise ctn acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lngds prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

POINT REYES-SPECIAL NOTICE: Effect. April 11, Warning Area W-513 revised as follows: Time of Use: Continuous. Altitude: Surface to 3000' MSL from 2000 to 0800. Surface to unlimited from 0800 to 2000'. (1-23)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 nmi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20° 95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20° 43 n mi at 7000'.

SAN CARLOS-SAN MATEO COUNTY ARPT: Mound of dirt adj taxiway at N end has barricades and lgtd with flares. (1-18)

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg - mrkd day and ngt. (2-13) Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourseD. Mrkd day and ngt. (3-26)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80° 95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

**SANTA BARBARA ARPT: Rnwy lgts 15L-33R perm discontd. (3-19)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

STOCKTON FLD: Intensive helicopter trng conducted in vncty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

CALIFORNIA: THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft.

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL, 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (1-26)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° & 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 miE; 1 rnwy, 3200'; lgts, BL4; fuel, F2.

COLORADO: CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk.

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy21. Const on ramp SE of twr. (5-1)

★DENVER-AIR ROUTE TRAFFIC CONTROL CENTER: Mar 29, 120.7 and 338.2 mc cmsnd Rapid City, S.D. peripheral site. Freq 118.1 and 290.8 mc cmsnd at Cheyenne, Wyo peripheral site. (3-29)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denptes rgt hand tfc. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L - flag mrkd day hrs, flashing red ngt hrs - until about Apr 26. (3-26)

PUEBLO MEMORIAL ARPT-SPECIAL NOTICE: Ordnance depot 6.8 nmi ENE at lat 38-20-00, long. 104-22-14 conducting demolition work days. (2-7)

CONNECTICUT: BRIDGEPORT-RADIO: Z mrkr very weak. (10-13)

** HARTFORD-BRAINARD FLD: Fld clsd due lack of operg funds. (2-28)

**MONROE ARPT: Closed. (3-22)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard mrkr.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until Jun 1. (11-15)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd.

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only. (5-22)

WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Chain Bridge at Dalecaria.

WASHINGTON-RADIO: LFR SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn multiples 3° - 3.5° S.

★WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area. Mar 28, 250.2 mc decmsnd and 353.9 cmsnd. (3-28)

WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg sys serving rnwy 36 decmsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100 spacings starting 300' from pavement and a clear cross bar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions.

FLORIDA: BARTOW AIR BASE: AF primary Contr. School clsd Sat, Sun, holidays & other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.

**BREWSTER-SPECIAL NOTICE: 200' (346' MSL) lgtd steel stack erected 1.3 n mi E.

CAMP BLANDING-SPECIAL NOTICE: Caution, low-flying acft. April 13 and 14, daylgt hrs, small arms firing will be conducted in restricted area R-180 and area enclosed by following coordinates: lat 29-52-30, long. 92-02-30; 29-48-00, 80-01-30; 29-52-30, 81-56-00; 29-54-30, 81-58-30. (3-18)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip. acft while VOR unusable. MEA's remain as charted. (1-22)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

FT. LAUDERDALE-WEST PROSPECT ARPT: NE SW rnwy clsd for const. Men and equip. on fld. (3-9)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with excpetion apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT: 996' (1000' MSL) lgtd twr being erected 6.0 n mi S (187°T) at lat 30-19-22, long. 81-39-34. (2-14)

KEY WEST-SPECIAL NOTICE: Effect. April 10, "time of use" of that portion of Warning Area W-465 N of lat 24-00-00, be changed to "continuous". (3-6)

KEY WEST-INTNT ARPT: All acft en route Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. Caution - const, men and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fact acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail. for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators & pilots req cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots ldngs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Men and equip. working 400' S of rnwy 9L-27R constructing parallel taxiway. 400' of N/S taxiway S of rnwy 9L-27R clsd - mrkd days and ngts. (3-7)

MIAMI-OCEAN REEF ARPT: New arpt: Type: "L"; 30 mi S; lat 25-19, long. 80-15; Elev: 4; 2 rnwys - lngst rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndgs and take-offs to all acft. (2-12)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip. adj rnwys. (10-8)

★SARASOTA-RADIO: Homing fac cmsnd. Freq: 263 kc. Ident: SRQ. Lctd at lat 27-23-30, long. 82-33-06. (3-6) Mar 28, voice on 263 kc and rcvr 126.18 mc cmsnd. Class: MH.

★SARASOTA-BRANDENTON ARPT-TOWER: March 7, ctl twr cmsnd. Trans 121.3; gds: 121.3, 122.5, 121.6 mc. Lgt gun signals avail. Hrs opern: 0700-1900. Class: CI.

STUART-WITHAM ARPT: 625' (650' MSL) lgtd twr being erected 13.5 n mi SE (150° T) at lat 26-59-01, long. 80-05-42. (3-20)

TALLAHASSEE-RADIO: VOR courses unusable 110-150°.

TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) FLD: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier caft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR course 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt take-offs and lndgs. Caution - unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under constrcution - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; Elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner Twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: DME and VOR coverage 35 n mi at min en route alt. Mar 25, VOR shut down until approx Apr 15 - modernization. During modification shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta, radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int. MRA 5000'. (3-18)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high alt sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Wea and other info not pertinent to tfc ctl should be handled on 255.4 mc. This channel should also be used if unsable to ctc Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

★ATLANTA-AIR ROUTE TRAFFIC CONTROL CENTER: Correct freq: 118.9, 120.3, 121.5, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7, 360.6. (3-25)

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Arpt Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail. freq. Rnwys 33R-15L and 27R-9L clsd. (2-1)

ATLANTA-FULTON CO. ARPT-TOWER: About Apr 1, CAA twr will be cmsnd. Trans: 245 kc; 125.7, 121.5, 257.8, 348.6, 243.0 mc. Rcvs: 3023.5 kc; 122.5, 125.7, 121.5, 257.8, 348.6, 243.0 mc. Trans & rcvs 121.7 mc for ctl mobile gnd tfc. Hrs of opern: 0600-2200. Class: C(g.7). (3-18)

BRUNSWICK ARPT: Caution - intensive blimp training in vcnty.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SAVANNAH-TRAVIS FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000' MSL. (3-19)

SWAINSBORO-THOMPSON ARPT: Closed - new rnwy under const. (11-20)

TIPTON-MYERS ARPT: 210' (539' MSL) lgtd twr erected 2 n mi N (21° T) at lat 31-27-22, long. 83-28-32. (3-13)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360°-110° acct excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: AMERICAN FALLS ARPT: Clsd due maint. const.-marked. (3-7)
BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
**BOISE, BCN SITE 29, SLC-PDT: Bcn changed to 12 rpm. Crs lgt coding remains dash dash dot. (3-27)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
**CLEFT, BCN SITE 26, SLC-PDT: Bcn changed to 12 rpm. Coding remains dash dot dash.
**CRYSTAL, BCN SITE 13, SLC-GTF: Bcn changed to 12 rpm. (3-25)
**HAMMER, BCN SITE 22, SLC-GTF: Bcn converted to 12 rpm. (3-26)
**HAMMETT, BCN SITE 23, SLC-PDT: Bcn changed to 12 rpm-crs lgt coding remains dot dot dot dash. (3-28)
JEROME-COUNTY ARPT: Clsd due thawing conditions. Fld muddy. (2-24)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
**SHELLEY, BCN SITE 18, SLC-GTF: Bcn converted to 12 rpm. (3-18)
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: VOR coverage limited to 36 n miles MEA from 265° clockwise to 30°.
**CARBONDALE-SOUTHERN ILLINOIS ARPT: Formerly carried as Murdale Arpt. (3-27)
CHAMPAIGN ARPT: 20' poles erected approx 150' N and adj to E/W rnwy. (9-5)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15)
CHICAGO AREA-SPECIAL NOTICE: Effect. Mar 31, all helicopter operns in the Chicago metropolitan area will be required to fly prescribed routes of flgt with the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Illinois. (3-1)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEIGS FLD: About May 1, 450'(1041'MSL) lgtd concrete chimney will be erected 2.5 n mi WSW(252°T) at lat 41-51-02, long. 87-39-11. (3-8) Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and
** bends on all existing arwys. (3-8) FLD: 243'(864'MSL) lgtd twr erected 6.2 n mi WNW (307°T) at lat 41-50-30, long. 87-51-52. (3-14) Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. On Apr 5, work will begin on erecting bldg 23' above gnd (627' MSL) at lat 41-47N, 87-45W at NE intsxn of 55th St and Cicero Ave, adj to arpt. (3-8)
*CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to
** 122.6 mc. (3-22) FLD: 193'(831'MSL) lgtd twr erected 3.5 n mi N(16°T) at lat 42-02-38, long. 87-52-18. 268'(1000'MSL) lgtd twr erected 8.5 n mi WNW(307°T) at lat 42-02-03, long. 88-02-38. (3-14) Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial tfc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

[redacted]: CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
DANVILLE-VERMILLION COUNTY ARPT: Caution-men and equip on fld. (10-11)
DIXON ARPT: Under const-open trenches along runway. Lgtg under construction. (10-16)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
GALESBURG MUN ARPT: Caution-truck on fld. (2-25)
GILMAN ARPT: Closed. (10-11)
**HIGHLAND-WINET ARPT: On or about April 15, NW/SE and NE/SW rnwys will be plowed and reverted back to farm land. Arpt will remain in opern with 2600' N/S rnwy and parking area. Taxi strip will also be eliminated. (3-26)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)
JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd(965'MSL) lctd 2 mi SE-lighted. (1-7)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123' not mrkd or lighted. (11-21)
MACOMB ARPT: Operated on limited status until April 15. (11-29)
MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
NORTHBROOK-SKY HARBOR ARPT: About May 10, 178'(821'MSL) lgtd twr will be erected 2.1 n mi NNE(34°T) at lat 42-11-10, long. 87-49-28. (3-21) Until June 1, well drilling machine with 57' mast operg 588' W of arpt bndry. Lctd 42-08-39N, 87-51-53W- not mrkd painted, or lighted. Height 752'MSL. (3-1)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlighted fence apch end rnwy 22.
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
QUINCY-RADIO: VOR shut down until approx April 30. During this period the following MEA's can be used: V-116: Excello, Mo., Int(Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn(MCA V52 2600' northwest) 2000'; Quincy rbn(MCA V52 2600' northwest) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn (MCA 2600' V52 northwest) to Burlington VOR 2600'; V50: Kirksville VOR to Quincy rbn 2500'; Quincy rbn(MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Int to Quincy rbn 2600'; Quincy rbn to Elsberry Int 2000'(MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (3-12)
ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy -days. (7-7)
*SPRINGFIELD-CAPITAL ARPT TOWER: Mar 20, UHF/DF cmsnd on 243.0, 305.4mc.
TROY-RADIO: VOR shut down until approx April 15-modernization. During shutdown MEA's that can be used will be found on page 4.
VANDALIA-RADIO: About April 15, VOR/DME will be shut down until approx May 27.
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF range between Montezuma & Newport & is bounded by lat 39-50, 39-52 & long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: About Mar 15, two 400'(794'MSL) lgtd concrete chimneys will be erected 12 n mi ESE(130°T) at lat 37-54-47, long. 87-19-55. (2-23)
Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)

INDIANA: FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - night operations 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

FT. WAYNE-SMITH ARPT: About April 1, 1183' MSL lgtd twr being erected 1.5 n mi SSE (165°T) at lat 41-07-10, long 85-08-11. (3-22)

GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

LAFAYETTE-ARETZ ARPT: Until about May 15, flagged seeded area 50' x 1600' E end both rnwys. Use rnwys only. (3-12)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylight hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

**RUSHVILLE-HOWELL BROTHERS ARPT: 200'(1327' MSL) lgtd twr erected 6.8 n mi ENE (83°T) at lat 39-36-48, long 85-17-30. (3-1) 190'(893' MSL) lgtd twr erected 4.7 n mi WSW(265°T) at lat 41-38-52, long 87-50-32. (3-13) 243'(833' MSL) lgtd twr erected 3.2 n mi E(91°T) at lat 41-38-48, long. 87-40-00. (3-14)

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat: 39-34-40, long 85-48-00; elev: 800'. No. of rnwys: 2; N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N, E,W.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

TERRE HAUTE-RADIO: VOR shut down until approx April 4. The following MEA's can be used: Direct Route: Vandalia VOR to Terre Haute LFR 2000' Terre Haute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300'; Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW crs IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'. (2-4)

★TERRE HAUTE-HULMAN FLD-TOWER: Feb 15, CAA tower cmsnd. Freq. 278; 118.3, 126.18, 121.5, 257.8, 243.0. Rcvs 3023.5; 118.3, 121.5, 126.18, 122.5, 257.8, 243.0. Trans & rcvs 121.9 mc for ctl mobile gnd traffic. Hours opern: 0700-2300. Class C(g).

TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylight hrs. Expected duration - during summer months. (3-22)

TILDEN-RADIO: See Indianapolis, Ind.

**WABASH ARPT: ABANDONED. (3-14)

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)

CLARINDA MUNICIPAL ARPT: 1367' MSL lgtd twr erected 7.2 n mi S(202°T) at lat 40-36-30, long. 95-04-21, & being dismantled approx. April 10. (1-28)

IOWA: **DALLAS CENTER-HUSBAND ARPT: N 1000' N/S rnwy unusable when wet. No snow removal during winter months. (3-19)

DES MOINES-SPECIAL NOTICE: Voluntary acft flight testing and flight training area estabd NW, W of long 93-50 and N of lat 41-37. Use caution in this area. (2-19)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

NEWTON MUN ARPT: Fld very soft. Use extreme caution during thaw. (2-11)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

SHENANDOAH MUNICIPAL ARPT: About April 6, 1470' MSL lgtd twr will be erected 18 n mi NW(315°T) at lat 40-57-48, long. 95-43-32, & being dismantled approx April 20. (1-28)

SIOUX CITY ARPT-TOWER: About April 22, ILS lclzr and glide slope will be shut down until approx October 22 - relctn of lclzr. (3-28) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)

TROY MILLS-CARSON ARPT: About April 1, 1358'(2398'MSL) lgtd twr will be erected 8 n mi WSW(256°T) at lat 42-17-39, long. 91-53-10. (3-4)

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

CHANUTE-RADIO: About May 9, VOR will be cmsnd. Freq 114.6 mc. Ident: CNU. Lctd: lat 37-37-34, long 95-35-36. Monitoring Category (I) Class: VORW. (3-20)

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: About April 15, 683'(3473' MSL) lgtd twr will be erected 19 n mi WSW (245°T) at lat 37-38-26, long 100-20-33. (3-5)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)

GARDEN CITY-RADIO: VOR has course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (2-9)

GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (121)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for light gun signals. Light acft 600' above gnd. Hvy acft 1000' above gnd. Caution - men and equip. near rnwys, days. (4-25)

HILL CITY-RADIO: March 5, VOR shut down until approx April 5 - modernization. (3-29) During shutdown the following MEAs can be utilized: Arwy V-4, Goodland VOR radial 084° to Russell VOR radial 278°, 7000'. (2-25)

KANSAS CITY AREA - SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas Bity LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500' and 5500' MSL. (4-17)

**MEDICINE LODGE ARPT: 160' (1982'MSL) lgtd twr erected 5.5 n mi WSW(260°T) at lat 37-14-52, long. 98-39-01. (3-21)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

TOPEKA ARPT: Arpt will be permanently clsd April 17. Until then, extreme caution advised due const across N/S rnwy. (3-7)

TOPEKA-PHILIP BILLARD ARPT: Use rnwys and taxiways only. Sod areas unusable.

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 3000' N of S end. Obstn mrkd. Mowing equip on fld days. Acft remain on concrete areas. Sod unsafe. (3-27)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

KANSAS: WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)

WICHITA-KEN-MAR ARPT: Until about May 1, const on W half of N/S rnwy. (3-27)

KENTUCKY: BOWLING GREEN-RADIO: About May 7, NE course LFR will be realigned from 216° to 229°; NW course from 096° to 116°. (2-28)

CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)

LEXINGTON-RADIO: Area 330° clockwise to 115° unreliable acct intermittent interference. Azimuth info not to be used for IFR opern. (3-26)

LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. April 28, hrs opern: 0700-2300.(3-27)

FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-RADIO: About May 9, LFR will be decmsnd. Concurrently, homing fac will be cmsnd on 359 kc, ident: SDF. Lctd ILS MM site. Elev: 453'MSL. (4-1)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down.

FLD: VOR ground rcvr check point, Location #1, (297°) unusable - construction.(1-24) Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Rnwy 1-19 clsd to all acft xcpt locally based National Guard operns oper at own risk; apch lgt system shut down for rnwy extension. Equip. on fld; const E end rnwy 24, ends of rnwys 6, 11 and 29. (1-30)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

LOUISIANA: SPECIAL NOTICE: Effective March 1 thru June 1, 1957, the King Cole Caution Area estab within the following described area: along US highway 190 from its junction with the US highway 165 west along US 190 to the Sabine River near Deweyville; thence north along the Sabine River to Logansport, La; thence along State Highway 38 to Gloster, La; thence along State Highway 171 to Shreveport, La; thence east along the southern boundary of Civil Airway Red 10 to Monroe, La; thence south along US Highway 165 to point of beginning. Altitude: from surface to 50,000 ft. MSL. Activities Conducted: Cover and ground support aircraft. Time of Use: Continuous only under VFR weather conditions Controlling Agency: Manuever Director, Camp Polk, La. (2-13)

BATON ROUGE-RYAN ARPT: Narrow open ditches both side rnwy 13-31 outside of rnwy lgts.

BOGALUSA ARPT: 900' W end of E/W rnwy unusable - const. Soft spots on S half of N/S strip. Use caution when wet. Spots mrkd with red flags. (5-4)

DE RIDDER-BEAUREGARD PARISH ARPT: 204' (404'MSL) lgtd twr erected 4.0 nm ENE (81°T) at lat 30-50-24, long. 93-15-17 & being dismantled approx May 1. (2-14)

HORNBECK-HODGES ARPT: 204'(604'MSL) lgtd twr erected 11 n mi ENE (87°T) at lat 31-22-27, long. 93-10-00 & being dismantled approx May 1. 162' (502"MSL) lgtd twr erected 19 n mi SE(144°T) at lat 31-06-50, long. 93-10-00 & being dismantled approx May 1.(2-14)

LAKE CHARLES-RADIO: VOR radials 181°-359° out of tolerance due to scalloping and bends. (3-27)

LONGVILLE ARPT: 204' (304'MSL) lgtd twr erected 2.0 n mi NNW(340°T) at lat 30-37-11, long. 93-13-46 & being dismantled approx May 1. (2-14)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will beconducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

LOUISIANA: MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL, V-18 N Shreveport to Monroe 2500' MSL, V-18 Monroe to Jackson, Miss. 1600'MSL, V-18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°.(9-28)

NATCHITOCHES ARPT: 204'(304'MSL) lgtd twr erected approx 1.0 n mi NE (56°T) at lat 31-44-07, long. 93-05-19 & being dismantled about May 1. (2-14)

NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys mrkd with white crosses. Arpt now owned by U.S.Navy. (2-13)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution -stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

RUSTON ARPT: 120' (360'MSL) lgtd twr erected 18.3 n mi W (270°T) at lat 32-48-55, long. 92-35-17 & being dismantled approx May 1. 204' (504'MSL) lgtd twr erected approx 1.0 N mi WSW (248°T) at lat 32-30-06, long. 92-37-07 & being dismantled about May 1. 162'(482' MSL) lgtd twr erected 16 n mi S (185°T) at lat 32-14-34, long. 92-39-24 & being dismantled approx May 1. (2-14)

SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-12000 Sun. (11-1) Radar separation standards will be applied as specified in MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to secondary fixes at alts of 6000' or higher and subsequently vectored by radar to appropriate primary fix. Departing acft will normally be cleared along designated departure routes and after radar contact will be vectored by radar around other air tfc. (2-2)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

** WINNFIELD-JOYCE ARPT: 162'(462'MSL) lgtd twr erected 19.9 n mi WNW (296°T) at lat 32-06-43, long. 93-00-17 & being dismantled approx May 1. (2-14)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MEA. Roughness beyond 8 mi 360° clockwise to 060°. DME coverage 235°-260°, 35 n mi at 2500'. (3-15)

BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)

** EAST BALDWIN-BALDWIN ARPT: Abandoned - land reverted to agriculture. (3-22)

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. Six contact lgts out on W side rnwy 1 replaced with smoke pots. (2-4)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17) New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi & 290°-30°, 30n mi at MIA. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME & VOR coverage 35 n mi at min en route instr alt.

BALTIMORE HARBOR ARPT: Rnwy 14-32 may be clsd due serious deterioration of pavement. (3-14)

★ BALTIMORE-MARTIN ARPT-TOWER: Freq 257.8 mc decmsnd & 236.6 mc cmsnd. FLD.

** Rnwy flood lgts on prior request has been discontd. (3-20) Const-men & equip. on fld. Extensive ditching, grading & paving operns in progress entire arpt area. 2-way rdo required.

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20; lat 38-32-02, long.76-01-45; services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500'x100'.(12-10)

CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc Ident: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc, ident: CS. LOM freq: 303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from center line and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E.W rnwy.(1-25)

MARYLAND: GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Light flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd -parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Caution - const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 octane; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

WESTMINSTER-RADIO: About Apr 11, VOR will be cmsnd. Freq: 112.0. Ident: EM. Lctd at lat 39-29-42, long. 76-58-44. Elev: 822' MSL. Monitor. category (1). Ctld from Baltimore ATCS. Class: VORW. (3-1)

WHITE MARSH - QUINN ARPT: Arpt reported - 1 mi SW. Elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: all acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: About April 2, VHF/DF will be cmsnd. Freq: 118.1, 118.3, 120.5, 121.5, 122.5, 126.18, 125.5, 137.88 mc. Min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (3-8) PAR -1 shut down - relocation. (3-22) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts between threshold lgts and bar lgts. Brightness of lights is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - durg daylgt hrs only, men and equip working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals between threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevailing wea conditions and is controlled by twr. (1-29) First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - caution advised. Until about Apr 26, rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955, restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or rnwy heading 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or landing over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hours. Const of highway near apch ends of rnwy 13 and 15. (2-6)

CHICOPEE-FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

MASSACHUSETTS: FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15. (11-6) WESTBORO ARPT: Clsd due soft ground. (3-16)

WORCESTER-RADIO: ILS glide slope shut down - relctn to 300' NE of and 1050' from SE end NW/SE rnwy. (3-11)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft durg spring thaw. (3-15)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

CLIO-WESTPORTARPT: Clsd to transient acft due spring thaws. (3-1)

DETROIT-CITY ARPT: Due to non-visibility twr unable to control traffic on first 1000' rnwy 2. Rnwy 2-20 closed to large twin engine acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to control traffic on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Men and equip. on or adj to ramp. (2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. (3-11)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl traffic on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Slope angle 2.9° usable only to MM. Glide slope inop. (3-16) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910/ MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable.

MUSKEGON-RADIO: Nov 15, VOR shut down until approx April 20. (3-1)

MUSKEGON COUNTY ARPT: Due to non-visibility twr unable to control traffic 100' on apch end rnwy 14 and for 50' on apch end of rnwy 24. Acft approaching rnwy 14 over Mona Lake not visible to tower when flying below 100' - trees along boundary. N/S rnwy closed to ngt flying. (11-14)

NEWPORT-MARSHALL ARPT: March 11, 77' (659' MSL) reactor containment vessel and 182' lighted derrick being erected 1.8 n mi ENE (85° T) at lat 41-57-36, long. 83-15-30.

MICHIGAN: NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, ctl firing area as follows: lat 45-12, long. 86-01; lat 45-39, long. 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditi0ons. Mission: Surface Naval Gunnery. (4-1)
PELLSTON-EMMETT CO ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.
PLAINWELL-OTSEGO-PLAINWELL ARPT: Wood pole transmission line, 43' to 65.5', being constructed 1740' to 3260' W, S and SE at lat 42-28, long. 85-39. Completion date May 1, Not mrkd, painted, or lgtd. (2-5)
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT L 1000' F end rnwy 29 clsd to tfc. No snow removal winter.
PORT HURON-ST. CLAIR COUNTY ARPT: In Apr, 425' (1007' MSL) smokestack and 215' (797' MSL) bldg will be erected 9 n mi SSE (169° T) at lat 42-45-52, long. 82-28-20, lgtd only. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. All strips xcpt 9-27 clsd due snow.
SOUTH HAVEN ARPT: About April 18, 181' (844' MSL) lgtd two-way twr will be erected 1.2 n mi N (360° T) at lat 42-22-36, long. 86-15-50. (3-27)
WEST BRANCH-GENTRY'S ARPT: Caution-N/S lndg strip under const - mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date April, 1958. Not mrkd, painted or lgtd. (2-1)
BRAINERD ARPT: N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld - days.
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)
REDWOOD FALLS ARPT: Temp 25' high p-line constructed across SW end of the NE/SW rnwy. (3-22)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST. CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: About April 8, VOR will be shut down until approx April 29. (2-8) During shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW and V9W GRW-JAN unusable Freq 3023.5 kc unreliable due to excessive interference. (2-14)
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt. 1000'. Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved. (10-30)
McCOMB-PIKE CO., 8C, MSY-STL ARPT: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-KEY FLD-RADIO: About April 1, ILS glide slope will be shut down until approx August 1. (3-19) FLD: VOR airborne rcvr check point inop. First 1500' rnwy 1 clsd - very rough-mrkd. Rnwy 5-23 clsd - repairs; may be opened intermittently. (3-25)
MISSOURI: CLINTON-SPORTSMAN'S ARPK: About April 15, 250' (1007' MSL) lgtd chimney will be erected 6.5 n mi SW (239° T) at lat 38-20, long. 93-53. (3-20)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.

[redacted]: JOPLIN ARPT-RADIO: ILS glide slope shut down until approx April 24, all other components remain in opern. (3-24)
KANSAS CITY-RADIO: Moderate multiples all course LFR. Usable except for right side operation. (11-1)
KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of terminal ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE at lat 39-07, long. 94-35. Radio rcvr required.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600', Caution - jet acft Grandview AFB operg vcnty.
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft xcpt on official business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST. CHARLES-ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 93-35 N to lat 38-45, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS ARPT-RADIO: About April 22, ILS lclzr and glide slope will be shut down until approx Oct 22 - relctn of lclzr. (3-28)
ST. LOUIS-RADIO: Soon, VHF/DF will be cmsnd using following freq: 118.3, 119.5, 121.5, 122.5, 126.18 mc. (3-22)
ST. LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)
ST. LOUIS-WEISS ARPT: About May 15, 350' (769' MSL) lgtd stack will be erected 9.5 n mi SE (145° T) at lat 38-24-08, long. 90-20-10. (3-20)
SEDALIA MEMORIAL ARPT: Bcn inop. Use hard surface NE/SW rnwy only. (4-3)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
WARRENSBURG-SKY HAVEN ARPT: 1290' MSL lgtd twr erected 13.3 n mi NNE (28° T) at lat 38-59-27, long. 93-40-30. (2-18)
MONTANA: BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248 -264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Field lgts inop. (11-27)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have limited usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwy 7-25, clsd from intsxn to E end. Remainder of 7-25 restricted to 10,000 lbs GWT. Rnwy 5-23 restricted to 10,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs single-wheel or 70,000 lbs dual-wheel. (3-5)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as MH fac. (12-19)
MALTA ARPT: NW/SE rnwy clsd winter due snow. (2-8)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-196°, 17 n mi at 9000'; 196°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-260°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MONTANA: MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST. IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000';47°-70°,35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°,26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°,26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway closed.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
OMAHA MUN ARPT: 583' (1746'MSL) lgtd twr being erected 3.9 n mi SW (225°T)at lat 41-15-30, long. 95-57-04. (3-15)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only.(11-6) Bcn inop.(11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°,26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi;300°-360°,43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat.btwn Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'.DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°,35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°,26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°,17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel.Concord, Capital 5-6611,ext.211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°,35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.
CONCORD ARPT: Rnwys operative but caution advised due installing rnwy lgts. Ditches and holes along edges rnwys mrkd by flarepots. Use rnwys only. Caution advised taxiing. Work in progress on arpt removing old taxi strips. Trucks mrkd by orange and white flags moving along and crossing rnwys. Duration of work expected to last until May or June. Rnwy 3-21 not plowed during winter months. Rnwy 30 clsd to ngt operns due to outage of obstn lgts on high tension lgts to E of fld on apch to rnwy 30. (3-20) All rnwy lgts inop, but flarepots are placed along rnwy 17-35 at ngt. (3-29)
HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)
NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N.J. About Apr 15 will be cmsnd at lat 39-07-29, long. 74-45-55. (3-17)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses. Mar 29, Calco Stack FM on NE course LFR decmsnd. (3-29)
NEWARK ARPT-TOWER: About Apr 2?, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1 mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5' MSL. Apch bearing: 217°. MM lctd 3547' from approach end of rnwy. Elevation 8' MSL. (3-18) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block west bound to apch end rnwy 11. Const taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
TETERBORO RADIO: Mar thru Apr 15, privately owned experimental talking beacon will oper on 124.6 mc, 0800 thru 1900 during VFR conditions only. Located at arpt. This is not a navigational aid. (3-12)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip.on fld -days. Const adj to all paved surfaces. Helicopter lndg are now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager.
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)
TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx May 1. FLD: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to,and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30N, 106-28-45W. (9-13)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac

** 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: 640' (5649' MSL) lgtd twr erected 5 n mi SSE (157°T) at lat 35-12-18, long. 106-36-38. (3-19) Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

ANTON CHICO-RADIO: Mar 28, VOR shut down until approx Apr 22 - modernization. During this period, following arwys will be unusable: V-12 OTO-TCC, V-12N ACH-TCC, V-62 San Jose Int - Pleasant Hill Int, V-234 ACH-Conchas Dam Int. (3-28)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

**COLUMBUS, 34, PHX-ELP, ARPT: Sale of aviation fuel perm discontinued. (3-27)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON-RADIO: About April 20, VOR will be cmsnd. Freq: 115.3 mc. Ident: FMN Lctd lat 36-45-00, long. 108-30-54, elev: 5870' MSL. Class: BVOR. (2-18)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: VOR radials usable 26 n mi. About Apr 15, VOR will be shut down until approx May 10 - modernization. During shutdown, the following arwys will be affected: V-12 MEA ABQ-ACH 12,000'; V-83 MEA SAF-CNX 10,000'; V-60 OTO-San Jose Int unusable; V-60S ABQ-OTO unusable. (3-14)

SANTA FE-RADIO: Mar 5, VOR shut down until approx Apr 5 - modernization. During shutdown, following arwys will be affected: V19 and V190 Grants - Las Vegas - MEA 14,500'; V83 Otto-Santa Fe Int - MEA 14,500'; Int Otto 334°-Las Vegas 252° radials temp designated as Santa Fe Int. V62 Santa Fe - San Jose Int unusable. (3-4)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

CALVERTON-PECONIC RIVER ARPT: Hrs of operation 0800-2400E, Mon-Sat only. (10-25)

COOPERSTOWN ARPT: Caution - snow on rnwys during winter months. Doe not use first 600' of rnwy 23 due const thru Apr. (1-25)

DELANCY-RADIO: Mar 14, VOR operg test basis only. Freq: 110.2 mc. Ident: DNY. Lat 42-10-40, long. 74-57-27. (3-13)

ELMIRA-RADIO: VOR has scalloping all quads. (3-14)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavailable transient acft. (4-5)

★FLATBUSH-RADIO: Mar 29, MHW decmsnd.

GENEVA-SCENIC AIRE PARK ARPT: Clsd. Services discontd. Rnwy avail for emerg use - no snow removal. (11-29)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. About Apr 19, LFR will be decmsnd - reletn to vicinity Peconic, N. Y. Concurrently, Apr 19, MHW will be cmsnd at ILS OM site serving rnwy 4. Freq 353 kc. Ident: IDL. Lat 40-35-41, long. 73-48-28. (3-11)

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

MASSENA-RICHARDS ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-21)

MIDDLETOWN-RANDALL'S ARPT: Fld clsd intermittently by "X" during spring wet season acct soft spots. Circle fld - if safe to lnd operator will remove "X". (3-26)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK: NEW YORK CITY AREA-SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co Arpt, Mitchel AFB and Rockaway Arpt. VFR acft approaching Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L New Idlewild Airport, unless cleared otherwise by Idlewild tower, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270°M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shorelines S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, wea permitting. This applies to New York International (Idlewild) Arpt; LaGuardia Fld, N. Y., and Newark Arpt, N. J.

**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float & skid type helicopters.

NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About Apr 22, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10'MSL. Bear: 222°. Ident: IWY. Glide slope freq 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75' MSL. Alt over MM 240' MSL. OM 1500' MSL: Concurrently with cmsng of ILS, Elmont FM on back crs ILS serv rnwy 4, will be decmsnd. (3-18) FLD: Lndgs and take-offs prohibited unless acft equipped with functioning 2-way radio, capable of direct 2-way commun with ctl twr. Clsd to fighter type motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution. Use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm closed for lndgs and take-offs, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of in tsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiway temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Soon, a centerline apch lgtg system serving rnwy 22 will be cmsnd. System extends 3000' from rnwy pavement out into apch. System consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (3-6)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbnd acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: About Apr 9, VOR radiated test signal freq will be changed from 111.0 mc to 108.6 mc. (3-26) Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and tk-offs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking 40' crane, men and equip operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft - days. Obstns and equip mrkd - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (9-28) Soon combination left lane apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be cmsnd. (1-11) Caution - use paved surface only, sod areas unsuitable for acft operns.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK - WEST 30TH STREET HELIPORT: Open daylight hours only on 30 minutes advance notice (tel. Longacre 4-2073). Direct communication by two-way radio on 122.8 mc required before approach and take-off. Caution - ship traffic in area. (9-27)

NIAGARA FALLS RADIO: VHF DF unreliable below 3000' in NE quadrant, 4000' in E & SW quadrant and 4500' in NW quadrant. (6-22)
NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
NIAGARA FALLS-COLONIAL VILLAGE ARPT: Clsd due rnwy repairs. (2-23)
OGDENSBURG ARPT: E/W rnwy clsd- construction. (4-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft & jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' & visibility 3 mi. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position, acft shall let down to pat altitude.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line & in vcnty of T-type hangars. Ctn taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock & flying missiles up to 1000'.
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879' MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-3)
SPITFIRE LAKE: Closed seaplane operns- xcpt emergency.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route altitude.
SYRACUSE-HANCOCK FLD: VOR ground receiver check point unusable. (1-7)
UPPER ST. REGIS LAKE: Closed seaplane operations except emergency.
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylight hours. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route altitude.
★WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 n mi. (3-22)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 n mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: About April 1, 1076'(1932'MSL) lgtd twr will be erected 10.5 n mi ENE(74°T) at lat 35-15-41, long. 80-43-38 & being completed approx. June 1. (3-14) All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20) Rnwy 5-23 clsd for repaving until approx. May 5. (3-14)
CHERRY POINT-SPECIAL NOTICE: Effect. April 17, Warning Area 122 will be revised as follows: beginning at lat 35-09-00, long. 75-00-00; thence southeast to lat 34-21-00, long. 74-05-00, SW to lat 33-06-00, long. 75-53-00, NW to lat 33-58-45, long. 77-12-00; continuing NW to lat 34-17-45, long. 77-37-30; thence in a northeasterly direction 3 n mi from and parallel to the North Carolina mainland and outer shoreline to lat 35-05-00, long. 75-51-00; thence clockwise along the arc of a circle with a radius of 60 mi centered at lat 34-54-30, long. 76-53-00, to lat 34-50-00, long. 75-50-00; thence NE to lat 35-05-00, long. 75-00-00; thence N to lat 35-09-00, long. 75-00-00, thence N to point of beginning. (3-26)
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx. July 1-relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (3-26)
**FT. FISHER ARPT: ABANDONED. (3-26)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050° 310°-005° out of tolerance due to excessive roughness and bends. (12-26)
HICKORY-RADIO: About April 9, VOR will be cmsnd at lat 35-52-19, long. 81-14-19. Taylorsville FM will be cmsnd on 42° radial; elliptical pattern, ident: dot, dash. Lctd lat

NORTH CAROLINA lat 35 48-29, long 81 10 33 (3-21)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on off business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)
LAURINBURG--MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW;elev 220; number of rnwys 1; longest rnwy 6500'; remarks-use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution-vehicular parking and tfc W ramp. (1-10)
MANTEO ARPT: Rnwy lgts inop. (1-30)
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi. About April 15, VOR will be shut down until approx. May 15. (3-20) During shutdown VOR flgts authorized to use EWN rdo bcn in lieu EWN VOR. Intersections and MEA as charted. (3-27)
★RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi;230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (3-13) Trans and rcvr 243.0 and 255.4 mc cmsnd. (3-27)
★RALEIGH-DURHAM ARPT-TOWER: Mar 22, trans and rcvrs 243.0,257.8,348.6mc cmsnd. FLD: Dur to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 & 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
ROCKY MOUNT-RADIO: VOR radials 150°-180° out of tolerance account of roughness and bends. (2-15) About April 15, VOR will be shut down until approx. May 15. (3-20)
SALISBURY ARPT: Boundary lights inoperative. (2-16)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT-TOWER: About April 1, lclzr and glide slope will be shut down until approx. April 11- repairs. (3-15) FLD:999'(1049'MSL) lgtd twr being erected 16 n mi W(281°T) at lat 34-19-15, long. 78-13-42. (2-21) Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (2-21)
★WINSTON SALEM-SMITH REYNOLDS ARPT-TOWER: Trans and rcvr 121.9 mc cmsnd for ctl mobile gnd tfc. Class: AC(g). (3-28)

NORTH DAKOTA: FARGO-RADIO: Victor 2 N arwy rad 104° has scalloping in excess of 2°.
FARGO-HECTOR FLD: Stacks of drainage tile 300' W of rnwy 17-35. Ctc lgts for rnwy 3-21 and flood lgts for rnwy 21 inop. Rnwy 17-35 clsd.
GRAND FORKS ARPT: 200'(844'MSL) lgtd twr erected 8.5 n mi WNW(305°T) at lat 48-00-17, long. 97-16-51. (3-13)
WESTHOPE ARPT: Field rough-use with caution. (6-14)

OHIO: AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT-TOWER: ILS back crs has flyable bend 4 to 2 n mi from stn displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230'MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 & Red 17 will become perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Closed until further notice. (1-11)
CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. DME coverage 60°-150°, 35 n mi at MEA. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest int. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat. directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500';170°-190°, 35 n mi at 2500';245°-310°, 35 n mi at 2000';310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: About April 12, trans and rcvr 119.0 mc will be changed to 121.0 mc. (3-29) FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6)

OHIO: CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Contact CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 -turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

COLUMBUS-SULLIVANT AVENUE ARPT: Const - men and equip. on fld. (7-2)

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°, This area not to be used for IFR opern acct unreliable course indication during period of interference.

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement and beginning of const areas mrkd by row of red lgts across ends rnwy 6-24. End of Pavement rnwy 24 mrkd by row of red flags for daylgt opern. (1-7)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const.

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000'; 295°-305°; below 2500, 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

FREMONT-SLAGER ARPT: Temp clsd until approx Apr 16 due rough surface conditions.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: Const on N side of E W rnwy. Fquip. on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)

**HARRISON ARPT: 200' (1238' MSL) lgtd twr erected 9.8 n mi WNW (295° T) at lat 39-19-17, long. 84-57-29. (3-14)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°, Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 240° radial; and on Victor 92, 310° radial. Establish over station position by positive To-From indication. (1-17)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.

PAINESVILLE-CONCORD AIRPARK: New arpt reported. 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution durg wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Contact Port Clinton Unicom for fld conditions. (12-7)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld, lctd 10.7 mi N; lngst rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Contact Port Clinton Unicom for fld conditions. (12-7)

SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long. 82-42-33.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

★TOLEDO-RADIO: Trans and rcvr 243.0 mc cmsnd. (4-1)

OHIO: TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not land short of threshold lgts. Usable rnwy 4940'. (3-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt DME coverage 260°-280°, 35 n mi at 2000'

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030°, below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to ctl tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coveragd 230°-280°, 35 n mi at 2300'.

**CLAREMORE-WILL ROGERS FLD: 250' (1085' MSL) twr erected 14.9 n mi N (20° T) at lat 36-33-49, long. 95-29-18. (3-4) No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maintained - use at own discretion. (1-25)

**CUSHING ARPT: 180' (1225' MSL) twr erected 10.5 n mi NNW (348° T) at lat 36-07-40, long. 96-48-28. (3-4)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

GUYMON ARPT: N/S rnwy closed - due const. Caution - equip. on fld. (10-31)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)

OKLAHOMA CITY-WILL ROGERS ARPT: Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt.

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

TULSA-RADIO: Feb 18, DME shut down. VOR shut down until approx May 9 for relctn to lat 36-11-52, long. 95-47-17. (4-1)

TULSA-ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: 280' 1202' MSL) rdo antenna erected 10.9 n mi WSW (256° at lat 36-09-53, long. 96-06-27. (3-4) Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: Apr 7, 14, 21, 28, May 5, 12, 19, 26, Jun 9, 23, Jul 7, 21, Aug 4, 18, Sept. 15, 29.

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEAVER MARSH, SITE 73, RIV-DLS ARPT: Clsd. Soft and S end flooded. (12-12)

CRESCENT LAKE-JUNCTION ARPT: Clsd during winter - due snow. (12-7)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad. Caution.

EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N of rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)

**GATES-DAVIS ARPT: Abandoned. (3-15)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri. 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

★KLAMATH FALLS-RADIO: March 13, trans and rcvr 255.4 mc and 243.0 mc cmsnd.

LAKE O'WOODS ARPT: Closed durg winter - due snow. (12-7)

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, contructions Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

OREGON MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when airport traffic is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR fligt-checked for en route Victor Airways and route use only and on the 334° and 347° radials, at min instr. alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable distance 26 n mi at 3000'. (9-26)

NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (3-7)

NORTH BEND-RADIO: VOR fligt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.

✱PORTLAND INTNL ARPT-TOWER: Mar 15, Radar departure ctl cmsnd. FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)

REDMOND-RADIO: VOR usable distance of many radials lmtd in the signal shadow area imposed by intervening high terrain. Fligt-checked for en route airways use at minimum instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equipment on field. (5-2)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Blasting operation occasionally E of field in connection with The Dalles Dam construction, stay above 1000' in this area. Runway lights 7-25 inop.

WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)

PENNSYLVANIA:ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n miles at minimum instrument altitude. DME coverage 290°-330°, 35 n mi at 4000';330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control traffic 100' of East end runway 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlighted trees and p-line between MM and rnwy 6. (5-18)

**ALTOONA-BLAIR COUNTY ARPT: 174'(1414'MSL) lgtd twr erected 13 n mi NNW(343°T) at lat 40-30-26, long. 78-25-15. Fixed lgts at 1/3 & 2/3 level. (3-25) FLD: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire field. Not mrkd. Use rnwys only. (2-11)

BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and construction in progress in areas adj to rnwy. Equipment occasionally cross rnwy. Areas marked. (12-27)

BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00;S - lat 39-59-30; E - long. 77-47-00; W - long 77-49-00.

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

COUDERSPORT-POTATO CITY ARPT: Temp clsd due soft condition of fld and large ruts on rnwys. (3-19)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)

**GALETON-CHERRY SPRINGS ARPT: Permanently closed. (3-26)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

GREENVILLE ARPT: Clsd temp until further notice due soft condition of field. (2-18)

HARRISBURG-RADIO: VOR has flyable bends 85° - 125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 20 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n miles at 3500'; 70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000';210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)

LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd indefinitely. (3-15)

PHILADELPHIA-RADIO: About June 4, LFR will be shut down for approx two days for re-alignment N course from 180° to 160°. (3-8)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)

rrPHILADELPHIA INTNL ARPT-TOWER: Mar 15, freq 118.1 decmsnd &119.0 mc c msnd. FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on rivers edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking.

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' X 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for Ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E. quad. (10-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000';120-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000';305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230° at MEA.

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

WASHINGTON ARPT: Clsd to transient acft.

[redacted]: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

[redacted]: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylight hours when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long 79-58-00.

CHARLESTON-RADIO: VOR operg test-basis. During test opern Temp MEA SAV to MYR via V-1, 3000'; CAE to CHS via V-53, 3000'; FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intsxns satisfactory for use as indicated: Jamestown Int. FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/NW Crs. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable. (3-11)

CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylight hours - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air to air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flight-checked. (10-9)

MYRTLE BEACH AFB/MUN ARPT: All acft use extreme caution in Myrtle Beach area. Rdo equipped acft ctc MYR AFB twr on 126.18 or 121.5 mc for lndg. Acft without rdo circle arpt for visual signal from twr before attempting to land. (3-25)

[redacted]: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-RADIO: March 11, VOR shut down until approx April 22 - modernization. (3-13) During shut down the following MEA's can be utilized: V-26, Pierre VOR - Int RO75° PIR and R168° ABR, 5000'; Int RO75° PIR and R168° ABR - Oakwood Int, 5000'; Oakwood Int - Redwood Falls, Minn., 5000'. V-78, Int RO75° PIR and R168° or R228° ATY - Watertown VOR, 5000'; V-15, Sioux Falls VOR - Int R297° FSD and R228° ATY, 5000'; Int R297° FSD and R228° ATY-Aberdeen VOR, 5000'. Direct routes - Pierre VOR to Huron LFR, 3400'; Huron LFR-Aberdeen VOR, 2500'; Huron LFR-Sioux Falls VOR, 3000'; Huron LFR-Redwood Falls, Minn., VOR, 3900'; Huron LFR-Watertown VOR, 3100'. (2-25)

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lights, usable for light acft at pilots' discretion. (4-25)

PHILIP ARPT, SITE 31, CYS -HON: 24' unlgtd p-line N from bcn to transmission line.

PIERRE-RADIO: About April 15, VOR will be shut down until approx May 27. (3-22)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

[redacted]: SPECIAL NOTICE: Attention of all pilots proposing flight on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flight identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlighted. (1-28)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)

CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylight all acft must be equipped with rcvr capable of rcvg instructions from ctl twr. (8-23)

JACKSON-RADIO: Effect. April 25, name and ident LFR and VOR will be changed to Jack's Creek, JKS, respectively. (3-25) ATCS will remain Jackson, Tenn.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses.

[redacted]: Caution-VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope inop.

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy fld after hvy rains. Pilots use at own risk. White cross mrkrs placed on worst places. (2-19)

[redacted]: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE-RADIO: VOR radials 85°-105° unreliable. About April 8, VOR will be shut down until April 29 - modernization. (2-8) During shutdown VOR flights authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (2-13)

ALICE ARPT: Bndry lights rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flight over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designates touchdown point nights. (10-4)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: About April 1, ILS will be cmsnd. Lclzr freq: 109.5 mc, ident: BUJ. Glide slope freq: 332.6 mc. Apch bear: 113°. LMM freq: 206 kc; ident: UJ. LOM freq 236 kc; ident BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. (3-22) FLD: Rnwy 11-29 clsd - const. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-RADIO: VOR courses 280°-325° and 345°-30° out of tolerance acct bends. DME coverage 130°-190°, 35 n mi at 4000'. (11-19) About April 8, VOR will be shut down until approx Aug 8 - relctn to lat 32-23-06, long 101-29-00. (3-7) Durg this period VOR flights are authorized to use BGS LFR in lieu of BGS VOR. On all arwys bearings and MEA's remain as charted. Johnson Int use 182° bearings from BGS LFR; Mustang Int use 266° from BGS LFR. (4-1)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

COTULLA-RADIO: Feb 5, VOR shut down.

DALLAS-RADIO: Radial 325° - 345° out of tolerance due to severe scalloping. (2-21)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EDINBURG ARPT: Clsd until approx April 13, due rnwys and taxiways under const. (3-8)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylight hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; right hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, durg darkness. Single point JP-4 plus gas turbine compressor starting equip. avail. Tetrahedron uncontrollable, unreliable-not to be used as traffic direction indicator.

FORT WORTH-CARTER FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. Rnwy 31 threshold lgts relctd to a point approx 50 NW of SE end of rnwy 31. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly marked. (3-21)

GALVESTON-RADIO: Soon VOR will be shut down until approx Apr 17 - modernisation. During modification shutdown Galveston VOR flights authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (2-13)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

✱GREGG COUNTY-RADIO: LF voice fac changed from 357 kc to 236. (3-29)

GUTHRIE-RADIO: About Apr 15, VOR will be shut down until approx May 15. (3-20) During shutdown, GTH VOR, flgts authorized to use V-102 LBB VOR - SPS VOR MEA 6000' MSL. (3-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 n mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqud. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.

HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron uncontrollable and unreliable - not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt ' signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for take-off to E only; no lndg. (3-11)

HUECO MOUNTAIN-RADIO: About Apr 8, MHW will be cmsnd. Freq: 317 kc, ident: HCO. Lctd lat 31-49-06, long. 105-59-42. (3-18)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnace Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement.

KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Rnwy 13-31 clsd for installation of hi-intensity rnwy lgts. (2-6)

**LUBBOCK ARPT-SPECIAL NOTICE: ILS procedure #1, straight in minima 400-1 until further notice. (3-2)

LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Sept. 1. (2-25) FLD: W 300' of E ramp open as taxiway. E 500' of E ramp closed to acft for cotton storage. (10-9) N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. Mar 27, VOR shut down until approx Apr 8 - during this period VOR flgts authorized to use LFK Rbn in lieu VOR xcpt V13E LFK to SHV unusable. Intersections, altitude and reporting points as charted. (3-29)

MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sun. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-off and lndg. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW. (10-12)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

**MULESHOE-WARREN ARPT: 168' (3967' MSL) lgtd twr erected 0.8 n mi W (270°T) at lat 34-13-46, long. 102-43-50. (3-13)

NEWMAN-RADIO: About Apr 8, MHW will be decmsnd and relctd to Hueco Mountain.

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)

**PLAINS-YOAKUM CO. ARPT: 208' (3853' MSL) lgtd twr erected 1.4 n mi SSE (166°T) at lat 33-11-11, long. 102-49-21. (3-13)

PORT ISABEL ARPT: Clsd all operns - const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)

✱SNOOK-RADIO: USAF H fac cmsnd. Freq 371 kc, ident: SOK, lctd: lat 30-29-00, long. 96-29-25. Class: MHW. Bear & dist to Bryan AFB: 355°, 8.0 n mi. (1-29)

SNYDER-WINSTON FLD: 150' (2577'MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-RADIO: About Apr 1, Z mrkr at H fac will be decmsnd. Class: BH. (3-1)

TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - acct of severe scalloping and roughness.

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

Utah: **ANTELOPE ISLAND, BCN SITE 2, SLC-PDT: Bcn changed to 12 rpm. (3-25)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

**BOUNTIFUL, BCN SITE O, SLC-GTF: Bcn changed to 12 rpm. (3-25)

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

HANKSVILLE-RADIO: VOR coverage 40°-60°, 35 n mi at 10,000'; 172°-190°, 26 n mi at 13,000'. VOR shut down until approx Apr 10 - modernization. During shutdown MEA V-8 Bryce Canyon-Grand Junction will be 15,000' and V-8 South Bryce Canyon-Grand Junction will be unusable. (3-19)

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

✱SALT LAKE CITY MUN #1 ARPT-TOWER: Mar 18, UHF/DF cmsnd. Freq: 305.4 mc. Bear. 355°-95° and 185°-235° from stn unreliable below 15,000' MSL. Area 95°-135° from stn unreliable all alt. (3-18)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 145°-155°, 35 n mi; and 275°-295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

Vermont: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel. CApital 3-2311, ext. 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: **CAMP PICKETT-BLACKSTONE AAF-SPECIAL NOTICE: 400'(757'MSL) lgtd rdo twr erected 3 n mi WSW(258°T) at lat 37-03-17, long. 78-01-14. (3-18)
CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory information. (7-25)
DAHLGREN-SPECIAL NOTICE: Restricted Area(R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, West Virginia. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Closed. (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat. alt 1000'MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution-hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd-old strip lying parallel and S will be available 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended-no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT: Exten const in progress apch end rnwy 20.
NORFOLK-RADIO: Visual courses VAR slightly rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi;15°-55°& 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000';40,-120°, 43 n mi at 6000';120°-200°, 35 n mi at 6000';200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000';255°-010°, 26 n mi at 6000'. (12-19)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men & equip adj all rnwys & taxiways - caution.
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy;3500'long (graded dirt-shale); remarks-telephone line parallel to rnwy 100' to one side. (3-8)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BANDERA ARPT: Closed - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
EASTON, SITE 5B, SEA-HLN ARPT: Closed due to snow for winter season. (11-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area;150°-175°, 26 n mi at 5500';175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000';290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area;227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Runway lights on runway 2-20 inoperative. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

WASHINGTON: LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow.(12-7)
LESTER ARPT: Closed - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000';275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.
PACKWOOD ARPT: Closed - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about Mar. 15, 1958, const in progress-use rnwys and taxiways only. (3-11)
RIMROCK-TIETON ARPT: Closed - due snow. (12-7)
SEATTLE-RADIO: About April 5, the Harbor Island FM on NW course LFR will be relctd 900' NW of present site. (3-29)
SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30(short rnwy) E of rnwy 13-31. Tfc pat. E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat. W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SKYKOMISH ARPT: Closed - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000';153°-224°, 43 n mi at 5000';225°-264°, 43 n mi at 6000';265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on field.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000';261°-280°, unreliable;281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. March 28, lclzr and glide slope shut down for an indefinite period-relctn & rnwy extension. (3-29) FLD: 40" high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 and 7-25 clsd for const about June 22. (3-20)
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance altitudes.
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18)
WEST VIRGINIA: BECKLEY-RADIO: Mar. 21, mobile VOR test unit placed in opern. Freq: 109.8mc. Lctd lat 37-46-49, long. 81-07-27. (3-21)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
*CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) Trans and rcvr 348.6 mc cmsnd. (3-13) FLD: 999'(2049'MSL) lgtd twr erected 14.9 n mi W(277°T) at lat 38-24-28, long. 81-54-14. (2-26) Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. Obstn lgts on W twr LFR lctd 3.1 n mi N inop.

WEST VIRGINIA: MARTINSBURG ARPT: Serv fac avail. 0800-sunset. 28' hangar 500' E of centerline and 1100' from S end rnwy 35. lgtd. (6-7) Factory bldg 40' high under const 1000' E of S end rnwy 35 in flood lgtd area. (9-13) Rnwy 8-26 clsd 0700-1800 EST xcpt Sun. Men and equip. on rnwy. (12-3)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

SUTTON, 21, CIN-DCA ARPT: Closed to all operations for unknown duration.. (2-28)

WISCONSIN: EAGLE RIVER ARPT: 800' S end of N/S rnwy ruf, soft - unusable. Arpt clsd until May 1. (10-12)

FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders durg winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55, lctd 0.5 mi NE of Lodi; 1 strip - E/W 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

★MADISON-TRUAX FLD-TOWER: Mar 22, 119.9 mc changed to 119.3 mc. (3-29) FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. (10-17)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd - itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

OCONTO ARPT: E/W rnwy plowed 2850' x 175' - open to wheeled acft. NE/SW rnwy open to ski-equipped acft only. (1-16)

OSHKOSH-WINNEBAGO CO ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys durg winter months. (2-21)

WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)

WISCONSIN: WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

WYOMING: CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

CHEROKEE-RADIO: About April 8, VOR will be shut down until approx May 3, modernization. During shutdown following arwys will be affected: V14, V14N, V-6, V-6N, RKS-CKW V-4 CKW-LAR; V-6, V-6N CKW-RKR; V-26 CKW-CPR all unusable. (3-15)

CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)

GILLETTE ARPT: 50'-75' shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

KEMMERER ARPT: Arpt unsafe for opern of acft with wheels acct snow. (1-28)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end rnwy 12-30 clsd - mrkd. (3-21)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well pumps and storage tanks edge all rnwys. Men and equip. on fld. Use extreme caution.

PUERTO RICO: ★SAN JUAN-ISLA GRANDE ARPT-TOWER: Hrs opern: 0600-2200. (3-26) FLD: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. Cranes 50' - 60' high operating intermittently approx 1000' off E end rnwy 9R-27L.

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

WILMINGTON, N.C. - NEW HANOVER CO. ARPT: ILS/ADF, Proced. #1, Amdt. 2, dated 4 May 1957: Being withheld temporarily from publication. Use Amdt. #1, dated 16 July 1955, until further advised.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
LaGuardia LFR	IDL-VOR	direct	1500	T-dn	300-1	300-1	200-½
→ New Rochelle MHW	IDL-VOR	direct	1500	C-dn	600-1	600-1	600-1½
→ Glen Cove MHW	IDL-VOR	direct	1500	S-dn-1	600-1	600-1	600-1
Mitchel LFR	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
→ Paterson MHW	IDL-VOR	direct	2500				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles, E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn E side of crs, 185 Outbnd, 005 Inbnd, 1300 within 10 miles of Edgemere Int
Minimum Altitude over facility on final approach crs, 1300 over Edgemere Int. 600 over VOR
Crs and distance, breakoff point to app end rny 1, 013-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a right climbing turn to 1500' on 130° intersecting the SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild Approach Control for further instructions.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	VOR IDL	TerVOR-1, Amdt 4, 11 May 57	3 23 Feb 57

				T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	600-1	600-1	600-1½
New Rochelle MHW	IDL-VOR	direct	1500	S-dn-4	600-1	600-1	600-1
Glen Cove MHW	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Paterson MHW	IDL-VOR	direct	2500				
Scotland MHW	IDL-VOR	direct	1500				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles, E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn E side of crs, 240 Outbnd, 060 Inbnd, 1300 within 10 miles
Minimum Altitude over facility on final approach crs, 600
Crs and distance, breakoff point to app end rny 4, 043-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make a right climbing turn to 1500' on 130° intersecting the SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild Approach Control for further instructions.
CAUTION: Straight-in landing minimums do not provide standard clearance over 278' stack 1.7 mi SSE of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	VOR IDL	TerVOR-4, Amdt 4, 11 May 57	3 23 Feb 57

				T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	500-1	500-1	500-1½
→ OM #2 IDL ILS	IDL-VOR (Final)	direct	1000	S-dn-22	400-1	400-1	400-1
Glen Cove MHW	IDL-VOR	Direct	1500				
Mitchel LFR	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Scotland MHW	IDL-VOR	direct	1500				

Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles; E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn #E side of crs, 034 Outbnd, 214 Inbnd, 1500 within 10 miles
#Procedure turn conducted E to avoid LaGuardia Traffic.
Minimum Altitude over facility on final approach crs, 1000' over ILS OM #2, 400' over VOR.
Crs and distance, breakoff point to app end rny 22, 223-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on R-223 and proceed to Scotland Int, Contact Idlewild Approach Control.
CAUTION: Circling minimums do not provide standard clearance over airport control tower and 278' stack 1.7 mi SSE of airport. Straight-in landing minimums do not provide standard clearance over 290' tank 4½ mi NE of the airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	VOR IDL	TerVOR-22, Amdt 4, 11 May 57	3, 30 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Procedure CANCELLED, effective 11 APR 57. No adequate final approach fix.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	VOR	IDL	TerVOR-25L, Amdt 3 30 Mar 57	2 8 Dec 56

Stinson Beach Int	SFO-VOR	direct	2500	T-dn	300-1	300-1	200-½
Half Moon Bay Int	SFO-VOR	direct	3000	C-dn	500-1	600-1	600-1½
Richmond VHF Int	SFO-VOR	direct	2500	S-dn	500-1	500-1	500-I
AGW VOR	SFO-VOR	direct	2500	A-dn	800-2	800-2	800-2
Fremont FM-HW	SFO-VOR	direct	2500				
OAK VOR	Int R-224 OAK and R-011 SFO	direct	2000				
Int of R-224 OAK and R-011 SFO	SFO-VOR (Final)	direct	500				

300-1 required for take-off runway 19 L-R

Aircraft may be vectored to final approach radial in accordance with patterns approved for radar approach.
Procedure turn E side 011 Outbnd, 191 Inbnd, or teardrop type 036 Outbnd, 191 Inbnd, 1000 within 5 miles.
Beyond 5 mi (N of AGW 301 R) NA.
Minimum Altitude over facility on final approach crs, 500
Final approach crs parallel to and between rnys 19 L-R
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make immediate left climbing turn to 2000' on R-101 within 10 miles.
NOTE: Circling minimums do not provide standard clearance W and SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, Calif	International 11'	VOR	SFO	TerVOR-19 L-R, Amdt 2, 4 May 57	I, 28 June 56

N. Philadelphia LFR	TTN-VOR	direct	1500	T-dn	300-1	300-1	200-½ ←
Bellemead Int	TTN-VOR	direct	1500	C-dn	600-1	600-1	600-1½ ←
Colts Neck VOR.	TTN-VOR	direct	1500	A-dn	800-2	800-2	800-2 ←
Int R-230 TTN & NW crs							
McGuire LFR	TTN-VOR (Final)	direct	800				

Procedure turn E side of crs, 231 Outbnd, 051 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 800
Crs and distance, breakoff point to app end rny 6, 056-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb straight ahead to 1000', make a left climbing turn, return to N Philadelphia LFR at 1500'.
NOTE: Facility owned and operated by Mercer County

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Trenton, N J	Mercer County 213'	VOR	TTN	TerVOR-6, Amdt 1, 11 May 57	Orig 17 Dec 55

N Philadelphia LFR	TTN-VOR	direct	1500	T-dn	300-1	300-1	200-½ ←
Bellemead Int	TTN-VOR	direct	1500	C-dn	700-1	700-1	700-1½ ←
Colts Neck VOR	TTN-VOR	direct	1500	A-dn	800-2	800-2	800-2 ←

Procedure turn W side of crs, 342 Outbnd, 162 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 900
Crs and distance, breakoff point to app end rny 16, 156-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb straight ahead to 1000', make a right climbing turn and proceed to N Philadelphia LFR at 1500'.
NOTE: Facility owned and operated by Mercer County

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Trenton, N.J.	Mercer County 213'	VOR	TTN	TerVOR-16, Amdt 1, 11 May 57	Orig, 17 Dec 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

Superseded by Combination ILS-ADF Procedure No. 2, Amdt Orig, Effective 4 May 57

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Will Rogers 1283'	MHW	TWO	2, Amdt 3 24 Sep 55	2 6 May 54

PROCEDURE CANCELLED, EFFECTIVE 11 APR 57. UNION MHW DECOMMISSIONED.

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pittsburgh, Pa	Greater Pittsburgh 1168'	MHW	UNE	3, Orig 11 Jun 1955	

Superseded by Combination ILS-ADF Procedure No. 2, Effective 9 April 57

City and State	Airport Name & Elev.	Fac. Class & Ident.		Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Okla	Municipal 674'	MHW	OWS	2, Amdt 2 22 Oct 1955	1 23 Mar 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Long Beach Int (Final)	JEM-LFR	Direct	800	T-dn	300-1	300-1	200-½
Radar terminal area transitions all directions	HEM-LFR	within 25 mi of IDL	3000	C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2
Radar terminal area transitions E of NE-SW crs Laguardia LFR	HEM-LFR	within 15 mi of IDL	1500				

Radar transition utilizing Idlewild surveillance radar.

Procedure turn E side SW crs, 220 Outbnd, 040 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 046-3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3 mi, make a right climbing turn to 1500' (or higher altitude when directed by ATC) and return to Mitchel LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup	Amdt. No.	Dated
★Bethpage, N Y	Grumman Airport 119'	SMRAZ HEM	1, Amdt 2, 11 May 57	1		1 Jul 54

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 094 Outbnd, 274 Inbnd, 2100' within 10 miles
Minimum Altitude over facility on final approach crs, 1690'
Crs and distance, facility to airport, 314-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2500' on N crs within 20 miles of MsN-LFR
NOTE: ADF procedure not authorized. Amount of turn over facility on final approach exceeds standard.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★Madison, Wis	Truax Field 859'	BMRLZ MSN	1, Amdt 7, 4 May 57	6,	20 Apr 54

PROCEDURE TO BE CANCELLED CONCURRENT WITH THE DECOMMISSIONING OF THE IDLEWILD LFR, APPROX. 11 May 57

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★New York, N Y	International 12'	SMRA IDL	1, Amdt 8 23 Feb 57	7	8 Dec 56

Wichita Falls VOR	Wichita Falls LFR	Direct	2300	T-dn	300-1	300-1	200-½
Jolly FM	Wichita Falls LFR (Final)	Direct	1700	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 121 Outbnd, 301 Inbnd, 2200' within 10 mi. NA beyond 10 mi.
Minimum altitude over facility on final approach, 2200'
Crs and distance, facility to airport, 289-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 miles turn right, climb to 2500' on NE crs within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★Wichita Falls, Tex	Sheppard AFB/Mun 1029'	SBMRAZ SPS	1, Orig, 4 May 57	None	

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
ABQ LFR	ABQ-VOR	Direct	8000	T-dn	300-1	300-1	200-½
				C-d	500-1½	500-1½	500-1½
				C-n	500-2	500-2	500-2
				S-d-8	500-1	500-1	500-1
				S-n-8	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

→ Procedure turn N side of crs, 258 Outbnd, 078 Inbnd, 8000' within 10 mi (Nonstandard due to restricted area)
Minimum Altitude over facility on final approach crs, 6700'
Crs and distance, facility to airport, 078-8.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.9 mi, turn right and climb to 10,000' on R-256 within 20 mi.
→ CAUTION: Landing minimums do not provide standard clearance over 6008' twr 1 mi NE of VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★Albuquerque, N Mex	Kirtland AFB/Mun 5352'	BVOR ABQ	1, Amdt 4, 4 May 57	3,	23 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Lansing LFR	LAN-VOR	direct	2200	T-dn	300-1	300-1	*200-½
				C-dn	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required on SE-NW Runway.

Procedure turn S side of crs, 234 Outbnd, 054 Inbnd, 2100' within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 054-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles, climb to 2000' on R-054 within 20 miles, or when directed by ATC: (1) make right turn, climbing to 2900', proceed to LAN LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lansing, Mich	Capital City 858'	BVOR LAN	1, Amdt 5, 5 May 57	4, 4 May 57

Stockton LFR	MOD-VOR	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
Int S crs Stockton LFR and R-255 MOD VOR	MOD-VOR	Direct	2000	A-dn	1000-2	1000-2	1000-2

Procedure turn N side of crs, 025 Outbnd, 205 Inbnd, 1500' within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 205-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, climb to 2000' on R-205 within 15 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Modesto, Calif	Municipal 96'	VORW MOD	1, Amdt 4, 4 May 57	3, 8 Jan 55

Pocatello LFR	PIH-VOR	Direct	7000	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-2	600-2	600-2
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 027° Outbnd, 207° Inbnd, 7000' within *10 miles of OM. NA beyond 10 mi.
* Make procedure turn after passing PIH - ILS Outer Marker outbnd.
Minimum Altitude over Outer Marker on final approach crs, 5800'
Crs and distance Outer Marker to airport, 211°# - 3.7
After passing outer marker, turn left to intercept R-031 inbnd.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles of PIH Outer Marker proceed to VOR, climbing; continue climb to 6500' on R-234 within 20 mi.
CAUTION: 5000' MSL terrain located 2.6 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pocatello, Ida	Pocatello 4448'	BVOR PIH	2, Amdt. 1, 4 Apr 57	Orig. 2 Feb. 57
		LOM — PI		

Springfield LFR	SPI-VOR	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 036 Outbnd, 216 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 216-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 miles, make right turn, climb to 2000' to Petersburg Int (Int R-285 SPI & NW crs SPI LFR) via the NW crs SPI LFR, or if directed by ATC: (1) Climb to 2000' and proceed to the ILS LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Springfield, Ill	Capital 595'	BVOR SPI	1, Amdt 4, 11 May 57	3, 21 Jan 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Tulsa LFR	TUL-VOR	direct	1800	T-dn	300-1	300-1	200-½
Verdigris River FM via crs 230	TUL-VOR	direct	1900	C-dn	400-1	500-1	500-1½
Skiatook FM via crs 108	TUL-VOR	direct	2000	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

300-1 required on runways 3L, 21R, 17R and 35L.

Procedure turn N side of crs, 079 Outbnd, 259 Inbnd, 1900 within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 259-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles, climb to 2200 on R 114 within 20 miles.
Major Changes: VOR relocated.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Tulsa, Oklahoma	Municipal 674'	BVOR TUL	1, Amdt 6, 9 Apr 57	5, 22 Oct 55

Wichita Falls LFR	Wichita Falls VOR	Direct	2300	T-dn	300-1	300-1	200-½
Jolly FM	Wichita Falls VOR	Direct	2600	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 264 Outbnd, 084 Inbnd, 2200' within 10 miles. NA beyond 10 miles.
Minimum altitude over facility on final approach, 1700'
Crs and distance, facility to airport, 084-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, turn left, climb to 2500' on R-040 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wichita Falls, Tex	Sheppard AFB/Mun 1029'	BVOR SPS	1, Orig, 4 May 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Chattanooga LFR	CQN MHW	direct	2200	T-dn	300-1	300-1	200-½
Daisy FM	CQN MHW	direct	2200	C-dn	600-1¼	700-1¼	700-2
Signal Mt Int	CQN MHW	direct	2200	S-dn-19	*ILS 300-¾	300-¾	300-¾
Chattanooga VOR	ILS LOM	direct	2300		ADF 500-1	500-1	500-1
Chicamauga Int	CQN MHW	direct	2200	A-dn	ILS 600-2	600-2	600-2
→ Whitwell Int	CQN MHW	direct	3400		ADF 800-2	800-2	800-2
→ Bridgeport Int	CQN MHW	direct	3400				
→ Coalmont Int	CQN MHW	direct	3400				
→ Georgetown Int	CQN MHW	direct	2900				
→ Crandall Int	CQN MHW	direct	2900				

Take-off on rnys 14-32 N.A. with less than 300-1.
Procedure turn E side of N crs, 015 Outbnd, 195 Inbnd, 2500 within 10 mi of CQN. (Nonstandard due to terrain)
Minimum altitude at G.S. int inbnd 2500 ILS; minimum altitude over CQN MHW inbnd final 2500 ADF; over LOM inbnd final 1900 ADF
Altitude of G.S. and distance to approach end of rny at CQN, 2500'-7.7; at OM, 1900'-4.1; at MM, 890'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.7 miles after passing CQN MHW (ADF), climb to 3300' on S crs ILS (195) within 20 miles.
CAUTION: Chattanooga "Z" marker will be received over range on final.
NOTE: *500-¾ required when glide slope not utilized. No approach lights.
AIR CARRIER NOTE: Application of sliding scale to straight-in minima NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chattanooga, Tenn	Lovell Field 682'	ILS-ICHA, MHW-CQN	1, Amdt 4, 4 May 57	3, 28 May 55
		Comb ILS & ADF		

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Scotland MHW	OM (Final)	Direct	1000	T-dn	300-1	300-1	200-½
Colts Neck VOR via R-063	ILS SW crs	Direct	1400	C-dn	400-1	500-1	500-1½
Radar terminal area transitions				S-dn-4	200-½	200-½	200-½
	All directions	within 25 mi	2500	A-dn	600-2	600-2	600-2
	E of NE-SW crs of LGA-LFR	15 mi	1500				

Procedure turn S side SW crs ILS, 223 Outbnd, 043 Inbnd, 1200' within 10 mi of OM.
Minimum altitude at glide slope int inbnd, 1000'
Altitude of glide slope & distance to approach end of rny at OM - 770-2.4; at MM - 230-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 500' on NE crs ILS, make a climbing right turn to 1500' on 130°, intersecting SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
CAUTION: Circling landing minimums do not provide std clrnc over arpt cont twr and stack 278' 1.7 mi SSE rny 1R.

City and State: New York, N Y — Airport Name & Elev.: International 12' — Fac. Class & Ident.: ILS IDL; OM-(LFR) IDL — Procedure No. & Eff. Date: 1, Amdt 12, 11 Apr 57 — Sup. Amdt. No. Dated: 11, 23 Feb 57

(Cont. dashes)

Glen Cove MHW	OM (Final)	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Mitchel LFR	OM	Direct	1500	S-dn-22*	200-½	200-½	200-½
Idlewild VOR	OM	Direct	1500	A-dn	600-2	600-2	600-2
Radar Terminal area transition altitudes:		within:					
All directions		25 mi.	2500				
E of NE/SW crs LaGuardia LFR		15 mi	1500				

* 400-3/4 required with glide slope inoperative.
CAUTION: Circling minimums do not provide standard clearance over the following obstructions:
278' stack 1.7 mi SE rny 4, 185' cont twr on arpt.
Procedure turn E side NE crs, 043 outbnd, 223 inbnd, 1500' within 10 mi of OM (non-std to avoid LaGuardia traffic)
Minimum altitude at glide slope int inbound, 1500'
Altitude of glide slope & distance to approach end of runway at OM - 1500-4.8; at MM 240'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' on SW crs ILS and proceed to Scotland MHW. Contact IDL approach control for further instructions.

City and State: [illegible] — Airport Name & Elev.: International 12' — Fac. Class & Ident.: ILS IWY — Procedure No. & Eff. Date: 2, Amdt 2, 11 May 57 — Sup. Amdt. No. Dated: Amdt 1, 2 Mar 57

[illegible]							
Oklahoma City LFR	TWO MHW	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO MHW	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO MHW	Direct	2400	S-dn-17 ILS	300-1	300-1	300-1
Mustang FM	TWO MHW	Direct	2500	ADF	400-1	400-1	400-1
Bethany Int	TWO MHW (Final)	Direct	2000	A-dn	800-2	800-2	800-2
Radar Terminal Area Transition Altitudes:							
000	090	within	3800				
090	180	20	2700				
180	270	miles	2800				
270	360		2800				

Distance is from radar site - azimuths are from radar site progressing clockwise.
300-1 required for take-off. Rnys 8-26
Procedure turn W side crs, 350 Outbnd, 170 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
No glide slope. Altitude over TWO on final, 2000'; Brng & distance to Rny 17, 170-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles climb to 2400' on S crs ILS within 20 mi or on crs 170° from TWO within 20 mi.

City and State: Oklahoma City, Okla — Airport Name & Elev.: Will Rogers 1283' — Fac. Class & Ident.: MHW TWO; ILS IOKC — Procedure No. & Eff. Date: 2, Orig, 4 May 57; Comb. ILS-ADF — Sup. Amdt. No. Dated: None

St Louis LFR	Lake "H"	Direct	2000	T-dn	300-1	300-1	200-½
St Louis VOR	Lake "H"	Direct	2000	C-dn	500-1	500-1	500-1½
St Louis LOM	Lake "H"	Direct	2000	S-dn 6 ADF	500-1	500-1	500-1
				ILS	500-1	500-1	500-1
St Peters FM	Lake "H"	Direct	2000	A-dn	800-2	800-2	800-2
1st S crs STL-LFR & 315 brg to							
on Lake "H"	Lake "H"	Direct	2100				
Beaufort Int via SW crs ILS#	Lake "H"	Direct	3000				
Howell Int via crs 092	SW crs ILS	Direct	2200				

Holding not authorized at Beaufort Int. ILS transition only.
Procedure turn S side SW crs, 238 Outbnd, 058 Inbnd, 2100' within 10 mi of Lake "H"
No glide slope or markers. Alt. over Lake "H" 1500'. Distance from Lake "H" to Runway 6, 3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, climb to 1800' on NE crs ILS (058) within 20 mi of Lake "H" or when directed by ATC:
(1) Climb to 2100' on S crs STL-LFR within 20 mi
(2) Climb to 2000' on crs of 312 to STL-VOR.
(3) Make left turn climb to 2000' on 238 crs to Lake "H".

City and State: St Louis, Mo — Airport Name & Elev.: Lambert Field 558' — Fac. Class & Ident.: ILS-STL MHW-LAQ — Procedure No. & Eff. Date: 2, Amdt 4, 4 May 57; Comb. ILS-ADF — Sup. Amdt. No. Dated: 3, 14 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
SPI-LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
SPI-VOR	LOM	direct	2000	C-dn	400-1	500-1	500-1½
→ Int R-209 SPI, and/or SW crs				S-dn-4 ILS	300-¾	300-¾	300-¾
→ SPI LFR and R-312 VLA (via				ADF	400-1	400-1	400-1
→ crs 015)	SW crs ILS (final)	direct	2000	A-dn *ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*All installed components of the ILS must be operating; otherwise, alternate minimums of 800-2 apply.

Procedure turn S side of crs, 218 Outbnd, 038 Inbnd, 2000 within 10 miles
Minimum Altitude at G.S. int inbnd, 2000' ILS; minimum altitude over LOM inbnd, final, 1500' ADF
Altitude of G.S. and distance to appr end of rny at OM 2077-5.1, at MM 797-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.1 miles,(ADF), make left turn, climb to 2000' to Petersburg Int (Int R-285 SPI & NW crs SPI LFR) via
→ R-285 SPI, or if directed by ATC: (1) Climb to 2000' and proceed to SPI VOR.
NOTE: No approach lights.

★ City and State: Springfield,Ill | Airport Name & Elev.: Capital 593' | Fac. Class & Ident.: ILS-SPI, LOM-SP | Procedure No. & Eff. Date: 1, Amdt 2, 11 May 57 | Sup. Amdt. No. Dated: 1, 25 Jul 56

Comb ILS-ADF

Verdigris River FM	OWS-RBn	direct	1900	T-dn	300-1	300-1	200-½
Tulsa LFR	OWS-RBn	direct	1900	C-dn	400-1	500-1	500-1½
Skiatook FM	OWS-RBn	direct	2000	S-dn-17L			
				ADF & ILS	400-1	400-1	400-1
Tulsa VOR	OWS-RBn	direct	1900	A-dn	800-2	800-2	800-2
Int R-327 TUL & N crs ILS	OWS-RBn (Final)	direct	1300				
300-1 required on Runways 3L, 21R, 17R and 35L							

Procedure turn W side of crs, 354 Outbnd, 174 Inbnd, 2200 within 10 miles. NA beyond 10 mi.
No glide slope. Minimum Altitude over OWS on final approach, 1300'
Brng & distance, OWS to Rny 17L, 174-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles, climb to 2200' on S crs ILS (174° from OWS) within 20 miles.

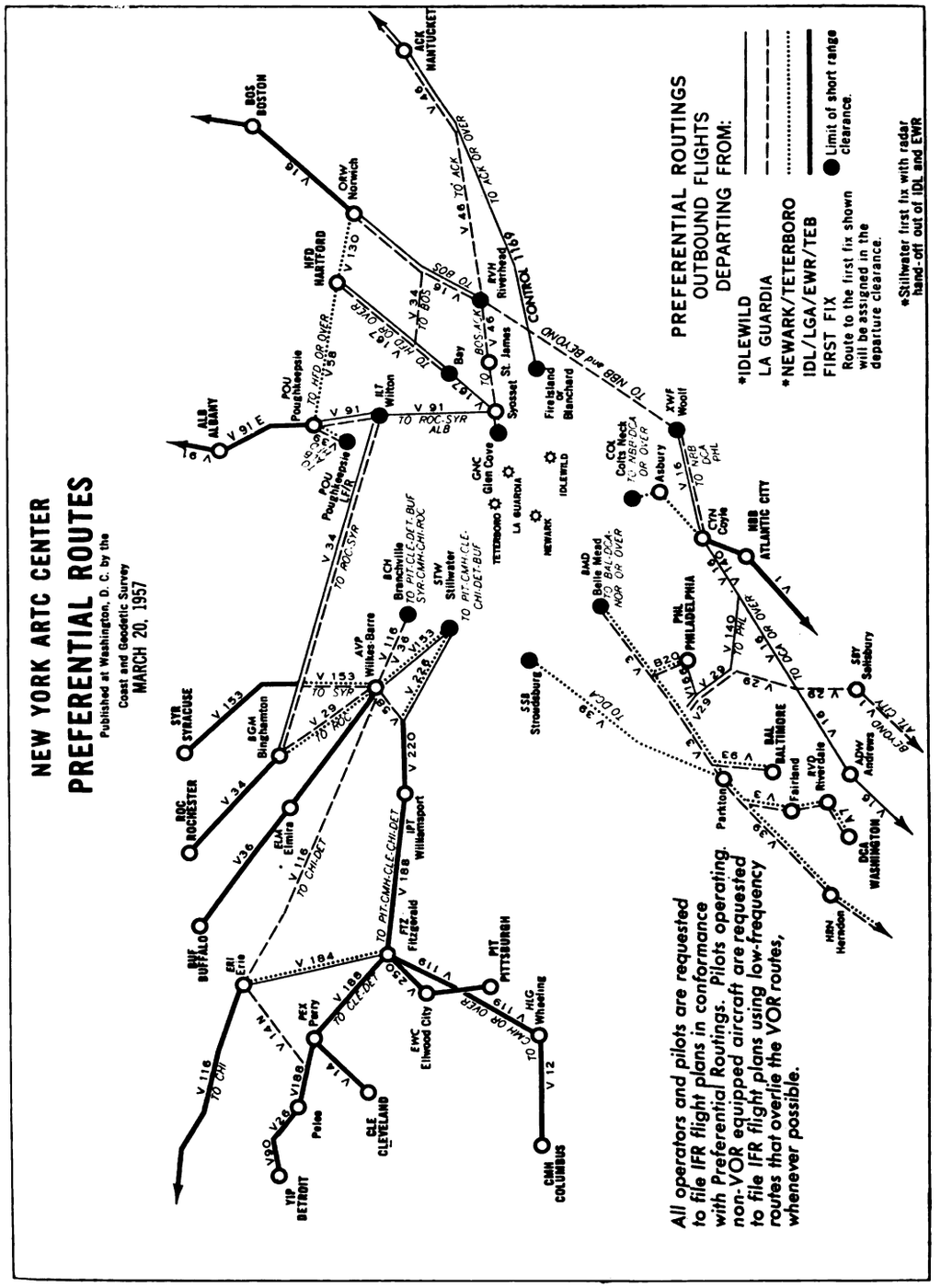
★ City and State: Tulsa, Okla | Airport Name & Elev.: Municipal 674' | Fac. Class & Ident.: ILS-ITUL; MHW-OWS | Procedure No. & Eff. Date: 2, Orig., 9 Apr 57 | Sup. Amdt. No. Dated: None

Comb. ILS-ADF

YKM-LFR	LOM	direct	3500	WT-dn	400-1	400-1	400-1
YKM-VOR	LOM	direct	3500	C-d	800-2	800-2	900-2
Selah Int	LOM	direct	3500	C-n	800-2	1000-2	1000-2
Int SE crs of YKM-LFR & Brng				S-dn-27	400-1	400-1	400-1
325 to YKM-LOM	LOM	direct	4500	A-d	800-2	800-2	800-2
White Swan Int	LOM	direct	4000	A-n	800-2	1000-2	1000-2
Toppenish Int	LOM	direct	4000				
#Take-off minimums runways 22-4 and 34-16: 500-1 Day, 800-2 Night.							

→ Procedure turn S side of crs, 089 Outbnd, 269 Inbnd, 3500' within 5 miles. NA beyond 5 mi. (Non-standard due to terrain).
Minimum Altitude at G.S. int inbnd, 3500
Altitude of G.S. and distance to appr end of rny at OM 3377-6.9, at MM 1318-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb on localizer crs 269 Outbnd, 089 Inbnd to 3500' within 5 miles of Middle Marker. All turns N side of crs.
→ Alternate missed approach, when directed by ATC, climb on NW crs YKM LFR to 2 mi NW Selah Int, then turn right
→ shuttle climb on West side South crs, ELN LFR to 4500' within 10 miles North of Selah Int.
→ Note: All components of ILS must be functioning while executing this approach.

★ City and State: Yakima,Wash | Airport Name & Elev.: Yakima 1077' | Fac. Class & Ident.: ILS YKM | Procedure No. & Eff. Date: 1, Amdt 3, 4 May 57 | Sup. Amdt. No. Dated: 2, 17 Mar 58



(2 Apr 1957)

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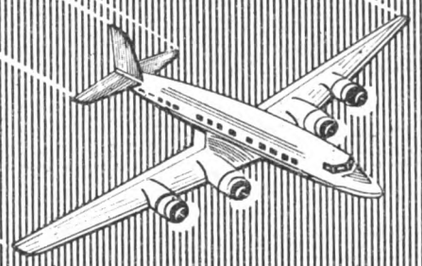
SPECIAL NOTICE
WASHINGTON, D.C. HIGH DENSITY AIR TRAFFIC ZONE. See Page 35

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS See page 54

AIRMAN'S GUIDE



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SPECIAL NOTICE
ATTENTION, PILOTS!
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SPECIAL NOTICE
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VOL. 12, NO. 3 **APRIL 16, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TVOR. . . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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RADAR AVAILABLE : How and Where

(16 Apr 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. TASR = Terminal Area Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an amergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit: "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____) IFR (or) VFR FLIGHT PLAN, OVER"

The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.

Continued on next page.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18.	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 ,305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260;109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc Does not guard 122.5 mc
Chicago-Midway Arpt., Ill.	278, 350;109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R, Gds 122.7mc;does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278;116.7,109.5,121.1,121.3,121.5,126.5,126.18, 142.2, 243.0, 257.8, 263.0, 274.3	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341;110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8, 120.5, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257,118.7, 126.18,257.8,118.1,382.2, 121.9,348.6,121.5,243.0,305.4,110.3,116.4	ASR	
Long Beach, Calif	233, 242;110.3,119.5,121.9,123.8,126.18,173.75, 257.8,348.6, 379.1,243.0	ASR	Arrival & Departure Control
Los Angeles Intnl Arpt., Calif	278;109.9,118.1, 119.3,119.9,121.1,126.18,243.0, 257.8,291.8, 348.6	ASR PAR	Rnwy 25L. Gds 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1,126.18,257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9,125.7,	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278;109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control Runway 16
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Arrival & Departure Control ASR apchs not authorized Does not guard 122.5 mc Guards 122.7 mc

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6, 378.8 385.4, 121.5, 243.0	ARSR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 250.2, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1, 12 1.1, 121, 5, 124.1, 126.18, 134.1, 136.8, 13 7.88, 142.02, 236 6, 255.4, 263.0, 270 6, 289 4, 335.8, 363.8, 243 0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 126.18, 134.1, 136.8, 142.02, 225.4, 236.6, 275.8, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 TinkerAFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270 6, 335 8, 289 4, (236 6, 327 4, 275 8, 126 18 req.)	ASR	ASR apchs available to rnwys 14 and 32 Arrival & Departure Control
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8, 2989		Arrival & Departure Control Gds: 3023.5; 122.5, 298.9
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5, 125.7 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. Gds 3023.5; 122.5.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, GrandviewAFB, Philip Billard Arpt & ForbesAFB. Gds: 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0, 3023.5

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.

(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:

(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)

(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).

(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).

(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).

(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

INSTRUMENT LANDING SYSTEMS

(16 Apr 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	108.3	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi, BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

AIR NAVIGATION RADIO AIDS

(16 Apr 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,348.6, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	#,122.1	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6, 118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,3486	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0, 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N 184 A 297 N
Camarillo	*SRAWZ	CAV	359		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4,243.0, 122.2,126.7	(3),#	51 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,123.8	(2),#,122.6	
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4.	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center	120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9, 323.2			
" San Fernando Valley		See Van Nuys			
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SBMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3, 124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6		3023.5;233.8,#
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(16 Apr 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Norton AFB	H	SBD	397		
	MHWZ	SDN	512		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,	3023.5;122.7,# 269.4,284.6,290.3	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,	(2),# 271.2,343.6,348.6	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2,120.7,338.2,118.1,		290.8
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4,391	(3),#	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;254; 278;243.0,122.2	(3),#	DME
(3)Kiowa	VORW	IOC	112.6		
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8,243.0	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
" National Arpt					
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,353.9,255.4,301.4 318.2,362.3,120.5,121.5	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;191,121.5,126.18,257.8,348.6	(2),#	
Fleming Island (N	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	CI		272;121.3	(2),#,121.5	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 120.7,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,3486, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	
FLORIDA					
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City,	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
Tyndall AFB	HW	AAN	203		
" "	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),#-243.0(126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,1323,257.8,3486	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Augustine Fairchild	CI		272;126.18	(2),#	(0800-1600 Mon-Fri)
St. Petersburg, Pinellas County	CI		317;118.3,257.8	(1),122.7,121.5,126.18,#	(07-24)
Sarasota (P)	MH	SRQ	263	126.18	
" Bradenton Arpt.	CI		121.3	#,122.5,121.5	(0700-1900)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0,3486	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.1 8120.7,119.5,257.8, 3486,243.0,27 1.2,290.8,338.2,343.6	(2),#	
"	Center		118.9, 120.3,121.5,132.3, 243.0,301.4,307.9, 324.7,353.7,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
" Fulton Co.	C(g.7)		245125.7,121.5,257.8,348.6,243.0	(2),#	(0600-2200)
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278118.7,126.18,121. 5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4 , 2430	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2, 243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4,348.6	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8 ,305.4,3486	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0, 2 55.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4 , 243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7 , 243.0 , 255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2, 255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0 , 255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7 , 243.0, 255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4 ,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311 8269.0 291 6307.0	(1),#,122.7	126.5, 323.4,355.2,320.7,379.9,352.0
(1) " "	TVOR	MDW	111.6 118.9,120.5,125.9	125.5,121.5, 243.0,362.3 378 385.4	
"	Center		1245,1209,3014,1251, 123.7,123 9, 124.7,124 .3,11 9.7,250	2323.2340.6 3539	
" O'Hare	AC(g)		332;118.1,121.5,126.18 236.6 118.3,243.0,348.6 360.8 383.8,120.2,125.4	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6 ,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2	(ATCS-Chicago)	DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(16 Apr 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2 278;119.1,126.18,257.8	(2),#	
" Arpt					
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3,126.18,121.5,257.8,243.0	(2),#	(0700-2300)
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0, 255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0, 255,4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Great Bend	CN		251;121.3,121.5,151.2, 243.0,250.6	(2),#	(0730-1700) Mon-Fri xcpt holidays
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC		118.5;132.3,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18, 121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),1215,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 96 N 216 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0800-2400)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g.7)		317;120.7,126.18,121.5, 120.3,257.8,243.0,381.6	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAWZ	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded, (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3) Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8	(2),#	
" Martin	CI		317;126.18,121.3,236.6	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	268		
(1) Grantsville	VORW	GRV	110.4		ATCS-Morgantown, W.Va.
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1) Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
(1) Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;126.7,121.5,243.0 122.2,255.4	(3),#	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2		#
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0,257.8,305.4,348.6	
" Logan	VHF/DF			118.1,118.3,120.5,121.5,122.5, 126.18,126.5,137.88	
" Logan	AC(g)		278;118.1,126.5,118.3, 137.88,121.5,120.5,126.18, 257.8263.0	(2),#	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth,Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1) Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254	(3),#,255.4	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1) Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 302 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	
(1) Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	125.7,269.2,121.5
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8		#
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(l) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1)Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3)White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	TVORW	BJI	111.2		
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-0500-2230wk days 05-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,183,485	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1)McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118,119.5,121.5, 1181,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7, ,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1)Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis Lambert	*BVOR AC(g)	STL	114.5 278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	DME
" Center			120.3,301.4,124.5,125.5,125.7,243.0,121,530,793,1923,247,3436		#
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;118.3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 1400-2200)
" (S)	TVOR	AIA	117.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	113.9	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,13788,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,255.4	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS - Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
"	HW	NEL	396		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	(2),#,126.18 Fri;Sat0830-1630;Sun1130-2130	0830-2330Mon-
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0,3486	(2),# 121.5,243.0	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
Farmington	VT		V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
" Frazier AFB	HW	FZR	407		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9		
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8 257.8	(2),#	DME
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5 243.0 257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7 243.0 319.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcept holidays)
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6,317.5	#,122.1	
" Idlewild	SBMRA-DTXV	IDL	379;V;122.2,126.7,255.4	(3),#	42 A 132 N 218 A 312 N
(1)" "	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2	(3),255.4	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 348.6,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	SBMRAZ	FTB	338		85 A 175 N 265 A 355 N
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(16 Apr 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVOR-DTVJ	HKY	113.1;V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 [243.0,255.4]		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2, 243.0,255.4	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5,243.0,257.8, 348.6	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLWZ (voice avail thru Navy Elizabeth City twr)	NFG	254		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,142.74,243.0,257.8	30235.1227,#	
" "	UHF/DF		305.4,255.4 other freq on req		
Akron Arpt	VHF/DF		**OHIO**	100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C		227 121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,119.0, 121.5,126.18,257.8,243,269, 291.6,307,250.2,	(2)(g-257.8)	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2,	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;116.7,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,263.0,274.3,136.8	(2),#	
" "	UHF/DF			305.4, 225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 [243.0]		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 [243.0]		
(1)Jefferson	VORW	JFN	115.2 [243.0]		ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.1		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6, 243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0, 255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4,255.4,243.0	(3),#	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
(1)North Bend	BVOR-DTVBJ	OTH	**OREGON** 112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(16 Apr 1957).

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;119.0,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 319,324.7,301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1)Pottstown	BVOR	PTW	110.8		ATCS-N.Phila
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(1)West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 3486,263.0		DME
" AFB	AC(g)		278,118.3,126.18,121.5,257.8,	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396,119.5,126.18,121.5,257.8,3486,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,3486	(2),#	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4,	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7 3486		DME
" Arpt	AC(g)		317,118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	113.3		
(1)Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,3486,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1)Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol ---- See Tri-City					
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,249.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jackson	BMRLZ-DTV	MKL	332;V;121.5,122.2,255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	MKL	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			255.4,257.8,305.4	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486, 340.6,126.18,257.8,291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1	243.0	DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0, 255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,2430,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,2430	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 243.0 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0 ,250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2, 255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,34 7.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6,3486,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;121.5,126.7,122.2 243.0, 255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5,243.0,126.18, 3486,119.5,257.8,307.2,312.6, 290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(16 Apr 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3,120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,363.8,236.2,324.7	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0700-2300)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;236;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278,118.1,118.7,126.18,290.3, 3486,284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278,119,121.5,126.18,257.8	(2),#	
(1) Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4, 243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6,243.0, 121.5		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
(1) "	BVOR	EWM	112.4		ATCS-El Paso
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 3486		DME
SanAngeloMathis	AC(g)		272,118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272,119.1,243.0,257.8,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

(16 Apr 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VBN 353			
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt #1	UHF/DF			305.4	
" "	AC(g)		278;118.3,119.5,126.18,	(2),#	
"	Center		3486121.5,257.8,243.0,250.4,305.4,120.9 119.2,120.3,3014,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,348.6	(3),255.4	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Burlington	VHF/DF		**VERMONT**		
"	UHF/DF			100-156 257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
			VIRGINIA		
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(16 Apr 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE. COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 257.8,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,207,121.5,126.18,257.8,383.8,243.0,118.5,348.6	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4,243.0	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,3486	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(0600-2200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) . .-.. .--. -... .- -. --. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

TROY, ILLINOIS VOR SHUTDOWN: Until approximately April 22, 1957, the Troy, Illinois VOR will be shut down for modernization. During the interim period, the following MEA's can be utilized:

When route of flight includes changing to any airway with a higher MEA, flight will be cleared to higher MEA prior to crossing intersection so that intersection will be received to enable pilot to make turn.

Airways, alternate airways and intersections formed by the shutdown VOR will not be utilized except where noted to clear aircraft.

Air carriers should check to determine need to request any direct routes using combination facilities if they desire lower altitudes or require added transitions to approach procedures.

FROM	TO	MEA
VOR Civil Airway V4		
St. Louis, Mo. VOR	Int R100 STL and R235 VLA (Troy Int Temp)	2100
Int R100 STL and R235 VLA (Troy Int Temp)	Centralia, Ill. VOR	2000
VOR Civil Airway V72		
Int R100 STL and R235 VLA (Troy Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V12, V14		
St. Louis, Mo. VOR	*Int R072 STL and R187 SPI (Prairie Int Temp)	2000
*MRA 4000' (Flag)		
Int R072 STL and R187 SPI (Prairie Int Temp)	Vandalia, Ill. VOR	2000
VOR Civil Airway V69		
Springfield, Ill. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	3000
*MRA 3000'		
Int R187 SPI and R269 VLA (Gillespie Int Temp)	*Int R187 SPI and R072 STL (Prairie Int Temp)	4000
*MRA 4000' (Flag)		
VOR Civil Airway V191		
St. Louis, Mo. VOR	*Int R165 STL and R276 ENL (Meramec Int Temp)	2000
*MRA 4000' (Flag)		
Int R165 STL and R276 ENL (Meramec Int Temp)	*Crystal City, Mo. Int	2500
*MRA 3000' (Flag)		
DIRECT ROUTES		
Vandalia, Ill., VOR	Roberts, Ill. VOR	4000
St. Louis, Mo. LFR	Int R186 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	2100
Int R187 VLA and 076/256 bearing on STL-LFR (Vernon Int Temp)	Int R265 SCT and R191 HUF (Carlisle Int Temp)	3100
Int R265 SCT and R191 HUF (Carlisle Int Temp)	Scotland, Ind. VOR	2000
St. Louis, Mo. VOR	Scotland, Ind. VOR	6000
VOR Civil Airway V186		
Vandalia, MI. VOR	*Int R187 SPI and R269 VLA (Gillespie Int Temp)	2000
*MRA 3000' (Flag)		

FCC AIRCRAFT RADIO STATION LICENCES: The Federal Communications Commission calls attention to the fact that all radio transmitters used aboard civil aircraft must be licenced by the FCC and that the station licence must be carried aboard the aircraft at all times. Application for renewal of expiring or expired licences should be submitted on FCC Form 404. Copies of this form may be obtained from the FCC, Washington 25, D. C., or from any FCC field office.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.

2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 53. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

(16 Apr 1957)

MINIMUM EN ROUTE ALTITUDES:

Section 610.6600 VOR Civil Airway 1500 is added to read:

FROM	TO	MEA
Half Moon Bay INT,Calif.	Oakland,Calif.VOR	4000
Oakland,Calif. VOR	Sacramento,Calif. VOR	4000
Bay Point,Calif. FM	Sacramento,Calif.VOR E-bound only	2000
Sacramento,Calif. VOR	Folsom INT,Calif.	3000
Folsom INT,Calif.	*Coloma INT,Calif. NE-bound	9500
	SW-bound	5000
*9500 - MCA Coloma INT, NE-bound		
Coloma INT,Calif.	Tahoe INT,Calif. NE-bound	13000
	SW-bound	9500
Tahoe INT,Calif.	*Reno,Nev.VOR	13000
*12000 - MCA Reno VOR, SW-bound		
Reno,Nev.VOR	Lovelock,Nev.VOR	10000
Burley,Idaho VOR	Pocatello,Idaho VOR	7000
Watertown,S.D.VOR	Madison INT,Minn.	*3700
*3000 - MOCA		
Madison INT,Minn.	Litchfield INT, Minn.	*6600
*2300 - MOCA		
Litchfield INT, Minn.	Minneapolis,Minn. VOR	*3000
*2300 - MOCA		
Minneapolis,Minn. VOR	Houlton INT,Wis.	2500
Houlton INT,Wis.	Eau Claire,Wis.VOR	2800
Eau Claire,Wis. VOR	*Cadott INT,Wis.	2400
*2400 - MRA		
Cadott INT,Wis.	*Wausau,Wis.VOR	3200
*3200 - MCA Wausau VOR, W-bound		
Wausau,Wis.VOR	Green Bay,Wis.VOR	2400
Green Bay,Wis.VOR	Pentwater INT, Mich.	2900
Pentwater INT, Mich.	White Cloud,Mich. VOR	2000
Erie,Pa.VOR	Bradford,Pa.VOR	4000
Bradford,Pa.VOR	Selinsgrove,Pa.VOR	4000
Selinsgrove,Pa. VOR	*E.Texas INT,Pa.	**10000
*10000 - MRA		
**4000 - MOCA		
E.Texas INT,Pa.	Ringoes INT,N.J.	*6000
*2500 - MOCA		
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Red Bank INT,N.J.	Idlewild,N.Y.VOR	1500

Section 610.6602 VOR Civil Airway 1502 is added to read:

FROM	TO	MEA
Half Moon Bay INT,Calif.	Oakland,Calif.VOR	4000
Oakland,Calif.VOR	Sacramento,Calif. VOR	4000
Bay Point,Calif. FM	Sacramento,Calif.VOR E-bound only	2000

The following minimum en route IFR altitudes are added as follows, effective May 9, 1957:

VOR Civil Airway 1502 - cont'd.

Sacramento,Calif. VOR	Folsom INT,Calif.	3000
Folsom INT,Calif.	*Coloma INT,Calif. NE-bound	9500
	SW-bound	5000
*9500 - MCA Coloma INT, NE-bound		
Coloma INT,Calif.	Tahoe INT,Calif. NE-bound	13000
	SW-bound	9500
Tahoe INT,Calif.	*Reno,Nev.VOR	13000
*12000 - MCA Reno VOR, SW-bound		
Reno,Nev.VOR	Lovelock,Nev.VOR	10000
Burley,Idaho VOR	Pocatello,Idaho VOR	7000
Rapid City,S.D. VOR	Philip,S.D.VOR	4500
Philip,S.D.VOR	Pierre,S.D.VOR	3400
Pierre,S.D.VOR	Huron,S.D.VOR	3400
Huron,S.D.VOR	Oakwood INT,S.D.	*3900
*2800 - MOCA		
Oakwood INT,S.D.	Redwood Falls, Minn.VOR	*3900
*3000 - MOCA		
Lone Rock,Wis.VOR	Milwaukee,Wis.VOR	2500
Lansing,Mich.VOR	Salem,Mich.VOR	2900
Erie,Pa.VOR	Bradford,Pa.VOR	4000
Bradford,Pa.VOR	Selinsgrove,Pa.VOR	4000
Selinsgrove,Pa. VOR	*E.Texas INT,Pa.	**10000
*10000 - MRA		
**4000 - MOCA		
E.Texas INT,Pa.	Ringoes INT,N.J.	*6000
*2500 - MOCA		
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Red Bank INT,N.J.	Idlewild,N.Y.VOR	1500

Section 610.6604 VOR Civil Airway 1504 is added to read:

FROM	TO	MEA
Half Moon Bay INT,Calif.	Oakland,Calif.VOR	4000
Oakland,Calif.VOR	Sacramento,Calif. VOR	4000
Bay Point,Calif. FM	Sacramento,Calif.VOR E-bound only	2000
Sacramento,Calif. VOR	Folsom INT,Calif.	3000
Folsom INT,Calif.	*Coloma INT,Calif. NE-bound	9500
	SW-bound	5000
*9500 - MCA Coloma INT, NE-bound		
Coloma INT,Calif.	Tahoe INT,Calif. NE-bound	13000
	SW-bound	9500
Tahoe INT,Calif.	*Reno,Nev.VOR	13000
*12000 - MCA Reno VOR, SW-bound		
Reno,Nev.VOR	Lovelock,Nev.VOR	10000
Lovelock,Nev.VOR	Battle Mountain, Nev.VOR	12000
Battle Mountain, Nev.VOR	Elko,Nev.VOR	11000
Elko,Nev.VOR	Wells,Nev.VOR	13000
Lone Rock,Wis.VOR	Milwaukee,Wis.VOR	2500

VOR Civil Airway 1504 - cont'd.

FROM	TO	MEA
Milwaukee,Wis. VOR	Sun Fish INT, (Lake Mich.)	2300
Sun Fish INT, (Lake Mich.)	Pullman,Mich.VOR	*2700
*2000 - MOCA		
Pullman,Mich.VOR	*LeRoy INT,Mich.	2200
*2500 - MRA		
LeRoy INT,Mich.	Litchfield,Mich. VOR	2200
Litchfield,Mich. VOR	Milan INT,Mich.	2300
Milan INT,Mich.	Carleton,Mich.VOR	2000
Cleveland,Ohio VOR	Chippewa INT,Ohio	2200
Chippewa INT,Ohio	Bergholz INT,Ohio	2500
Bergholz INT,Ohio	Wheeling,W.Va.VOR	3000
Wheeling,W.Va.VOR	Millsboro INT,Pa.	3000
Millsboro INT,Pa.	Grantsville,Md.VOR	5000
Grantsville,Md. VOR	Front Royal,Va. VOR	5000
Front Royal,Va. VOR	Plains INT,Va.	4000
Plains INT,Va.	Springfield INT, Va.	3000
Springfield INT, Va.	Washington,D.C. TVOR	1800

Section 610.6606 VOR Civil Airway 1506 is added to read:

FROM	TO	MEA
Half Moon Bay INT,Calif.	Oakland,Calif.VOR	4000
Oakland,Calif.VOR	Modesto,Calif.VOR	4000
Bonneville,Utah VOR	*Timpie INT,Utah W-bound	10000
	E-bound	11000
*15000 - MRA		
Timpie INT,Utah	*Stansbury INT,Utah W-bound	10000
	E-bound	11000
*12000 - MRA		
Stansbury INT, Utah	*Salt Lake City,Utah VOR W-bound	10000
	E-bound	11000
*12000 - MCA Salt Lake City VOR,E-bound		
Salt Lake City, Utah VOR	*Henefer INT, Utah	**13000
*14000 - MRA		
**12000 - MOCA		
Henefer INT,Utah	Ft.Bridger,Wyo. VOR	*13000
*12000 - MOCA		
Ft.Bridger,Wyo. VOR	Rock Springs,Wyo. VOR	10000
Rock Springs,Wyo. VOR	Cherokee,Wyo.VOR	10000
Cherokee,Wyo.VOR	Rock River,Wyo. VOR	12000
Rock River,Wyo. VOR	Wheatland INT,Wyo.	11000
Wheatland INT, Wyo.	Chadron,Nebr.VOR	*10000
*8000 - MOCA		

VOR Civil Airway 1504 - cont'd.

FROM	TO	MEA
Sioux City,Iowa VOR	Alden INT,Iowa	*7000
*2800 - MOCA		
Alden INT,Iowa	Waterloo,Iowa VOR	*3000
*2300 - MOCA		
Waterloo,Iowa VOR	Dubuque INT,Iowa	*6000
*3100 - MOCA		
Dubuque INT,Iowa	Freeport INT,Ill.	*6000
*2500 - MOCA		
Freeport INT,Ill.	Rockford,Ill.VOR	2500
Rockford,Ill.VOR	Elgin INT,Ill.	2500
Elgin INT,Ill.	Wheeling,Ill.VOR	2200
Wheeling,Ill.VOR	*White Fish INT, Ill.	2000
*3500 - MRA		
White Fish INT, Ill.	Keeler,Mich.VOR	2000
Keeler,Mich.VOR	*LeRoy INT,Mich.	**2500
*2500 - MRA		
**2100 - MOCA		
LeRoy INT,Mich.	Litchfield,Mich. VOR	2200
Litchfield,Mich. VOR	Hudson INT,Mich.	2600
Hudson INT,Mich.	Waterville,Ohio VOR	2200
Waterville,Ohio VOR	Republic INT,Ohio	2000
Republic INT, Ohio	Mansfield,Ohio VOR	2500
Mansfield,Ohio VOR	Baltic INT,Ohio	2500
Baltic INT,Ohio	*Moorefield INT, Ohio	**3000
*3000 - MRA		
**2500 - MOCA		
Moorefield INT, Ohio	Cameron INT,W.Va.	3000
Cameron INT,W.Va.	Morgantown,W.Va. VOR	4000
Morgantown,W.Va. VOR	Front Royal,Va. VOR	5000
Front Royal,Va. VOR	Plains INT,Va.	4000
Plains INT,Va.	Springfield INT, Va.	3000
Springfield INT, Va.	Washington,D.C. TVOR	1800

Section 610.6608 VOR Civil Airway 1508 is added to read:

FROM	TO	MEA
*Los Angeles, Calif.VOR	Alhambra INT,Calif. NE-bound	12000
	SW-bound	3000
*9000 - MCA Los Angeles VOR, NE-bound		
Alhambra INT, Calif.	Hawkins INT,Calif. NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	12000
Daggett,Calif. VOR	*Silver Lake INT, Calif.	9500
*13000 - MRA		

VOR Civil Airway 1508 - cont'd.

FROM	TO	MEA
Silver Lake INT, Calif.	Las Vegas,Nev.VOR	9500
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Logandale,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500
Mormon Mesa,Nev. VOR	Milford,Utah VOR	10000
Sioux City,Iowa *2800 - MOCA	Alden INT,Iowa	*7000
Alden INT,Iowa *2300 - MOCA	Waterloo,Iowa VOR	*3000
Waterloo,Iowa VOR *3100 - MOCA	Dubuque INT,Iowa	*6000
Dubuque INT,Iowa *2500 - MOCA	Freeport INT,Ill.	*6000
Freeport INT,Ill.	Rockford,Ill.VOR	2500
Rockford,Ill.VOR	Elgin INT,Ill.	2500
Elgin INT,Ill.	Wheeling,Ill.VOR	2200
Wheeling,Ill.VOR *3500 - MRA	*White Fish INT, Ill.	2000
White Fish INT, Ill.	Keeler,Mich.VOR	2000
Keeler,Mich.VOR *2500 - MRA **2100 - MOCA	*LeRoy INT,Mich.	**2500
LeRoy INT,Mich.	Litchfield,Mich. VOR	2200
Litchfield,Mich. VOR	Milan INT,Mich.	2300
Milan INT,Mich.	Carleton,Mich.VOR	2000
Jefferson,Ohio VOR	Meadville INT,Pa.	3000
Meadville INT,Pa.	Fitzgerald,Pa.VOR	3500
Fitzgerald,Pa.VOR	Philipsburg,Pa.VOR	4000
Philipsburg,Pa. VOR	Selinsgrove,Pa. VOR	4000
Selinsgrove,Pa. VOR *10000 - MRA **4000 - MOCA	*E.Texas INT,Pa.	**10000
E.Texas INT,Pa. *2500 - MOCA	Ringoes INT,N.J.	*6000
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Red Bank INT,N.J.	Idlewild,N.Y.VOR	1500

Section 610.6610 VOR Civil Airway 1510 is added to read:

FROM	TO	MEA
*Los Angeles, Calif.VOR	Alhambra INT,Calif. NE-bound	12000
	SW-bound	3000
*9000 - MCA Los Angeles VOR, NE-bound		
Alhambra INT, Calif.	Hawkins INT,Calif. NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	12000
Daggett,Calif. VOR *13000 - MRA	*Silver Lake INT, Calif.	9500

VOR Civil Airway 1510 - cont'd.

FROM	TO	MEA
Silver Lake INT, Calif.	Las Vegas,Nev.VOR	9500
Las Vegas,Nev. VOR	Mormon Mesa,Nev. VOR	8000
Logandale,Nev.FM	Las Vegas,Nev.VOR SW-bound only	6500
Mormon Mesa,Nev. VOR	Bryce Canyon,Utah VOR	13000
Bryce Canyon, Utah VOR	Hanksville,Utah VOR	13000
Hanksville,Utah VOR	Grand Junction, Colo. VOR	10000
Grand Junction, Colo. VOR	Kremmling,Colo. VOR	14000
Kremmling,Colo. VOR	Ward INT,Colo.	16000
Ward INT,Colo.	Longmont INT,Colo.	16500
*Longmont INT, Colo.	Roggen INT,Colo.	10500
*16500 - MCA Longmont INT, W-bound		
Roggen INT,Colo.	Akron,Colo.VOR	7000
Akron,Colo.VOR	Imperial,Nebr.VOR	5600
Imperial,Nebr.VOR *4300 - MOCA	Grand Island,Nebr. VOR	*6000
Grand Island, Nebr. VOR *3200 - MOCA	Omaha,Nebr.VOR	*3700
Omaha,Nebr.VOR *5500 - MRA	*Lyman INT,Iowa	2600
Lyman INT,Iowa *3000 - MRA	*Middle River INT, Iowa	2600
Middle River INT, Iowa	Des Moines,Iowa VOR	2600
Des Moines,Iowa VOR	Iowa City,Iowa VOR	2200
Iowa City,Iowa VOR	Moline,Ill.VOR	2000
Moline,Ill.VOR *3500 - MRA	*Shabbona INT,Ill.	2100
Shabbona INT,Ill.	Sugar Grove INT, Ill.	2100
Sugar Grove INT, Ill.	Naperville,Ill.VOR	2000
Naperville,Ill. VOR	South Bend,Ind.VOR	2300
South Bend,Ind. VOR *2300 - MOCA	Elmira INT,Ohio	*3000
Elmira INT,Ohio	Waterville,Ohio VOR	2000
Iowa City,Iowa VOR	Buffalo INT,Iowa	
Via S alter.	Via S alter.	2100
Buffalo INT,Iowa Via S alter. *4000 - MRA **2100 - MOCA	*Annawan INT,Ill. Via S alter.	**4000
Annawan INT,Ill. Via S alter. *2000 - MOCA	Triumph INT,Ill. Via S alter.	*6000
Triumph INT,Ill. Via S alter.	Joliet,Ill.VOR Via S alter.	2000
Joliet,Ill.VOR Via S alter.	Chicago Hgts,Ill.VOR Via S alter.	2300

VOR Civil Airway 1510 - cont'd.

FROM	TO	MEA
Chicago Hgts, Ill.VOR Via S alter. *2400 - MRA	*Westville INT,Ind. Via S alter.	2000
Westville INT, Ind. Via S alter.	Goshen,Ind.VOR Via S alter.	2100
Goshen,Ind.VOR Via S alter.	Millersburg INT,Ind. Via S alter.	2000
Millersburg INT, Ind. Via S alter.	Bryan INT,Ohio Via S alter.	3000
Bryan INT,Ohio Via S alter.	Waterville,Ohio VOR Via S alter.	2000
Waterville,Ohio VOR	Cleveland,Ohio VOR	2000
Cleveland,Ohio VOR	Chagrin Falls INT, Ohio	3000
Brecksville,Ohio FM	Chagrin Falls INT, Ohio E-bound only	2500
Chagrin Falls INT,Ohio	Youngstown,Ohio VOR	2500
Youngstown,Ohio VOR *4000 - MRA	*Mercer INT,Pa.	2600
Mercer INT,Pa. *4000 - MRA	*Brookville INT,Pa.	4000
Brookville INT, Pa.	Philipsburg,Pa.VOR	4000
Philipsburg,Pa. VOR	Selinsgrove,Pa.VOR	4000
Selinsgrove,Pa. VOR *10000 - MRA **4000 - MOCA	*E.Texas INT,Pa.	**10000
E.Texas INT,Pa. *2500 - MOCA	Ringoes INT,N.J.	*6000
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Red Bank INT,N.J.	Idlewild,N.Y.VOR	1500

Section 610.6612 VOR Civil Airway 1512 is added to read:

FROM	TO	MEA
*Los Angeles, Calif.VOR	Alhambra INT,Calif. NE-bound	12000
	SW-bound	3000
*9000 - MCA Los Angeles VOR, NE-bound		
Alhambra INT, Calif.	Hawkins INT,Calif. NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	12000
Russell,Kans.VOR	Salina,Kans.VOR	3000
Salina,Kans.VOR	Topeka,Kans.VOR	3000
Topeka,Kans.VOR	Kansas City,Mo.VOR	2400
Kansas City,Mo. VOR	Excelsior INT,Mo.	2400
Excelsior INT,Mo. *2400 - MOCA	Tina INT,Mo.	*3000
Tina INT,Mo. *2000 - MOCA	Excello INT,Mo.	*5000
Excello INT,Mo. *2000 - MOCA	Warren INT,Mo.	*2500

VOR Civil Airway 1512 - cont'd.

FROM	TO	MEA
Warren INT,Mo.	Quincy,Ill.VOR	2000
Quincy,Ill.VOR	Springfield,Ill. VOR	2000
Kansas City,Mo. VOR	*Marchall INT,Mo. Via S alter.	**3400
*4000 - MRA **2400 - MOCA		
Marshall INT,Mo.	Columbia,Mo.VOR	
Via S alter. *2400 - MOCA	Via S alter.	*3400
Columbia,Mo.VOR	*New Florence INT,Mo.	
Via S alter. *3000 - MRA	Via S alter.	2100
New Florence INT, Mo.	*Monroe INT,Mo.	
Via S alter. *3000 - MRA	Via S alter.	2100
Monroe INT,Mo.	St.Louis,Mo.VOR	
Via S alter.	Via S alter.	2100
St.Louis,Mo.VOR	Vandalia,Ill.VOR	
Via S alter.	Via S alter.	2000
Vandalia,Ill.VOR	*Union Center INT,Mo.	
Via S alter. *2400 - MRA	Via S alter.	2000
Union Center INT, Mo.	Terre Haute,Ind.VOR	
Via S alter.	Via S alter.	2000
Terre Haute,Ind. VOR	Indianapolis,Ind. VOR	
Via S alter.	Via S alter.	2200
Indianapolis,Ind. VOR *4000 - MRA	*Maxwell INT,Ind.	2400
Maxwell INT,Ind.	Dayton,Ohio VOR	2300
Dayton,Ohio VOR *3500 - MRA	*Mechanicsburg INT, Ohio	2500
Mechanicsburg INT,Ohio *3500 - MRA	*W.Jefferson INT, Ohio	2500
W.Jefferson INT, Ohio	Appleton,Ohio VOR	2500
Appleton,Ohio VOR *3000 - MRA	*Moorefield INT, Ohio	2500
Moorefield INT, Ohio *3500 - MRA	*Adena INT,Ohio	2500
Adena INT,Ohio	Wheeling,W.Va.VOR	2500
Wheeling,W.Va.VOR	Pittsburgh,Pa.VOR	2500
Pittsburgh,Pa. VOR *4000 - MCA Latrobe INT, E-bound	*Latrobe INT,Pa.	3000
Latrobe INT,Pa.	Johnstown,Pa.VOR	4500
Selinsgrove,Pa. VOR *10000 - MRA **4000 - MOCA	*E.Texas INT,Pa.	**10000
E.Texas INT,Pa. *2500 - MOCA	Ringoes INT,N.J.	*6000
Ringoes INT,N.J.	Colts Neck,N.J.VOR	2000
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Red Bank INT,N.J.	Idlewild,N.Y.VOR	1500

(16 Apr 1957)

Section 610.6614 is added to read:

VOR Civil Airway 1514

FROM	TO	MEA
Half Moon Bay INT,Calif.	Oakland,Calif.VOR	4000
Oakland,Calif.VOR	Modesto,Calif.VOR	4000
Pueblo,Colo.VOR	Lamar,Colo.VOR	6000
Russell,Kans.VOR	Salina,Kans.VOR	3000
Salina,Kans.VOR	Topeka,Kans.VOR	3000
Topeka,Kans.VOR	Kansas City,Mo.VOR	2400
Kansas City,Mo. VOR	Excelsior INT,Mo.	2400
Excelsior INT,Mo. *2400 - MOCA	Tina INT,Mo.	*3000
Tina INT,Mo. *2000 - MOCA	Excello INT,Mo.	*5000
Excello INT,Mo. *2000 - MOCA	Warren INT,Mo.	*2500
Warren INT,Mo.	Quincy, Ill.VOR	2000
Quincy,Ill.VOR	Springfield,Ill. VOR	2000
Kansas City,Mo. VOR	*Marshall INT,Mo.	
Via S alter. *4000 - MRA **2400 - MOCA	Via S alter.	**3400
Marshall INT,Mo.	Columbia,Mo.VOR	
Via S alter. *2400 - MOCA	Via S alter.	*3400
Columbia,Mo.VOR	*New Florence INT,Mo.	
Via S alter. *3000 - MRA	Via S alter.	2100
New Florence INT, Mo.	*Monroe INT,Mo.	
Via S alter. *3000 - MRA	Via S alter.	2100
Monroe INT,Mo.	St.Louis,Mo.VOR	
Via S alter.	Via S alter.	2100
St.Louis,Mo.VOR	Vandalia,Ill.VOR	
Via S alter.	Via S alter.	2000
Vandalia,Ill.VOR	*Union Center INT,Mo.	
Via S alter. *2400 - MRA	Via S alter.	2000
Union Center INT, Mo.	Terre Haute,Ind. VOR	
Via S alter.	Via S alter.	2000
Terre Haute,Ind. VOR	Indianapolis,Ind. VOR	
Via S alter.	Via S alter.	2200
Indianapolis,Ind. VOR *4000 - MRA	*Maxwell INT,Ind.	2400
Maxwell INT,Ind.	Dayton,Ohio VOR	2300
Dayton,Ohio VOR *3500 - MRA	*Mechanicsburg INT, Ohio	2500
Mechanicsburg INT,Ohio *3500 - MRA	*W.Jefferson INT, Ohio	2500
W.Jefferson INT,	Appleton,Ohio VOR	2500
Appleton,Ohio VOR *3000 - MRA	*Moorefield INT, Ohio	2500
Moorefield INT, Ohio *3500 - MRA	*Adena INT,Ohio	2500

VOR Civil Airway 1514 - cont'd.

FROM	TO	MEA
Adena INT,Ohio	Wheeling,W.Va.VOR	2500
Wheeling,W.Va.VOR	Pittsburgh,Pa.VOR	2500
Pittsburgh,Pa. VOR	*Latrobe INT,Pa.	3000
Latrobe INT,Pa.	Johnstown,Pa.VOR	4500
Johnstown,Pa.VOR	Altoona INT,Pa.	4500
Altoona INT,Pa.	Harrisburg,Pa.VOR	4000
Harrisburg,Pa.VOR *2500 - MOCA	Reinhold INT,Pa.	*4500
Reinhold INT,Pa.	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Columbus INT,N.J.	2000
Columbus INT,N.J.	Colts Neck,N.J.VOR	1500
Colts Neck,N.J. VOR	Red Bank INT,N.J.	2000
Red Bank INT,N.J.	Idlewild,N.Y.VOR	1500

*4000 - MCA Latrobe INT, E-bound

Section 610.6616 is added to read:

VOR Civil Airway 1516

FROM	TO	MEA
Half Moon Bay INT,Calif.	Oakland,Calif.VOR	4000
Oakland,Calif.VOR	Modesto,Calif.VOR	4000
Modesto,Calif.VOR	Fresno,Calif.VOR	2000
Capron INT,Okla.	Ponca City,Okla. VOR	*3500
*2500 - MOCA		
Ponca City,Okla. VOR	*Waco INT,Mo.	**7000
*6500 - MRA **2500 - MOCA		
Waco INT,Mo. *2600 - MOCA	Avilla INT,Mo.	*6500
Avilla INT,Mo.	Springfield,Mo.VOR	2600
Joplin,Mo.LOM	Avilla INT,Mo.	#2600
#Utilizing Joplin LOM		
Springfield,Mo. VOR *2800 - MOCA	Farmington,Mo.VOR	*4600
Farmington,Mo.VOR	Evansville,Ind.VOR	2500
Evansville,Ind. VOR	Apalona INT,Ind.	2500
Apalona INT,Ind. *4200 - MRA	*Elizabeth INT,Ind.	2500
Elizabeth INT, Ind.	Louisville,Ky.VOR	2500
Louisville,Ky. VOR *3000 - MRA **2500 - MOCA	*Georgetown INT, Ky.	**3000
Georgetown INT, Ky.	York,Ky.VOR	5000
York,Ky.VOR	Eureka INT,Ky.	2500
Eureka INT,Ky. *4000 - MRA **2500 - MOCA	*Gay INT,W.Va.	**4000
Gay INT,W.Va. *5000 - MRA **3000 - MOCA	*Clara INT,W.Va.	**4000
Clara INT,W.Va.	Elkins,W.Va.VOR	5000
Elkins,W.Va.VOR	*Petersburg INT, W.Va.	6800

*6000 - MCA Petersburg INT, W-bound

VOR Civil Airway 1516 - cont'd.

FROM	TO	MEA
Petersburg INT, W.Va.	Front Royal,Va.VOR	5300
Front Royal,Va. VOR	Plains INT,Va.	4000
Plains INT,Va.	Springfield INT, Va.	3000
Springfield INT, Va.	Washington,D.C. TVOR	1800

Section 610.6618 is added to read:

VOR Civil Airway 1518

FROM	TO	MEA
*Los Angeles, Calif.VOR	Alhambra INT,Calif. NE-bound	12000
	SW-bound	3000
*9000 - MCA Los Angeles VOR, NE-bound		
Alhambra INT, Calif.	Hawkins INT,Calif. NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	12000
Daggett,Calif.VOR	Needles,Calif.VOR	9000
Needles,Calif.VOR	Prescott,Ariz.VOR	10000
Prescott,Ariz.VOR	Winslow,Ariz.VOR	10000
Winslow,Ariz.VOR	Zuni,N.Mex.VOR	10000
Zuni,N.Mex.VOR	Grants,N.Mex.VOR	11000
Grants,N.Mex.VOR	*Albuquerque,N.Mex. VOR	10000
*10700 MCA Albuquerque VOR, E-bound		
Albuquerque, N.Mex.VOR	*Otto,N.Mex.VOR	12000
*10000 - MCA Otto VOR, W-bound		
Otto,N.Mex.VOR	Anton Chico, N.Mex.VOR	10000
Anton Chico, N.Mex.VOR	Tucumcari,N.Mex. VOR	7500
Tucumari,N.Mex. VOR	Amarillo,Tex.VOR	5500
Amarillo,Tex.VOR	Sayre,Okla.VOR	4700
Sayre,Okla.VOR	Weatherford INT, Okla.	*3500
*3300 - MOCA		
Crescent INT, Okla. *3100 - MOCA	Shell Lake INT, Okla.	*3500
Shell Lake INT, Okla.	Tulsa,Okla.VOR	3100
Tulsa,Okla.VOR	Pryor INT,Okla.	2000
Pryor INT,Okla.	Fayetteville,Ark. VOR	2600
Fayetteville,Ark. VOR	Flippin,Ark.VOR	3100
Flippin,Ark.VOR	Walnut Ridge,Ark. VOR	2100
Walnut Ridge, Ark.VOR	Dyersburg,Tenn.VOR	1700
Dyersburg,Tenn. VOR *3000 - MOCA	Nashville,Tenn. VOR	*3500
Nashville,Tenn. VOR *5000 - MRA **3400 - MOCA	*Hartsville INT, Tenn.	**5000

Section 610.6620 is added to read:

VOR Civil Airway 1520

FROM	TO	MEA
*Los Angeles, Calif.VOR	Alhambra INT,Calif. NE-bound	12000
	SW-bound	3000
*9000 - MCA Los Angeles VOR, NE-bound		
Alhambra INT, Calif.	Hawkins INT,Calif. NE-bound	12000
	SW-bound	9000
Hawkins INT, Calif.	Daggett,Calif.VOR	12000
Daggett,Calif.VOR	Needles,Calif.VOR	9000
Needles,Calif.VOR	Prescott,Ariz.VOR	10000
Little Rock,Ark. VOR	Biscoe INT,Ark.	1500
Biscoe INT,Ark. *1700 - MOCA	Memphis,Tenn.VOR	*2500
Memphis,Tenn.VOR *2500 - MRA	*Fisherville INT, Tenn.	2000
Fisherville INT, Tenn. *2500 - MRA	*Williston INT, Tenn.	2000
Williston INT, Tenn.	Jackson,Tenn.VOR	2000
Crossville,Tenn. VOR	Sweetwater INT, Tenn.	5000
Sweetwater INT, Tenn.	Knoxville,Tenn.VOR	3000
Knoxville,Tenn. VOR *9000 - MRA	*Telford INT,Tenn.	6000
Telford INT,Tenn.	Tri-City,Tenn.VOR	6000
Tri-City,Tenn.VOR	Pulaski,Va.VOR	7700
Pulaski,Va.VOR	Montebello,Va.VOR	6000
Montebello,Va. VOR	Gordonsville,Va. VOR	6000
Gordonsville,Va. VOR *2000 - MRA	*Locustgrove INT, Va.	3000
Locustgrove INT, Va.	Doncaster INT,Md.	1500
Doncaster INT, Md.	Washington,D.C. TVOR	2000

Section 610.6622 VOR Civil Airway 1522 is added to read:

FROM	TO	MEA
Los Angeles, Calif.VOR	Ontario,Calif.VOR	4000
La Habra,Calif. FM	Los Angeles,Calif.VOR W-bound only	3000
*Ontario,Calif. VOR	Palm Springs INT, Calif.	13000
*8000 - MCA Ontario VOR, E-bound		
Banning,Calif.FM	Ontario,Calif.VOR W-bound only	8000
*Palm Springs INT, Calif.	Blythe,Calif.VOR	8000
*13000 - MCA Palm Springs INT,W-bound		
Blythe,Calif.VOR	Hassayampa,Ariz. VOR	6000
*Tucson,Ariz.VOR	Cochise,Calif.VOR	11000
*9000 - MCA Tucson VOR, E-bound		
Cochise,Calif. VOR	Animas INT,N.Mex.	12000
Animas INT,N.Mex.	Columbus,N.Mex.VOR E-bound	8600
	W-bound	10000
Hilltop,Ariz.FM	Animas INT,N.Mex. E-bound only	10000
Columbus,N.Mex. VOR	*Harrington Ranch INT,N.Mex.	8500
*10000 - MRA		
Harrington Ranch INT,N.Mex.	El Paso,Tex.VOR	8500
El Paso,Tex.VOR	*Salt Flat,Tex.VOR	8000
*8900 - MCA Salt Flat VOR, E-bound		
Salt Flat,Tex. VOR	*Gore INT,Tex.	10000
*7200 - MCA Gore INT, W-bound		
Gore INT,Tex.	Wink,Tex.VOR	6000
Wink,Tex.VOR	Midland,Tex.VOR	4500
Midland,Tex.VOR	Big Spring,Tex.VOR	4400
Big Spring,Tex. VOR	Abilene,Tex.VOR	4000

VOR Civil Airway 1522 - cont'd.

FROM	TO	MEA
Abilene,Tex.VOR	Mineral Wells,Tex. VOR	*3500
*3100 - MOCA		
Mineral Wells, Tex.VOR	Lake Worth INT, Tex.	2300
Lake Worth INT, Tex.	Dallas,Tex.VOR	2700
Dallas,Tex.VOR	Sulphur Springs, Tex.VOR	2000
Birmingham,Ala. VOR	Anniston,Ala.VOR	3000
Anniston,Ala.VOR	Temple INT,Ga.	4000
Temple INT,Ga.	Chattahoochee INT, Ga.	2700
Chattahoochee INT,Ga.	Atlanta,Ga.ILS loc.	2200
Atlanta,Ga.ILS loc.	Rex INT,Ga.	2200
Rex INT,Ga.	Royston,Ga.VOR	2700
Royston,Ga.VOR	Spartanburg,S.C. VOR	2300
Spartanburg,S.C. VOR	Mooresville INT, N.C.	2500
Mooresville INT, N.C.	Greensboro,N.C.VOR	3000
Greensboro,N.C. VOR	*Reid INT,N.C.	2300
*3500 - MRA		
Reid INT,N.C.	So.Boston,Va.VOR	2300
So.Boston,Va.VOR	Gordonsville,Va. VOR	3000
Gordonsville,Va. VOR	*Locustgrove INT, Va.	3000
*2000 - MRA		
*Locustgrove INT, Va.	Doncaster INT,Md.	1500
Doncaster INT, Md.	Washington,D.C. TVOR	2000

NOTE: Minimum altitudes and related data for the 1500 series airways are identical to other coinciding VOR airways.

✓ MINIMUM RECEPTION ALTITUDE DATA OFF-SHORE ROUTES:

NOTE: The following data list the altitudes over the routes and MRA at certain intersections at which flights would have acceptable navigation signal. They are furnished as information for flights navigating by reference to the listed VOR stations. Where charted they should carry a notation to this effect.

FROM	TO	MEA
	Control 1150	
Bonita INT, Fla. *8000 - MRA (Deletes MRA at Tarpon INT)	*Snapper INT, Fla.	8000
	Control 1132	
W. Palm Beach, Fla. VOR *14,000 - MRA ** 1600 - MOCA	*Shark INT, Fla.	**6000
Shark INT, Fla. (Deletes MRA at Tarpon INT)	Tarpon INT, Fla.	14000

This corrects Page 30, Airman's Guide, Volume 11, No. 23, dated January 22, 1957

✓ ON-REQUEST REPORTING POINTS: The following on-request reporting points are designated or redesignated and shall become effective May 9, 1957:

DESIGNATE:

(1) MACKEREL, FLA. (VHF) INTSXN - the intsxn of the 109°T radial of the Orlando, Fla. VOR and the 043°T radial of the Vero Beach, Fla. VOR. (MRA 6000')

REDESIGNATE:

(1) SHARK, FLA. (VHF) INTSXN - the intsxn of the 036°T radial of the W. Palm Beach, Fla. VOR and the 109°T radial of the Orlando, Fla. VOR. (MRA 14,000')

(2) TARPON, FLA. (VHF) INTSXN - the intsxn of the 014°T radial of the West Palm Beach, Fla. VOR and the 109°T radial of the Orlando, Fla. VOR. (MRA 7000').

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 99 (Airborne) Corpus Christi, Tex. Correct VOR rcvr check point to read: 173°.

(2) Page 103 (Ground) Columbus, Ga. (Muscogee County). Add VOR rcvr check point to read: Location #1 - 147.5°; taxiway at junction of approach end runway 12. Location #2-146°; center of intersection formed by taxiways leading to runways 5 and 30.

(3) Page 105 (Ground) Louisville, Ky. (Standiford Fld). Delete VOR rcvr check point Location #1 (297°)

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

APV	Apple Valley, Calif., Apple Valley Airport (Assignment)
HZL	Hazleton, Pa., Hazleton Airport (Assignment)
IBG	Ice Island #2, Eastern Arctic Ocean (Assignment)
ICE	Ice Island #1, Western Arctic Ocean (Name change)
LCH	Lake Charles, La., McFillen Airport (Name change)
VNT	Yuma, Ariz., Vincent AFB (Change from UMH)
3MQ	Marquette, Mich., Coast Guard Lifeboat Stn (Assignment)
HQ	Ottawa (Air Services HQ), Ont. (Assignment)
RS	Point Roberts, B.C. (Assignment)
WK	White Rock, B. C. (Assignment)

✓ RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective April 26, 1957:

(Part 608 - Restricted Area - Amendment 195)

Section 608.30, the Upper Lake Huron, Oscoda, Michigan area (R-91), amended in 21 F.R. 5619, July 26, 1956, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 44-55-00, long. 83-15-00; thence E to lat 44-55-00, long. 82-52-00; thence S to lat 44-11-00, long. 82-58-00; thence W to lat 44-11-00, long. 83-21-00; thence direct to a point one mile offshore due E of Sable Point, thence northward parallel to and one mile from the shoreline to a point at lat 44-22-30, long. 83-18-00; thence E to lat 44-22-30, long. 83-13-00; thence N to lat 44-34-15, long. 83-13-00; thence W to lat 44-34-15, long. 83-17-30; thence northward parallel to and one mile from the shoreline to a point due E of Sturgeon Point thence due N to the point of beginning".

Section 608.30, the Upper Lake Huron, Oscoda, Michigan, area No. 2 (R-491), amended in 21 F.R. 5619, July 26, 1956, is further amended by changing the "Description by Geographical Coordinates" column to read: "From lat 45-20-00N, long. 83-06-00W; to lat 45-20-00 N, long. 82-37-00W; to lat 45-16-00N, long. 82-30-00W; to lat 44-07-00N, long. 82-14-00W; to lat 44-07-00N, long. 83-20-00W; to lat 44-22-30N, long. 83-17-30W; to lat 44-22-30N, long. 83-13-00W; to lat 44-34-15N, long. 83-13-00W; to lat 44-34-15N, long. 83-15-00W; to point of beginning".

Section 608.61, the Eagle River, Alaska, area (R-348), amended in 22 F.R. 2041, March 28, 1957, is further amended by changing the phrase "beginning at lat 61-27-00" to read as follows: "Beginning at lat 61-27-15.....".

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 123rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

FLIGHT ADVISORY AREA - SPOKANE RAPCON CENTER: Effective April 22, 1957, the Flight Advisory Area for the Spokane RAPCON Center will be as follows:

From a point 49°N 115°W southward to a point on Green 2, 25 miles E of Mullan Pass; thence S to 46°N 115°W; thence W to 46°N 117°30'W; thence NW to a point on the eastern boundary of Red 53, 25 miles NE of Walla Walla MF Radio Range; thence to a point on the W boundary of Victor 112, 25 miles NE of Lamar Intsxn; thence SW to the southeastern corner of Prohibited Area P-246; thence W and northwesterly along the southern and southwestern boundaries of Prohibited Area P-246; thence along the western boundary of Prohibited Area P-246 and the eastern boundary of Restricted Area R-247 to the northeastern corner of Restricted Area R-247; thence to a point on Green 2 and Victor 2, 25 miles E of the Ellensburg MF Range; thence N to 49°N 120°W; thence E along 49°N to point of beginning.

Also, note that the voice call is changed to Spokane center or Spokane approach control, whichever is applicable.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

✓ ATLANTA AND WASHINGTON CENTERS CONTROL AREA BOUNDARIES: Effective immediately, establish the Atlanta and Washington Centers boundaries as follows:

Victor 103 - Establish the Atlanta-Washington Center boundary as an arc of 45 mi radius the center of which is at the Greensboro, North Carolina VOR.

Victor 37 and Victor 261 - Establish the Atlanta-Washington Center boundary as an arc of 20 mile radius the center of which is at the Pulaski, Virginia VOR.

✓ WASHINGTON, D.C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1956, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

✓ AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 12, No. 2, dated April 2, 1957, as follows:

Page 9 - On-Request Reporting Points: Item (17) under Designate, Effective May 9, 1957, Correct spelling of intsxn to read: "HEMPSTEAD, TEX. (VHF) INTSXN".

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Los Angeles	Los Angeles Local	WAC 405
Mt. Shasta	San Diego Local	WAC 406
Sacramento	RC 2213	WAC 470
San Diego	RC 2219	WAC 471
San Francisco		WAC 525

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts
Dates shown are release dates

Beaumont	4-1-57	San Antonio	4-3-57	WAC 466	4-8-57
Corpus Christi	4-8-57	Montgomery Lcl	4-3-57	WAC 525	4-3-57
Dallas	3-26-57	WAC 192	4-8-57	RC 2215	3-28-57
Mobile	3-29-57	WAC 409	3-28-57	AP 9	4-5-57
Oklahoma City	4-6-57	WAC 410	4-1-57		

Instrument Flight Charts
released since March 25, 1957

AL 50 ADF/ILS	(NARF) Mun Birmingham Arpt., Ala.
AL 81 ADF-1/ILS	Chicago Midway Arpt, Ill.
AL 114 RNG-1/RNG-2	Stapleton Airfield, Colo.
AL 151 ADF	Godman AAF, Ky.
AL 288 ADF	New Orleans Arpt., La.
AL 369 RNG/VOR/ILS-2	San Antonio International Arpt, Tex.
AL 491 RNG/VOR	New Garden City Arpt., Kans.
AL 503 RNG	Sault Ste. Marie Arpt., Mich.
AL 513 ADF/ILS	Dress Memorial Arpt., Ind.
AL 532 ADF	Tri-State, Arpt., W. Va.

RF 1, 2, 4, 8, 9
RF Terminal Area - New York
RF-VOR Terminal Area - Denver, Jacksonville, New York, Philadelphia, San Antonio, San Francisco-Oakland, Washington
RF Dates of Latest Prints

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) Month and day item was reported.

** New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

[redacted]: ANNISTON-RADIO: VOR courses 360°-07° bends and roughness out of tolerance.

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod lndg strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 88-53-58, about 10 n mi NW Birmingham Mun arpt (12-14)

ALABAMA: BIRMINGHAM ARPT: Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single eng conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9)

DOTHAN-NAPIER FLD: Caution-helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and theshold lgts inop. (2-6)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness & bends out of tolerance.

✱MOBILE-BATES FLD-TOWER: April 11, ILS glide slope (333.8mc) flgt-checked and recmsnd. Path angle: 2.9° intercept alt at OM 1450'MSL. FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)

MONTGOMERY-SPECIAL NOTICE: All acft operg in Montgomery-Maxwell area should avoid Maxwell AFB and Dannelly Fld control zones unless in contact with and cleared by the appropriate twr. Extensive flying engaged in at both arpts including practice instr apchs and simulated "flame-outs" by jets from 6500' to Dannelly Fld. (1-22)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approxly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150°, and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

DOUGLAS-BISBEE-DOUGLAS INTNL ARPT: Const on various taxiways-caution. (3-4)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

**NEWMAN PEAK, BCN SITE 6, PHX-ELP: Bcn changed to 12 rpm. (4-8)

PHOENIX-SPECIAL NOTICE: Extreme Caution-area between Phoenix VOR and Hassayampa VOR on Victor arwy 16 and Green 5. Extensive high performance, jet acft cross these arwys when departing and arriving Luke AFB in connection with training conducted Gila Bend Restricted Area(R-309, R-308). This tfc generally crosses V-16 and Green 5 between Hassayampa VOR and town of Tolleson (11 mi W of Phoenix) at alts of 5000'MSL and below 0715 thru 1600, Mon thru Fri. (3-1)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000';135°-145° and 165°-185°, 39 n mi at 10,000'.

**PRESCOTT(TABLE MOUNTAIN), BCN SITE 37, LAX-AMA: Bcn changed to 12 rpm.(4-4)

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SAN SIMON-RADIO: About June 1, VOR will be cmsnd. Freq: 115.4mc. Ident: SSO. Lctd lat 32-16-12, long. 109-15-45. Elev: 3607'MSL. Class: VORW. Disregard spurious signals. (4-1)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi at 11,000';050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'.(7-17)

TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF-steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000';(c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable & tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: FLIPPIN-RADIO: Feb. 12, VOR shut down until approx. April 16. (2-12)

**HOT SPRINGS-MEMORIAL ARPT: 216' lgtd transmitting antenna erected 14 n mi ESE(115° T) at lat 34-22-50, long. 92-49-55. (4-4)

PINE BLUFF-RADIO: About May 6, VOR will be shut down until approx June 6. (3-20) During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR except V-16S TXK to PBF unusable. Ints and alts as charted. (3-22)

TEXARKANA-RADIO: VOR shut down until approx May 9-relctn to lat 33-30-50, long. 94-04-20. (4-1) VOR flgts authorized to use TXK LFR in lieu of VOR. (1-3)

CALIFORNIA: ARCATA ARPT-RADIO: Apr 2 ILS lclzr & glide slope shut down until approx May 10- relctn, lclzr. (4-8)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BAKERSFIELD-KERN CO. ARPT-TOWER: Effect April 28 hrs opern: 0500-2100. (4-3)

BLUE CANYON, SITE 13, SFO-SLC ARPT: Closed due to snow. (1-15)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°, 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345, -015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on airway radials only.

DIXON ARPT: Closed. (8-30)

**DOWNEY ARPT: Closed - land use changed. (3-14)

ELSINORE ARPT: Ctn-glider activity week ends. Squirrel holes S edge of landing area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000';280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course rufness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000';350°-10°, 43 n mi at 8000';10°-30°, 43 n mi at 9000';30°-120°, 35 n mi at 9000';120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

KLAMATH-McBETH ARPT: Closed. (6-13)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000';340°-040°, 12,000';040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutd own periods during arpt const. About May 1, rcvr 122.5mc will be discontd and concurrently 122.6mc will be cmsnd. (3-4) FLD: Several 230'MSL portable derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1) Temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800'-caution. (3-22) Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only-500'/1 mi. Day-lgt opern of cranes with 80' booms adj to apch end rnwy 30. Tk-offs not affected. (3-28)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather bdcasts shut down-modernization. Manual bdcast continues on VOR and both VOR & LF combined. (2-1)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

✱LOS ANGELES INTERNATIONAL ARPT-TOWER: April 12, Del Rey FM on back course ILS localizer decommissioned. (4-12) FLD: Use paved areas only. New lighted runway 16-34 approximately 4000' W of Sepulveda Boulevard open VFR traffic only. Equipment on and adjacent to construction area. Pilots are urged to use extreme caution when operating off-shore just W of arpt. All jet aircraft departing runways 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000'MSL, approximately the intersection of the extended centerlines of the above runways with the shoreline. Aircraft proceeding E-bound from Malibu intersection in VFR conditions making a track which approximates the extended centerlines of the above runways are cautioned not to descend below 4000' MSL until passing the shore line or Del Rey FM

10,000' of cable & tow target on W/67 type acft in Yuma area. (2-11)

[redacted]: LOS ANGELES INTL ARPT-Continued: unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or between LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

LUCERNE VALLEY-DOUBLE J RANCH ARPT: Length of strip reported increased to 3000'.

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Franxisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, AlamedaNAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n imi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.(8-20)

OAKLAND-METROLPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Concrete paving construction in progress in former gravel area between rnwy 27R-9L and taxiway along S side of hangars 3, 4, & 5. Area hazard mrkd. Taxi with caution. (12-8)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT-SPECIAL NOTICE: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise ctn acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000' 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

**POINT REYES-SPECIAL NOTICE: Effect. April 11, Warning Area W513 revised as follows: Time of Use: Continuous. Altitude: Surface to 3000' MSL from 2000 to 0800. Surface to unlimited from 0800 to 2000. (1-23)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000';

[redacted]: 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCICO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg-mrkd day and ngt. (2-13) Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and ngt. (3-26) 120' high pile-driver lctd 400' W of S end of rnwy 1L-19R - mrkd day and ngt. (4-9)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260°, and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

SANTA YNEZ ARPT:: Const in progress. Rnwy 8-26 being extended 1000' to the W. Duration of work approx one month. (4-5)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40.n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip clsd for winter. (10-26)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORAGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS RPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.

[redacted]: CHEYENNE WELLS-ARPT: Closed for winter due dust. Land at own risk.(10-29)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive intrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L-flag mrkd day hrs, flashing red ngt hrs - until about Apr 26. (3-26)

PUEBLO MEMORIAL ARPT-SPECIAL NOTICE: Ordnance depot 6.8 n mi ENE at lat 38-20-00, long. 104-22-14 conducting demolition work days. (2-7)

[redacted]: BRIDGEPORT-RADIO: Z mrkr very weak. (10-13)

**HARTFORD-BRAINARD FLD: City's proposed closing of fld postponed. (4-2) Rnwy 9-27 clsd. Only NE and extreme SW ends of dike lgtd. (4-15)

**MONROE ARPT: Closed. (3-22)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until Jun 1. (11-15)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd.

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.

★WILMINGTON-NEW CASTLE COUNTY ARPT-TOWER: UHF/DF also gds 243.0 mc.(4-3) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps.

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Chain bridge at Dalecaria, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5°S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Until approx end of Dec., hvy const equip. will be oper 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg sys serving rnwy 36 decmsnd Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions.

FLORIDA: BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

CAMP BLANDING-SPECIAL NOTICE: Caution, low-flying acft. April 27 and 28 daylgt hrs, small arms firing will be conducted in restricted area R-180 and area enclosed by following coordinates: lat 29-52-30, long. 82-02-30; 29-48-00, 80-01-30; 29-52-30, 81-56-00; 29-54-30, 81-58-30. (4-8)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAS remain as charted. (1-22)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT-TOWER: About May 3, 119.2 mc will be cmsnd for ** arrival ctl. Concurrently 120.7 mc will be decmsnd. (4-3) FLD:996'(1000'MSL) lgtd twr erected 6.0 n mi S(187°T) at lat 30-19-22, long. 81-38-34. (2-14)

**KEY WEST-SPECIAL NOTICE: Effect April 10, "time of use" of that portion of Warning Area W-465 north of lat 24-00-00, be changed to: "continuous:. (3-6)

KEY WEST-INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns.

FLORIDA: Caution - const, men, and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Saturday, Sunday, & holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Men and equip. working 400' S of rnwy 9L-27R constructing parallel taxiway. 400' of N/S taxiway S of rnwy 9L-27R clsd - mrkd days and ngts. (3-7)

MIAMI-OCEAN REEF ARPT: New arpt: Type "L";30 mi S; lat 25-19, long 80-15; elev 4; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28 L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

**QUINCY ARPT: 376'MSL lgtd twr erected 2 n mi SSW(217°T) at lat 30-34-39, long. 84-34-39. (4-5)

**STARKE-CONWAY ARPT: Permanently closed. (3-27)

STUART-WITHAM ARPT: 625'(650'MSL) lgtd twr being erected 13.5 n mi SE(150°T) at lat 26-59-01, long. 80-05-42. (3-21)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (8-23)

TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt take offs and lndgs. Caution - unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct gas; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down until approx Apr 15 - modernization. (3-25) During modification shutdown VOR flights are authorized to use the Alma LFR in lieu of the VOR on all airway segments. MEAs remain as charted. Harris Neck, Cabins St. Mary's Int. unusable. Augusta, radial 215° usable at Dublin Int MRA 5000'. Augusta 170° radial usable

at Lott's Int MtA 5000'. (3-18)

FLORIDA: ALMA, SITE 43, MIA-ATL ARPT: Sod rnwys soft when wet – caution advised. (4-12)
ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. Center advises high altitude section with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area; this channel will be utilized to obtain traffic clearances and to forward progress reports. Wea and other info not pertinent to tfc ctl should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.
ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail. freq. (3-6) Rnwys 33R-15L and 27R-9L clsd. (2-1)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.
**QUITMAN-BROOKS CO. ARPT: 319' MSL lgtd twr erected 22.5 n mi SSW (221° T) at lat 30-31-46, long. 83-52-15. (4-5)
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
SAVANNAH-TRAVIS FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000' MSL. (3-19)
SWAINSBORO-THOMPSON ARPT: Closed - new rnwy under const. (11-20)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° acct excessive roughness and course displacement with exception arpt apch course 003°, usable to 10 n mi.

IDAHO: AMERICAN FALLS ARPT: Open, normal operations. (4-11)
BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
JEROME-COUNTY ARPT: Clsd due thawing conditions. Fld muddy. (2-24)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dis lmtd to 35 mi at min terrain clearance alt. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty.

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
**CARBONDALE-SOUTHERN ILLINOIS ARPT: Formerly carried as Murdale Arpt. (3-27)
CHAMPAIGN ARPT: Effect. May 15, E/W rnwy perm clsd. (4-12) 20' poles erected approx 150' N and adj to E/W rnwy. (9-5)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)
CHICAGO AREA-SPECIAL NOTICE: Effect. Mar 31, all helicopter operns in the Chicago metropolitan area will be rqrd to fly prescribed routes of flgt with the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tri-cycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. About May 1, 450'

ILLINOIS: (1041' MSL) lgtd concrete chimney will be erected 2.5 n mi WSW (252° T) at lat 41-51-02, long. 87-39-11. (3-8)
CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. FLD: Single eng transient acft will not be allowed dock space at the N term bldg, must use facs of S term bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both term bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at 41-47N, 87-45W at NE intsxn of 55th St. and Cicero Ave, adj to arpt. (3-8)
CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be chgd to 122.6 mc. FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and term gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Lndg and tk-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
DANVILLE-VERMILLION CO ARPT: Caution - men and equip. on fld. (10-11)
DIXON ARPT: Under const - open trenches along rnwy. Lgtg under const. (10-16)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
EFFINGHAM CO MEM'L ARPT: About April 22, 340' (935' MSL) lgtd twr will be erected 2.5 n mi NW (330° T) at lat 39-06-40, long. 88-33-09. (4-8)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25)
GILMAN ARPT: Closed. (10-11)
**HIGHLAND-WINET ARPT: On or about Apr 15, NW/SE and NE/SW rnwys will be plowed and reverted back to farm land. Arpt will remain in opern with 2600' N/S rnwy and parking area. Taxi strip will also be eliminated. (3-26)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at MEA. Automatic wea cmsnd Aug 13.
JOLIET ARPT: Work in progress on extending 3 existing steel stacks and const of one new stack 450' above gnd (965' MSL) lctd 2 mi SE - lgtd. (1-7)
KEWANEE ARPT: Men and equip. on fld intermittently - caution, (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MACOMB ARPT: Operated on lmtd status. (11-29)
MATTOON-COLES CO. MEM'L ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside phone at SW corner of big hangar. Ngt attendant in trailer on NE corner of hangar. (1-11)
MILFORD-ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MT. VERNON ARPT: Work in progress daylgt hrs. W end E/W rnwy clsd. No lgts avail. until May 15. (4-4)
NORTHBROOK-SKY HARBOR ARPT: Until Jun 1, well drilling machine with 57' mast operg 588' W of arpt bndry. Lctd 42-08-39N, 87-51-53W-not mrkd painted or lgtd. Height 752' MSL. About May 10, 178' (821' MSL) lgtd twr will be erected 2.1 n mi NNE(34° T) at lat 42-11-10, long. 87-49-28. (3-21)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GRTR PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. 5' unlgtd fence apch end rnwy 22. Beginning May 1 and until approx Jul 31, NW/SE rnwy will be clsd for reconst including paving, drainage and lgtg. (4-8)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at MEA.
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at MEA. (2-21)
QUINCY-RADIO: VOR shut down until approx Apr 30. Dur this period the following MEA's can be used: V116: Excello, Mo. Int (Int formed by IRK R154 and 072 brg to Quincy, Ill Rbn) to Quincy Rbn (MCA V52 2600' NW) 2000'; Quincy Rbn (MCA V52 2600' NW) to Peoria VOR 2000'. V63: Columbia VOR to Quincy Rbn 2000'; Quincy Rbn (MCA 2600' V52 NW) to Burlington VOR 2600'. V50: Kirksville VOR to Quincy Rbn 2500'; Quincy Rbn (MCA V52 2600' NW) to Springfield VOR 2000'. V52: Lury, Ia. Int to Quincy Rbn 2600'; Quincy Rbn to Elsberry Int 2000' (MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (3-12)

ILLINOIS: ROCKFORD-GREATER ROCKERFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)

*SPRINGFIELD-CAPITAL ARPT-TOWER: Mar 20, UHF/DF cmsnd on 243.0, 305.4 mc.(3-21)

TROY-RADIO: VOR shut down until approx April 22 -modernization.(4-16) During shutdown MEA's that can be used will be found on page 29.

VANDALIA-RADIO: About April 15, VOR/DME will be shut down until approx May 27.(3-27) During shutdown the following MEA's can be utilized: V12, V14 from St. Louis VOR to Academy, Ill., Int., 2000'; Academy Int - Prairie Int, 2000'; Prairie Int -*Int R356 ENL and STL R-072 (Vandalia Int Temp), 4000'; *When proceeding eastbound to Terre Haute VOR, climb to 5500 prior to reaching Int. Int R356 ENL and STLR072(Vandalia Int Temp) *Union Center Int, 5500'; *Union Center, Ind., Int - Terre Haute, Ind.,VOR, 2000'; *climb to 5500' westbound after departing Union Center Int. V72: Troy VOR-*Int R054 TOY and R356 ENL(Vandalia Int Temp), 4000'; *Int R-054 TOY and R356 ENL(Vandalia Int Temp) - Arcola, Ind., Int, 12,500'; Arcola Int -State Line Int, 12,500'; State Line, Int-Lafayette, Ind., VOR, 2000'; *climb to 12,500 prior to reaching Vandalia Int Temp NE bound on V72 and climb to 5500' prior to reaching Vandalia Int Temp E bound on V12-14. (2-25)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) 160' (419' MSL) tank and 37' bldg being erected at
** lat 38-01-15, long 87-31-49; 1/2 mi SE; not lgtd, painted or mrkd. (4-8) Two 400'(794'MSL) lgtd concrete chimneys will be erected 12 n mi ESE(130°T)at lat 37-54-47,long.87-19-55.

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown.(2-1) FLD:Rnwy 4-22 now 7800'-daylgt operns, 6200'-ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittentlay open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

FT. WAYNE -SMITH ARPT: 1183'MSL lgtd twr being erected 1.5 n mi SSE (165°T) at lat 41-07-10, long. 85-08-11. (3-22) 770'(1589'MSL) lgtd twr being erected 2.5 n mi SSW(223°T) at lat 41-06-03, long. 85-11-00. (4-8)

**FRANKLIN ARPT: 1217'(2085'MSL) lgtd twr erected 4 n mi WSW(250°T) at lat 39-24-27, long. 86-08-52. (4-8)

GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N,NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC; Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident:IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lczr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)

INDIANAPOLIS-WEIR ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

LAFAYETTE-ARETZ ARPT: Until about May 15, flagged seeded area 50'x 1600' E end both rnwys. Use rnwys only. (3-12)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in

INDIANA: Jefferson Proving Grounds. All acft are warned to keep clear of this area.

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW: lat: 39-34-40, long. 85-48-00; elev: 800'. No. of rnwys: 2; N/S rnwy 2640',E/W rnwy 3460'; surface:sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N,E,W.(11-5)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

TERRE HAUTE-RADIO: VOR shut down until approx April 22. The following MEA's can be used: Direct Route: Vandalia VOR to Terre Haute-LFR 2000' TerreHaute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300'; Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW crs IND ILS and 75/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'. (4-12)

TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip on fld during daylgt hrs. Expected duration - during summer months. (3-27)

TILDEN-RADIO: See Indianapolis, Ind.

**WABASH ARPT: ABANDONED. (3-14)

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)

**DALLAS CENTER-HUSBAND ARPT: N 1000' N/S rnwy unusable when wet. No snow removal during winter months. (3-19)

**DENISON-CHAMBERLAIN ARPT: ABANDONED - rnwys will be plowed up. (4-9)

DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area estabd NW, W of long 93-50 and N of lat 41-37. Use caution in this area. (2-19)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

NEWTON MUN ARPT: Fld very soft. Use extreme caution during thaw. (2-11)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

SHENANDOAH MUNICIPAL ARPT: About April 6, 1470'MSL lgtd twr will be erected 18 n mi NW(315°T)at lat 40-57-48,long. 95-43-32, & being dismantled approx.April 20.(1-28)

SIOUX CITY ARPT-TOWER: About May 6, ILS lclzr and glide slope will be shut down until approx Nov 6 - relctn of lclzr. (4-12)FLD:Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars.(11-29)

SPENCER ARPT: Until about June 2, const of new NW/SE rnwy and taxiway to ramp in progress-men and equip. on fld daytime.Fld clsd to ngt opern. (4-2)

TROY MILLS-CARSON ARPT: 1358'(2398'MSL) lgtd twr being erected 8 n mi WSW(256°T) at lat 42-17-39, long. 91-53-10. (3-4)

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd-const. E/W strip clsd. (8-22)

KANSAS: ARKANSAS CITY-STROTHER AUX #2ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

CHANUTE-RADIO: About May 9, VOR will be cmsnd. Freq 114.6 mc. Ident: CNU. Lctd: lat 37-37-34, long. 95-35-36. Monitoring Category (1) Class: VORW. (3-20)

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: About April 15, 683'(3437'MSL) lgtd twr will be erected 18 n mi WSW (245°T) at lat 37-38-26, long. 100-20-33. (3-5)

EMPORIA-RADIO: VOR coverage 200°-270°,35 to 43 n mi at min. en route alt. (5-29)

EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)

GARDEN CITY-RADIO: VOR course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (4-4)

GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution -men and equip. near rnwys, days. (4-25)

MADISON-SPECIAL NOTICE: [illegible] approx 4.3 n mi N [illegible] Artillery and [illegible] conducted daily [illegible] have been reported.

KANSAS: HILL CITY-RADIO: Mar 5, VOR shut down until approx April 18 - modernization. During shutdown the following MEAs can be utilized: Arwy V-4, Goodland VOR radial 084° to Russell VOR radial 278°, 7000'. (4-12)
JUNCTION CITY ARPT: 73' (1250' MSL) water tank being erected 1 mi E on U.S. 40, lgtd.
KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 mrkd. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (sod); 80/87 oct fuel; A&E by appointment; not lgtd. (4-9)
TOPEKA ARPT: Arpt will be permanently clsd Apr 17. Until then extreme caution advised due const across N/S rnwy. (3-7)
TOPEKA-PHILIP BILLARD ARPT: Use rnwys and taxiways only. Sod areas unusable.
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 3000' N of S end. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. (3-27)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)
WICHITA-KEN-MAR ARPT: Until about May 1, const on W half of N/S rnwy. (3-27)
KENTUCKY: BOWLING GREEN-RADIO: About May 7, NE course LFR will be realigned from 216° to 229°; NW course from 096° to 116°. (2-28)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14) About May 20, BJ fac on 263 kc will be changed to London BMH lctd at lat 37-05-25, long. 84-04-30. (4-12)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
LEXINGTON-RADIO: VOR area 330° clockwise to 015° unreliable acct intermittent interference. Azimuth info not to be used for IFR opern. (3-26)
LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. April 28, hrs opern: 0700-2300. (3-27) FLD: Due to non-visbility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LONDON-RADIO: About May 20, H fac will be cmsnd. Freq: 263 kc. Ident: LOZ. Lctd: lat 37-05-25, long. 84-04-30. Class: BMH. (4-12)
LOUISVILLE-RADIO: About May 9, LFR will be decmsnd. Concurrently, homing fac will be cmsnd on 359 kc, ident: SDF. Lctd ILS MM site. Elev: 453' MSL. (4-1)
LOUISVILLE-BOWMAN FLD-TOWER: Effect April 28, hrs opern: 0600-2200. (4-4) FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: May 21, ILS glide slope and MM shut down. (9-24) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' [illegible] of rnwy 1. Rnwy 1-19 open to all acft during daylgt hrs only. Apch lgt system shut down for rnwy extension. Const equip. on fld. Caution advised. Due limited servicing and parking facs, strongly recommend all acft having gross lndg wt of less than 25,000 lbs use Bowman Fld 0800C May 2 thru 2400C May 4. (4-12)
PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 40°-230° and from 300°-350°, DME coverage 35 n mi at 2500' MSL. (5-14)
LOUISIANA: SPECIAL NOTICE: Effective March 1 thru June 1, 1957, the King Cole Caution Area estab within the following described area: along US highway 190 from its junction with the US highway 165 west along US 190 to the Sabine River near Deweyville; thence north along the Sabine River to Logansport, La; thence along State Highway 38 to Gloster, La; thence along State Highway 171 to Shreveport, La; thence east along the southern boundary of Civil Airway Red 10 to Monroe, La; thence south along US Highway 165 to point of beginning. Altitude: From surface to 50,000 ft. MSL. Activities Conducted: Cover and ground support aircraft. Time of Use: Continuous only under VFR weather conditions. Controlling Agency: Manuever Director, Camp Polk, La. (2-13)
BATON ROUGE-RYAN FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: Caution - obstn lgts twrs being erected 1800' from N end of N/S rnwy.
DE RIDDER-BEAUREGARD PARISH ARPT: 204' (404' MSL) lgtd twr erected 4.0 n mi ENE (81°T) at lat 30-50-24, long. 93-15-17 & being dismantled approx May 1. (2-14)
HORNBECK-HODGES ARPT: 204' (604' MSL) lgtd twr erected 11 n mi ENE (87°T) at lat 31-22-27, long. 93-10-00 & being dismantled approx May 1. 162' (502' MSL) lgtd twr erected 19 n mi SE (144°T) at lat 31-06-50, long. 93-10-00 & being dismantled approx May 1. (2-14)
LAKE CHARLES-RADIO: VOR radials 181°-359° out of tolerance due to scalloping and bends. (3-27) About May 20 VOR will be shut down until approx June 20. (4-5)
**LAKE CHARLES-McFILLEN AIRPARK: New aprt; Type "P"; lat 30-07, long 93-10; lctd 4.0 S; elev 17'; 1 rnwy(N/S) - 2600-(sod); minor A&E; 80/87 oct fuel. (3-29)
LONGVILLE ARPT: 204' (304' MSL) lgtd twr erected 2.0 n mi NNW (340°T) at lat 30-37-11, long. 93-13-46 & being dismantled approx May 1. (2-14)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min, reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL; V-18 N Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson, Miss. 1600' MSL; V-18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NATCHITOCHES ARPT: 204 (304' MSL) lgtd twr erected approx 1.0 n mi NE (56°T) at lat 31-44-07, long. 93-05-19 & being dismantled about May 1. (2-14)
NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys unmrkd with white crosses. Arpt now owned by U.S.Navy. (2-13)
NEW ORLEANS-RADIO: VOR radials 271°-029°, out of tolerance acct scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rwnys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
RUSTON ARPT: 120' (360' MSL) lgtd twr erected 18.3 n mi W (270°T) at lat 32-48-55, long. 92-35-17 & being dismantled approx May 1. 204' (504' MSL) lgtd twr erected approx. 1.0 n mi WSW (248°T) at lat 32-30-06, long. 92-37-07 & being dismantled about May 1. 162' (482' MSL) lgtd twr erected 16 n mi S (185°T) at lat 32-14-34, long. 92-39-24 & being dismantled approx May 1. (2-14)
SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1) Radar separation standards will be applied as specified in MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to secondary fixes at alts of 6000' or higher and subsequently vectored by radar to appropriate primary fix. Departing acft will normally be cleared along designated departure routes and after radar contact will be vectored by radar around other air tfc. (2-2)
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
WINNFIELD-JOYCE ARPT: 162' (462' MSL) lgtd twr erected 19.9 n mi WNW (296°T) at lat 32-06-43, long. 93-00-17 & being dismantled approx. May 1. (2-14)

[redacted]: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MEA. Roughness beyond 8 mi 360° clockwise to 060° DME coverage 235°-260°, 35 n mi at 2500'. (3-15)

BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)

**EAST BALDWIN-BALDWIN ARPT: ABANDONED-land reverted to agriculture. (3-22)

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. Six contact lgts out on W side rnwy 1 replaced with smoke pots. (2-4)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. (4-17) New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operations.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

[redacted]: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

BALTIMORE-HARBOR ARPT: Rnwy 14-32 may be clsd due serious deterioration of pavement. (3-14)

**BALTIMORE-MARTIN ARPT: Rnwy flood lgts on prior request have been discontinued. Const-men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20)

CAMBRIDGE ARPT: Arpt reported-1.5 mi SE;elev 20';lat 38-32-02, long. 76-91-45; services minor repairs;80/87 oct. Unicom 122.8mc; 1 rnwy(NW/SE) 2500' x 100'. (12-10)

CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1mc. Ident: XCS. Glide slope freq: 334.4mc. LMM freq: 245kc, ident: CS. LOM freq: 303kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from centerline and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy. (1-25)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310°-at MEA. Light flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. (1-5)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported-3 mi SE;elev 140';lat 39-40, long. 76-00; services minor repairs;80 octane; 1 rnwy(NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

WHITE MARSH-QUINN ARPT: Arpt reported-1 mi SW; elev 200';lat 39-24, long. 76-25; services minor repairs; 80 octane; 1 rnwy(E/W) 2460' x 200'. (12-10)

[redacted]: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD(HANSCOM) ARPT: New tfc pat procedures: all acft with pat speed below 110 mph, fly 900'MSL; all conventional acft with speed 110 mph and above, fly 1300'MSL; jets fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: VHF/DF cmsnd) Freq: 118.1, 118.3, 120.5, 121.5, 122.5, 126.18 126.5, 137.88 mc. Min alt coverage within radius of 40 mi; 025, -080°, 2000';080°-210°, 2500';210°-240°, 3000';240°-270°, 3500';270°-330°, 3000';330°-025°, 2500'. (4-2) FLD: Obstn lgts on 174' stack 1.3 n mi WSW ipop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtd sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution-during daylgt hrs only, men and equip working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevailing wea conditions and is controlled by twr. (1-29) First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft-ctn advised. Until about Apr 26, rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over within 30° of rnwy heading 22 or rnwy heading 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics to not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until May 15. (11-6)

WESTFIELD-RADIO: About June 11, LFR will be shut down until approx June 25. Class: SBMRLZ. The SE course will be realigned from 302° to 293°. (4-12)

WORCESTER-RADIO: ILS glide slope shut down-relctn to 300' NE of and 1050' from SE end NW/SE rnwy. (3-11)

[redacted]: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd-due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD; Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operations. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft during spring thaw. (3-15)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

CLIO-WESTPORT ARPT: Closed to transient acft due spring thaws. (3-1)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25) Ramp const directly in front of main term bldg. Men and equip. on or adj to ramp. (2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy 5 old section arpt. Useable sod area marked yellow plastic cones. (3-11)

MICHIGAN: DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50'' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interferance. Slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)
MUSKEGON-RADIO: Nov 15, VOR shut down until approx Apr 20. (3-1)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying.
NEWPORT-MARSHALL ARPT: Mar. 11, 77'(659'MSL) reactor containment vessel & 182' lgtd derrick being erected 1.8 n mi ENE(85°T) at lat 41-57-36, long. 83-15-30. (2-25)
NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long 86-35; lat 45-50, long 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4)
PLAINWELL-OTSEGO-PLAINWELL ARPT: Wood pole transmission line, 43' to 65.5', being constructed 1740' to 3260' W, S, and SE at lat 42-28, long 85-39. Completion date May 1. Not mrkd, painted, or lgtd. (2-5)
PONTIAC MUN ARPT: Const W of fld. (8-21)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PORT HURON-ST. CLAIR COUNTY ARPT: 425'(1007'MSL) smokestack & 215'(797'MSL) bldg being erected 9 n mi SSE(169°T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. All strips xcpt 9-27 clsd due snow.
SOUTH HAVEN ARPT: About April 18, 181'(844'MSL) lgtd two-way rdo twr will be erected 1.2n mi N(360°T) at lat 42-22-36, long. 86-15-50. (3-27)
WEST BRANCH-BENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: ATKIN ARPT: Arpt usable with ski only until further notice. (12-17)
AUSTIN ARPT: 150'(1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)
BRAINERD ARPT: N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all - azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.

MINNESOTA: MINNEAPOLIS-ST.PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to nonvisibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)
REDWOOD FALLS ARPT: Temp 25' high p-line constructed across SW end of the NE/SW rnwy. (3-22)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-12)
TWO HARBORS: In June, work will begin on const 2500' x 200' (ESE/WNW) lndg strip, 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: April 8, VOR shut down until approx April 29. During shutdown V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 kc unreliable due to excessive interference. (2-14)
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 min pat. in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt. 1000'. (6-20) Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved.
McCOMB-PIKE CO., 8C, MSY-STL ARPT: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-KEY FLD-RADIO: About Apr 29, ILS glide slope will be shut down until approx Aug 29. (4-8)
MERIDIAN-KEY FLD: VOR airborne rcvr check point inop. (3-19) First 1500' rnwy 1 clsd-very rough-markd. (5-23) Rnwy 5-23 clsd - repairs; may be opened intermittently. (3-25)
MISSOURI: CLINTON-SPORTSMAN'S ARPK: About April 15, 250'(1007'MSL) lgtd chimney being erected 9 n mi SW(239°T) at lat 38-18-42, long. 93-55-59. (4-5)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS glide slope shut down until approx Apr 24, all other components remain in opern. (3-24)
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1) About April 29, LFR will be shut down until approx May 10. (4-11)
KANSAS CITY ARPT: About May, 263'(1273'MSL) lgtd twr will be erected 9 n mi SE(140° T) at lat 39-00-40, long. 94-28-00. (4-5) Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: Until about May 2, N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS ARPT-RADIO: About April 22 ILS lclzr and glide slope will be shut down until approx Oct 22 - relctn of lclzr. (3-28)
ST LOUIS-RADIO: Soon VHF/DF will be cmsnd using following freq: 118.3, 119.5, 121.5, 122.5, 126.18 mc. (3-22)

MISSOURI: ST. LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)

ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: May 12 & 26, June 9, 23, July 7,26, Aug 4,18, Sept 8, 22, Oct 6, 20- drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

ST. LOUIS-WEISS ARPT: About May 15, 350' (769'MSL) lgtd stack will be erected 9.5 n mi SE (145°T) at lat 38-24-08, long. 90-20-10. (3-10)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

WARRENSBURG-SKY HAVEN ARPT: 1290'MSL lgtd twr erected 13.3 n mi NNE (28°T) at lat 38-59-27, long. 93-40-30. (2-18)

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

FORT BENTON ARPT: Fld lgts inop. (11-27)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwy 7-25 clsd from intsxn to E end. Remainder of 7-25 restricted to 10,000 lbs GWT. Rnwy 5-23 restricted to 10,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs single-wheel or 70,000 lbs dual-wheel. (3-5)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°,9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H fac. (4-9)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 176°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway closed.

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) 583'(1746'MSL) lgtd twr being erected 3.9 n mi SW (225°T) at lat 41-15-30, long. 95-57-04. (3-14)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strip.Caution

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only.(11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

NEBRASKA: WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt. (11-6)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300° 360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.

**FALLON ARPT: 213' lgtd twr erected 3 n mi WSW (258°T) at lat 39-29-29, long. 118-49-36.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. btwn Nellis AFB and a point 8.7 n mi W Nellis AFB at 2600' MSL. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-2)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000', DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'; DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n i at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

CONCORD ARPT: Rnwys operative but caution advised due installing rnwy lgts. Ditches and holes along edges rnwys mrkd by flareports. Use rnwy only. Caution advised taxiing. Work in progress on arpt removing old taxi strips. Trucks mrkd by orange and white flags moving along and crossing rnwy. Duration of work expected to last until May or June. Rnwy 3-21 not plowed during winter months. Rnwy 30 clsd to ngt operns due to outage of obstn lgts on high tension lgts to E of fld on apchs to rnwy 30. (3-20) All rnwy lgts inop, but flarepots are placed along rnwy 17-35 at ngt. (3-29)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. About Apr 15, will be cmsnd at lat 39-07-29, long 74-45-55. (3-1)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 70°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330° 60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LFR, strong multiples 0°-4° SW of SE course. Lgt mult. other courses.

NEW JERSEY: NEWARK ARPT-TOWER: About June 10, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1 mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5' MSL. Apch bearing: 217°. MM lctd 3547' from apch end of rnwy. Elevation 8' MSL. FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 15,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. activé on taxiway area immediately adj to site. Taxiway N clsd to all operns from old runup block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 clsd. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing on W end of S taxiway and to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-off, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld - days. Const adj to all paved surfaces. Helicopter lndg are now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230°, 344°radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER CO. ARPT-SPECIAL NOTICE: Air Fair May 4 (rain date May 5). All lgt acft without rdo arrive before 1100E. 2-way rdo required btwn 1100-1700E. Twr will oper on N side of fld rcvg and trans VHF only. Lgt acft parking S side of fld. (4-3)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx May 1. FLD: Acft using rnwy 25 on take-off cont straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac
** 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: 640' (5649' MSL) lgtd twr erected 5 n mi SSE (157°T) at lat 35-12-08, long. 106-36-38. (3-19) Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr.

ANTON CHICO-RADIO: Mar 28, VOR shut down until approx Apr 22 - modernization. During this period, following arwys will be unusable: V-12 OTO-TCC, V-12N ACH-TCC, V-62 San Jose Int-Pleasant Hill Int, V-234 ACH-Conchas Dam Int. (3-28)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

**COLUMBUS, 34, PHX-ELP, ARPT: Sale of aviation fuel perm discontinued. (3-27)

DEMING-RADIO: About June 1, VOR will be cmsnd. Freq: 108.6 mc. Ident: DMN. Lctd

NEW MEXICO: lat 32-16-33, long. 107-34-12. Elev: 4175' MSL. Class: VORW. Disregard spurious signals. (4-1)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON-RADIO: About April 20, VOR will be cmsnd. Freq: 115.3 mc. Ident: FMN Lctd: lat 36-45-00, long. 108-30-54, elev: 5870' MSL. Class: BVOR. (2-18)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

**GALLUP-SPECIAL NOTICE: Wingate Demolition Area correct coordinates: Bounded on N by 35-28-00; S lat 35-26-00; E by long. 108-36-00; W long. 108-38-00. This corrects AIRGI Vol. 11, No. 26, dated March 5, 1957. (4-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: About April 24, VOR will be shut down until approx May 19 - modernization. During shutdown, the following arwys will be affected: V-12 MEA ABQ-ACH 12,000'; V-83 MEA SAF-CNX 10,000'; V-60 OTO-San Jose Int unusable; V-60S ABQ-OTO unusable. (4-15)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs operation 0700-1830E, Mon-Sat only.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

BUFFALO ARPT-TOWER: About May 20, ILS glide slope will be relctdto 750' from NE
** end of NE/SW rnwy and 400' NW of centerline. (4-8) FLD: N/S rnwy (18-36) abandoned and clsd for all tfc xcpt taxiing. There will be no further use of this strip as a rnwy.

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)

COOPERSTOWN ARPT: Caution - snow on rnwys during winter months. Do not use first 600' of rnwy 23 due const thru Apr. (1-25)

DELANCY-RADIO: Mar 14, VOR operg test basis only. Freq: 110.2 mc. Ident: DNY. Lat 42-10-40, long. 74-57-27. (3-13)

ELMIRA-RADIO: VOR has scalloping all quads. (3-14)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have tower open and adequate crash facs. Fuel unavail. transient acft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontd. Rnwy avail for emerg. use - no snow removal. (11-29)

HEMSTEAD- RADIO: About June 4, LFR will be shut down until approx June 18 - modernization. (4-12)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. About Apr 19, LFR will be decmsnd - relctn to vicinity Peconic, N. Y. Concurrently, April 19, MHW will be cmsnd at ILS OM site serving rnwy 4. Freq 353 kc. Ident: IDL. Lat 40-35-41, long. 73-48-28. (3-11)

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd - men, equip on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

MASSENA-RADIO: VOR radials 82°-230° have bends.

MASSENA-RICHARDS ARPT: 4' stakes mrkg all rnwys and taxi-strip lgts. (12-21)

MIDDLETOWN-RANDALL'S ARPT: Fld clsd intermittently by "X" during spring wet season acct soft spots. Circle fld - if safe to lnd operator will remove "X". (3-26)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA- SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a piint abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK: NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200'MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N. J.

**NEW YORK-HELIPORT#1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext666. Restricted to float & skid type helicopters. (2-7)

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: Does NOT oper 317.5mc. Rcvd too late for ANRA page. This corrects AIRGI Vol 12, No. 1, dated March 19, 1957.

NEW YORK INTERNATIONAL(IDLEWILD) ARPT-TOWER: About May 22, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10'MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11'MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61'MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75'MSL. Alt over MM 240'MSL; OM 1500'MSL. Concurrently with cmsng of ILS, Elmont FM on back course ILS serv rnwy 4, will be decmsnd. (4-12) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution. Use paved surfaces only. Rnwy 1L-19R, 1R-19L, and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Centerline apch lgtg sys serving rnwy 22 cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (4-11)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Soon, VOR radiated test signal freq will be changed from 111.0 mc to 108.6 mc. Closed to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential sys in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. (9-28) Soon, combination left lane apch lgtg sys serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decommissioned. Simultaneously, 3000' standard hi-intensity centerline apch lgtg sys configuration A will be commissioned. (1-11) Caution-use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at the apch end of rnwy 22 at a distance of 25'. (3-22)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8mc rqrd before apch and take-off. Caution-ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT-TOWER: About April 26, lclzr and glide slope will be shut down. FLD: Local flying in area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed due runway repairs. (2-23)

OGDENSBURG ARPT: E/W rnwy closed - construction. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°,

NEW YORK: PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° /below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'.

ROLULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp and portions of taxiways serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879'MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-3)

SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: VOR ground rcvr check point unusable. (1-7)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°. About June 3, LFR will be thut down until approx. June 14 - repairs. (4-5)

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 n mi. (3-22)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: 1076'(1932'MSL) lgtd twr being erected 10.5 n mi ENE(74°T) at lat 35-15-41, long. 80-43-38 & completed approx. June 1. (3-14) All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20) Rnwy 5-23 clsd for repaving until approx. May 5. (3-14)

CHERRY POINT-SPECIAL NOTICE: Effect. April 17, Warning Area 122 will be revised as follows: beginning at lat 35-09-00, long. 75-00-00; thence southeast to lat 34-21-00, long. 74-05-00, SW to lat 33-06-00, long. 75-53-00; NW to lat 33-58-45, long. 77-12-00; continuing NW to lat 34-17-45, long. 77-37-30; thence in a northeasterly direction 3 n mi from and parallel to the North Carolina mainland and outer shoreline to lat 35-05-00, long. 75-51-00; thence clockwise along the arc of a circle with a radius of 60 mi centered at lat 34-54-30, long. 76-53-00; to lat 34-50-00, long. 75-50-00; thence NE to lat 35-05-00, long. 75-00-00; thence N to lat 35-09-00, long. 75-00-00; thence N to point of beginning.

CHERRY POINT MCAS-RADIO: VOR may have radial error 9° in 180°-300° sector. (2-12)

COFIELD-RADIO: VOR radials 250° thru 275° out of tolerance-roughness and bends. (4-10)

ELIZABETH CITY-RADIO: Dec. 5, VOR/DME shut down until approx. July 1-relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (3-26)

★FT. BRAGG-POPE AFB-RADIO: Soon, USAF LF rng will be changed to homing fac. (4-2) USAF VOR relctd lat 35-17-03, long. 78-52-24. (4-9)

**FT. FISHER ARPT: ABANDONED. (3-26)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due excessive roughness and bends. (12-26)

★HICKORY-RADIO: April 12, VOR cmsnd at lat 35-52-19, long. 81-14-19. Freq: 113.1 mc. Ident: HKY. Monitor. category (I). Class: BVOR. Taylorsville FM lctd 5 mi from Hickory Mun Arpt on 223° apch radial cmsnd. (elliptical pattern, ident: dot, dash). (4-15) VOR radials 270° thru 285° and 150° thru 160° out of tolerance acct roughness and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on offl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way, rdo rqrd.

NORTH CAROLINA: LAURINBURG-MAXTON ARPT: New arpt reported. Lctn 3.5 n mi NNW; elev 220'; no. of rnwys 1; lngst rnwy 6500'; remarks - Use NE/SW rnwy only. Transient acft park W ramp in vcnty arpt bcn. Caution-vehicular parking and tfc W ramp. (1-10)
MANTEO ARPT: Rnwy lgts inop. (1-30)
NEW BERN-RADIO: VOR areas toward open water flgt-checked at 30 n mi. About Apr 22, VOR will be shut down until approx May 22. (4-15) Durg shutdown VOR flgts authorized to use EWN rdo bcn in lieu of EWN VOR. Intsxns and MEA as charted. (3-27)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (3-13)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested.
ROCKY MOUNT-RADIO: VOR radials 150°-180° out of tolerance account of roughness and bends. About Apr 15, VOR will be shut down until approx May 15. Durg shutdown following temp MEA's will apply: V157 IMN-La Grange Int.; thence LUL 180° radial MEA 5000'. V194 RDU-CVI, 3000'; V194S, V213 unusable. Temp La Grange Int. RDU-120, IMN-009. RMT apch and compulsory reporting unusable durg shutdown. (4-8)
SALISBURY ARPT: Bndry lgts inop. (2-16)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: 999' (1049' MSL) lgtd twr being erected 16 n mi W (281° T) at lat 34-19-15, long. 78-13-42. (2-21) Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (2-21)
NORTH DAKOTA: FARGO-RADIO: Victor 2 N arwy radial 104° has scalloping in excess of 2°.
FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and take-off. Flood lgts rnwy 21 inop. (4-8)
PEMBINA ARPT: Bcn lgt but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
OHIO: AKRON ARPT: Due to non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope usable to apch end rnwy 36 or 1230' MSL. (7-27) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only.
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. DME coverage 60°-150°, 35 n mi at MEA.
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (3-5)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
**CLEVELAND-HOPKINS ARPT-SPECIAL NOTICE: Visibility in touchdown zone of ILS rnwy appended as remarks on Cleveland (CLE) observations whenever less than 1-1/2 mi.
CLEVELAND-HOPKINS ARPT: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main term. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6)
CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Contact CLE rdo or CEL unicom for lndg instructions. (11-29)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-Offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9- turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
COLUMBUS-SULLIVANT AVENUE ARPT: Construction - men and equip. on fld. (7-2)
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference.
DAYTON ARPT: Caution when approaching arpt as flourescent street lighting paralleling S boundary of arpt can be mistaken for rnwy lgtg. No grass operns. Radio rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in approaching rnwy 6-24. Const area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement and beginning of const areas mrkd by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 marked by row of red flags for daylgt opern. (1-7)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const.
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000'; 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
FREMONT-SLAGER ARPT: Temp clsd until approx Apr 16 due rough surface conditions.
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA.
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-BEAVER ARPT; E/W rnwy closed. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip. on fld days. Caution on apch W end. N/S rnwy clsd to all tfc.
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 240° radial; and on Victor, 92, 310° radial. Establish over station position by positive To-From indication. (1-17)
MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.
PAINESVILLE-CONCORD AIRPARK: New arpt reported. 5 mi SE; lat 41-39, long. 81-13l elev: 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)
PORT CLINTON ARPT: Const 300' gravel extension N end rnwy completed. Caution durg wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Contact Port Clinton Unicom for fld conditions. (12-7)
PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)
PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Contact Port Clinton Unicom for fld conditions. (12-7)
SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long. 82-42-33.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not land short of threshold lgts. Usable rnwy 4940'. (3-20)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

OHIO: WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution- const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000';270°-030° below 3500'.(3-25) UHF/DF unreliable below 3,000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
ARDMORE ARPT: KVSO TV twr erected 4.6 n mi N(5°T) at lat 34-22-29, long. 97-08-23, destroyed by Tornado, April 2. Replacement date has not been determined. (4-5)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy closed - due const. Caution - equip. on fld. (10-31)
**HUGO-WEDDINGTON ARPT: CLOSED - unsafe, not maintained, cattle on fld. (4-4)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
OKLAHOMA CITY -WILL ROGERS FLD: Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt. (2-3) Rnwy 8-26 clsd for lndg and tk-off. (4-11)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: VOR/DME shut down until approx May 9, for relctn to lat 36-11-52, long 95-47-17. (4-1)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multiengine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag raciang. Racing lheld up while acft in tfc pat. (9-25)
OREGON:AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: April 21, 28, May 5, 12, 19, 26, June 9, 23, July 7, 21, August 4, 18, September 15, 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH, SITE 73, RIV-DLS ARPT: Clsd. Soft and S end flooded. (12-12)
CRESCENT LAKE-JUNCTION ARPT: Clsd during winter - due snow. (12-7)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution (9-25)
EUGENE-MAHLON-SWEEP ARPT: Temp threshold lgts installed 100' of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N end of rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)
**GATES-DAVIS ARPT: ABABDIBED. (3-15)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long.119-29-20;S-lat 45-49-40;W-long. 119-30-47.
**IONE, BCN SITE 14, PDX-GEG: Bcn changed to 12 rpm. Crs lgt coding remains as published. (4-7)
LAKE O'WOODS ARPT: Closed durg winter - due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SW or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr. alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface - lctd 21'W of ctr intsxn, max depth 100'.
**NOLIN, BCN SITE 18, PDX-GEG: Bcn converted to 12 rpm. Crs lgt coding remains as published. (4-4)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by interveining hight terrain.
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400' (11-23)
THE DALLES ARPT: Rnwy lgts 7-25 inop.
WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)
**WASCO, BCN SITE 10, PDX-GEG: Bcn changed to 12 rpm. Crs lgt coding remains as published. (4-5)
**WAYLAND, BCN SITE 21, PDX-GEG: Bcn converted to 12 rpm. Crs lgt coding remains as published. (4-4)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000';330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and construction in progress in areas adj to rnwy. Equipment occasionally cross nwy. Areas marked. (12-27)
BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon Fri, 0800-1700. N bndry - lat 40-01-00;S - lat 39-59-30; E - long 77-47-00; W - long. 77-49-00.
CLIFFORD—CARBONDALE- CLIFFORD ARPT: Closed. (5-23)
COUDERSPORT-POTATO CITY ARPT: Temp clsd due soft condition of fld and large ruts on rnwys. (3-19)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Term Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)
**GALETON-CHERRY SPRINGS ARPT: Permanently closed. (3-26)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
GREENVILLE ARPT: Clsd temp until further notice due soft condition of fld. (2-18)
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70° 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'. (6-3)

PENNSYLVANIA: HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)

LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd indefinitely. (3-15)

PHILADELPHIA-RADIO: About June 4, LFR will be shut down for approx two days for re-alignment N course from 180° to 160°. (3-8)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 clsd for lndgs. Rnwy 30 avail for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9-flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs services use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)

PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr being erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (4-1)Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution-rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1)FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E. quad. (10-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

**SCRANTON, BCN SITE 18A, BUF-LGA: Bcn site decommissioned. (4-4)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°,26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°,26 n mi at 4000'.

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

WASHINGTON ARPT: Clsd due const until about Sept. 1. (4-2)

WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip. on rnwy and fld. (4-1)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. (Continued)

RHODE ISLAND: No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx. lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR operg test basis. During test opern Temp MEA SAV to MYR via V-1, 3000'; CAE to CHS via V-53, 3000';FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intsxns satisfactory for use as indicated: Jamestown Int. FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/NW crs. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable. (3-11)

CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs-extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)

COLUMBIA-RADIO: About May 20, VOR will be shut down until approx June 17-modern.

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance-roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

MYRTLE BEACH AFB/MUN ARPT: All acft use extreme caution in Myrtle Beach area. Rdo equipped acft ctc MYR AFB twr on 126.18 or 121.6mc for lndg. Acft without rdo circle arpt for visual signal from twr before attempting to land. (3-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 closed all operns.

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near at any alt due to possibility of encountering toxic gases.

HURON-RADIO: Mar 11, VOR shut down until approx. Apr 22-modernization. (3-13) During shut down the following MEA's can be utilized: V-26, Pierre VOR-Int R-075° PIR and R168° ABR, 5000'; Int R075° PIR and R168° ABR-Oakwood Int, 5000';Oakwood Int-Redwood Falls, Minn, 5000'. V-78, Int R075, PIR and R168 or R228° ATY-Watertown VOR, 5000'; V-15, Sioux Falls VOR-Int R297° FSD and R228, ATY, 5000'; Int R297° FDS and R228° ATY-Aberdeen VOR, 5000'. Direct routes - Pierre VOR to Huron LFR, 3400'; Huron LFR -Aberdeen VOR, 2500'; Huron LFR-Sioux Falls VOR, 3000'; Huron LFR-Redwood Falls, Minn., VOR, 3900'; Huron LFR-Watertown VOR, 3100'. (2-25)

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts; usable for lgt acft at pilots' discretion. (4-25)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

PIERRE-RADIO: About April 15, VOR will be shut down until approx. May 27. (3-22)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)

CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter & receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instr from ctl twr. (8-23)

JACKSON-RADIO: Effect. April 25, name and ident LFR and VOR will be changed to Jack's Creek, JKS, respectively. (3-25) ATCS will remain Jackson, Tenn.

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.

TENNESSEE: KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope inop.
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180° 270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEASs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville I nt to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)
NASHVILLE- BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)
SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy fld. (2-19)
TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE-RADIO: VOR radials 85°-105° unreliable. About Apr 15, VOR will be shut down until May 7 - modernization. (4-4) During shutdown VOR flgts authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (2-13)
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. (4-15) During this period, ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstn on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green rng lgts on rnwy 30 designates touchdown point ngts. (10-4)
BEAUMONT-JEFFERSON CO. ARPT-TOWER: About May 1, ILS will be cmsnd. Lclzr freq: 109.5 mc, ident: BUJ. Glide slope freq; 332.6 mc. Apch bear: 113°. LMM freq: 206 kc; UJ. LOM freq 236kc; identBU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. (4-2) FLD: Rnwy 11-29 clsd-const. Due non-visibility twr unable to ctl tfc on ramp N of Hangar #1.
BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 8 - relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEA's remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear from BGS LFR. Mustang Int use 266° bear. from BGS LFR. (4-5)
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)
CULBERSON-RADIO: About May 20, VOR/DME will be shut down until approx June 20.
DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.
EAGLE LAKE-RADIO: About May 20 VOR will be shut down until approx June 20. (4-5)
EDINBURG ARPT: Clsd due rnwys and taxiways under const. (3-8)
EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separati on with acft on final apch to rnwy 03 Biggs AFB. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail.

TEXAS: FORT STOCKTON-RADIO: About May 7, VOR will be cmsnd. Freq: 117.8 mc. Lctd: lat 30-57-20, long. 102-58-30. Monitoring category (I). (4-8)
FORT WORTH-CARTER FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. Rnwy 31 threshold lgts relctd to a point approx 50' NW of SE end of rnwy 31. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly mrkd. (3-21)
FT. WORTH-MEACHAM FLD-TOWER: About May 6 ILS lclzr and glide slope will be shut down until approx July 6. (4-3) Effect May 1, twr hrs opern: 0600-2200. (4-15)
GALVESTON-RADIO: Mar 27, VOR shut down until approx Apr 17 - modern. During modification shutdown Galveston VOR flights authorized to use LFR in lieu VOR. Intersections and altitudes as charted. (4-8)
GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)
GUTHRIE-RADIO: About April 15. VOR will be shut own until approx May 15. (3-20) During shutdown, GTH VOR, flgts authorized to use V-102 LBB VOT-SPS VOR MEA 6000' MSL. (3-20)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.
HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)
HOUSTON INTNL ARPT: Tetrahedron uncontrollable and unreliable - not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for tk-offs to E only; no lndgs. (3-11)
HUECO MOUNTAIN-RADIO: About April 30, MHW will be cmsnd. Freq: 317 kc. Ident: HCO. Lctd lat 31-49-06, long. 105-59-42. (4-12)
JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' -photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: VOR restricted for civilian use -erratic course displacement.
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Rnwy 13-31 clsd for installation of hi-intensity rnwy lgts.
**LUBBOCK ARPT-SPECIAL NOTICE: ILS procedure #1, straight in minima 400-1 until further notice. (3-2)
LUBBOCK ARPT-TOWER: Mar 4 ILS glide slope shut down until approx Sept 1. (2-25) FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)
LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335° 015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'. Mar 27 VOR shut down until approx Apr 22 - during this period VOR flgts authorized to use LFK rbn in lieu VOR except V13E LFK to SHV unusable. Intersections, altitude and reporting points as charted. (4-15)
MARFA-RADIO: Auto rebdcast feature cmsnd. Rcvg 211.1, 126.7, 135.9, 255.4 mc. (1-29)
MARSHALL-SPECIAL NOTICE: 166' lighted temporary drilling tower erected 6.1 nautical miles SW. (7-18)

[illegible] Lucin on Inde lgts 5 mi out, during daytime. Single point [illegible] plus gas turbine compressor [illegible] committed [illegible] steering using acft.

TEXAS: MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN INTNL ARPT: Rnwy 18 clsd to take-off and lndg. (11-26)
McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW. (7-18)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)
NEWMAN-RADIO: About Apr 30, MHW will be decmsnd and relctd at Hueco Mountain.
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)
PORT ISABEL ARPT: Clsd to operns - const. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
✱SNOOK-RADIO: USAF H fac cmsnd. Freq 371 kc. Ident: SOK. Lctd: lat 30-29-00, long. 96-29-25. Class: MHW. Bear. & dist to Bryan AFB: 355°, 8.0 n mi. (1-29)
SNYDER-WINSTON FLD: 150' (2577'MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - acct of severe scalloping and roughness.
UVALDE-LEONA RANCH STRIP: New lndg area reported: Lctd 35 n mi NW; lat 29-30, long. 100-22; elev: 1720'; 1 strip - 2800' long. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent btwn 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: Bear. 355°-95° and 185°-235° from stn unreliable below 15,000' MSL. Area 95°-135° from stn unreliable all alt. (3-18)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 145°-155°, 35 n mi; and 275°-295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi.
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel. CApital 3-2311, ext. 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flight call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory information: (7-25)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n

[illegible] cal miles NW. (7-18) [illegible] ted tempol[illegible]

[illegible]: mi at 1500'; 75°-85°, 30 n mi at 15,000'; 85°-130°, 35 n mi at 1500', 130°-160° 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Clsd. (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEW-PATRICK HENRY ARPT: Exten const in progress apch end rnwy 20.
NORFOLK-RADIO: Visual courses VAR slight rough.
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (12-19)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE-MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW staxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
**ALTO, BCN SITE 25, PDX-GEG: Bcn changed to 12 rpm. Crs lgt coding remains as published. (4-8)
BANDERA ARPT: Clsd - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B. C lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
**BELMONT-BLACKS RANCH ARPT: Abandoned. (4-3)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290° 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
**HARRINGTON, BCN SITE 19, SEA-HLN: Bcn changed to 12 rpm. Crs lgt ident remains as published. (4-10)
**HAY, BCN SITE 28A, PDX-GEG: Bcn changed to 12 rpm. Crs lgt coding remains as published. (4-12)
**KENT ARPT: New private arpt - use at own risk. Tk-offs and lndgs limited to oiled strip along E side. (3-22)
**LATAH ARPT: Abandoned. (4-3)
LEAVENWORTH-LAKE WENATCHEE ARPT: Clsd - due snow. (12-7)
LESTER ARPT: Clsd - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inoperative - due power cable trouble. (10-26)

WASHINGTON: OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oreg. intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PACKWOOD ARPT: Closed - due snow. (12-7)

**PLAZA, BCN SITE 33, PDX-GEG: Bcn changed to 12 rpm. Course lgt coding remains as published. (4-8)

PULLMAN-MOSCOW ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about March 15, 1958, const in progress - use rnwys and taxiways only. (3-11)

RIMROCK-TIETON ARPT: Closed - due snow. (12-7)

*SEATTLE-RADIO: April 9, the Harbor Island FM on NW course LFR relctd 900' NW of present site. Lat 47-34-45, long. 122-22-15. (4-12)

SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Center. W taxiway clsd to tfc until further notice.

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt system S end rnwy 16-34. First row lgts at N end of system perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

SKYKOMISH ARPT: Closed - due snow. (12-7)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn and rnwy extension. FLD: 40' high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 and 7-25 clsd for const until about June 22. (3-20)

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

*TOLEDO-RADIO: Trans and rcvr 243.0 mc cmsnd. (4-1) This corrects Airgi, Vol. 12, No. 2, where this was erroneously carried under Ohio. (4-5)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

**WINONA, BCN SITE 29, PDX GEG: Bcn changed to 12 rpm. Course light coding remains as published. (4-10)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 closed during daylgt hrs. Area marked by crosses and flags by day.

WEST VIRGINIA: BECKLEY-RADIO: Mar 21, mobile VOR test unit placed in opern. Freq: 109.8 mc. Lctd lat 37-46-49, long. 81-07-27. (3-21)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500' Moderate roughness all azimuths. (6-18)

*CHARLESTON-KANAWHA CO. ARPT-TOWER: ILS glide slope 335 mc operg on test basis. Twr does not trans & rcv 348.6 mc. Rcvd too late for ANRA page. This corrects AIRGI, ** Vol. 12, No. 2, dtd Apr 2. (4-16) FLD: 999' (2049' MSL) lgtd twr erected 14.9 n mi W (277° T) at lat 38-24-28, long. 81-54-14. Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

WEST VIRGINIA: ELKINS MUN ARPT: Rnwy lgts 4-22 inop. Obstn lgts on W twr LFR lctd 3.1 mi N inop. (1-24)

GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)

MARTINSBURG-RADIO: DME coverage 50°-95°,35 n mi at 2500';95°-150°,35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900 daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.

SUTTON, 21, CIN-DCA ARPT: Closed to all operations for unknown duration. (2-28)

WISCONSIN: EAGLE RIVER ARPT: Closed until May 1. (10-12)

FOND DU LAC ARPT: Caution-use center of rnwys-due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

LA CROSSE-RADIO: VOR radials 320°-335° unreliable 20 to 30 n mi from stn. (11-3)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip-(E/W) 2640' x 200'; 87 oct gas; remarks-unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop.

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld-use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)

WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

CHEROKEE-RADIO: April 8, VOR/DME shut down until approx. May 6, modernization. During thut down following arwys will be affected: V-4, V-4N, V-6, V-6N, RKS-CKW, V-4 CKW-LAR V-6, V-6N, CKW-RKR, V-26 CKW-CPR all unusable. (4-10)

CHEYENNE ARPT: Overrun lgts(apch lgts) rnwy 26 inop. (10-18)

DOUGLAS-RADIO: April 3, VOR shut down until approx. April 26-modernization. During this period the following arwys will be unusable: V19 Casper-Wheatland Intersection, V19E Casper-Cheyenne, V-247 Douglas-Crazy Woman. (4-10)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

KEMMERER ARPT: Arpt unsafe for opern of acft with wheels acct snow. (1-28)

LARAMIE-RADIO: DME coverage 155°-225°,35 n mi at 15,000';225°-300°, 26 n mi at 15,000'

**RIVERTON ARPT: 2-rnwys avail-(10-28) 6200' hard surface, (N/S) 3200' sod;storage, minor acft and eng repairs avail;unicom. (4-8)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300';110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi at 12,000'.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness btwn OM and LFR.

ROCK SPRINGS ARPT: Caution-first 500' NW end rnwy 12-30 clsd-marked. (3-21)

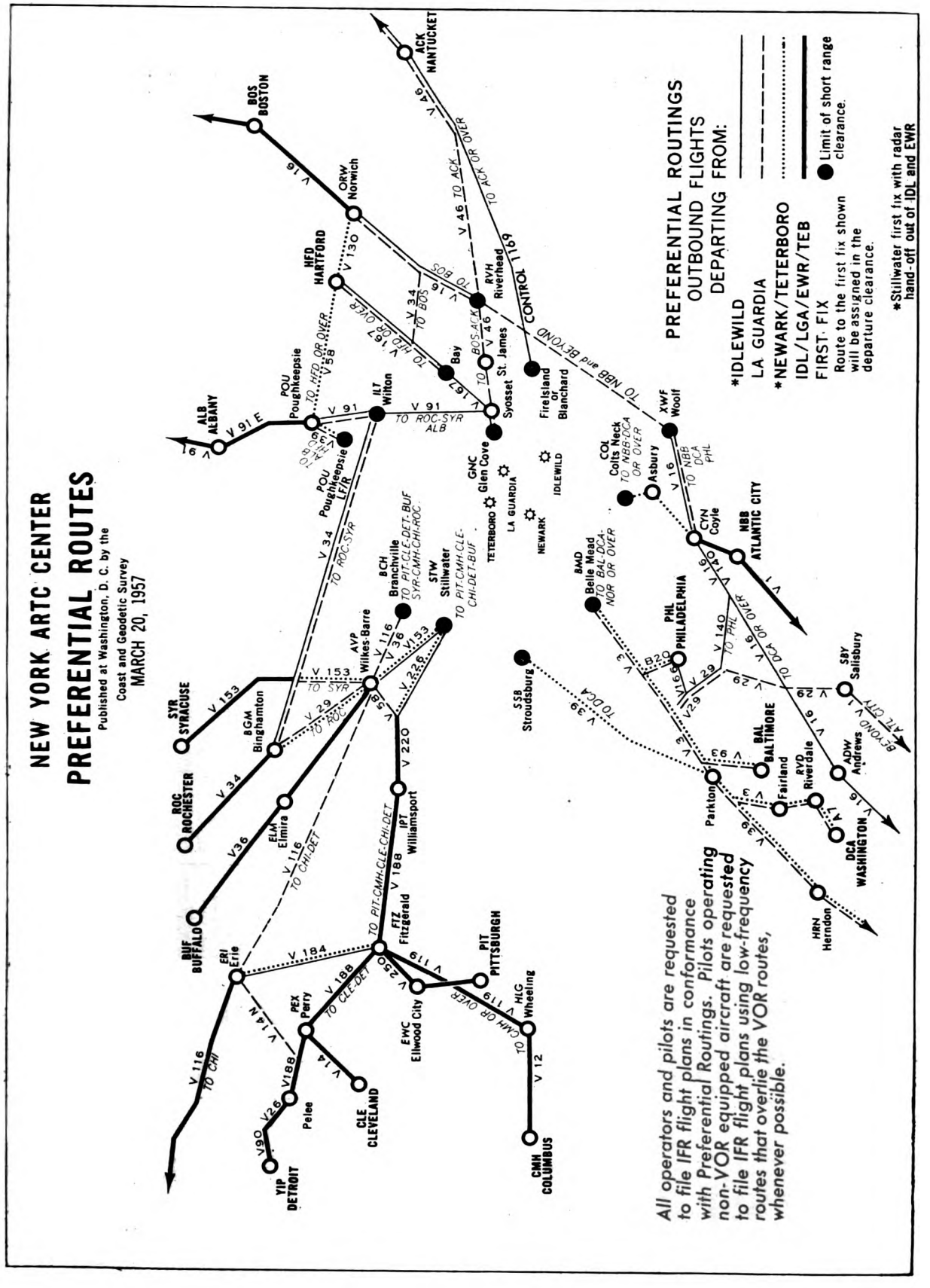
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution-1800' S end N/S rnwy clsd. - const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept 30. (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr- caution. (6-7)


NEW YORK ARTC CENTER
PREFERENTIAL ROUTES
Published at Washington, D. C. by the
Coast and Geodetic Survey
MARCH 20, 1957
PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:
*IDLEWILD
LA GUARDIA
*NEWARK/TETERBORO
IDL/LGA/EWR/TEB
FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.
Limit of short range clearance.
*Stillwater first fix with radar hand-off out of IDL and EWR
All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.
BOS BOSTON
ACK NANTUCKET
ORW Norwich
HFD HARTFORD
RVH Riverhead
ALB ALBANY
POU Poughkeepsie
ILT Wilton
Bay
St. James
Syosset
Firelsland or Blanchard
GNC Glen Cove
TETERBORO
LA GUARDIA
NEWARK
IDLEWILD
XWF Woolf
COL Colts Neck
Asbury
CYN Coyle
NBB ATLANTIC CITY
BMD Belle Mead
PHL PHILADELPHIA
SBY Salisbury
SSB Stroudsburg
BAL BALTIMORE
Fairland
Parkton
RVD Riverdale
ADW Andrews
DCA WASHINGTON
HRN Herndon
SYR SYRACUSE
BGM Binghamton
ROC ROCHESTER
BUF BUFFALO
ELM Elmira
AVP Wilkes-Barre
BCH Branchville
STW Stillwater
JPT Williamsport
FIZ Fitzgerald
ERI Erie
PEX Perry
Pelee
CLE CLEVELAND
YIP DETROIT
EWC Ellwood City
PIT PITTSBURGH
HLG Wheeling
CMH COLUMBUS
V 16
V 91 E
V 91
V 34
V 153
V 29
V 116
V 36
V 220
V 228
V 188
V 119
V 250
V 184
V 14
V 14N
V 26
V 90
V 12
V 130
V 167
V 158
V 46
V 94
V 139
V 140
V 29
V 3
V 93
V 1
V 2
V 7
V 17
V 39
V 9
V 6
V 3
B 20
TO BOS
TO ACK
TO ACK OR OVER
CONTROL 1169
TO NBB and BEYOND
TO ROC-SYR
TO ROC-SYR ALB
TO HFD OR OVER
TO HFD OR OVER V 158
TO SYR
TO ROC
TO PIT-CLE-DET-BUF
SYR-CMH-CHI-ROC
TO PIT-CMH-CLE-CHI-DET-BUF
TO PIT-CMH-CLE-CHI-DET
TO CHI-DET
TO CHI
TO CLE-DET
CMH OR OVER
TO
TO NBB DCA OR OVER
TO NBB-DCA OR OVER
TO BAL-DCA-NOR OR OVER
TO PHL
TO DCA OR OVER
TO DCA
BEYOND V 1
ATL CITY
TO NBB
DCA
PHL

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods:(a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of 4° be indicated through use of the ground check or +6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 111.0 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, Louisiana
Alexandria, Minnesota
Alton, Illinois-Civil Memorial (Troy, Illinois VOR)
Anderson, South Carolina
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N.C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana - Ryan
Beaumont, Texas - Jefferson County (Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI (Pulaski, Virginia VOR)
Boise, Idaho-Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Brunswick(St. Simons Is.)Ga., McKinnon
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Air Terminal
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Charlotte, N.C. - Douglas
Coalinga, California - Coalinga
Corpus Christi, Texas-Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, California - Daggett Intn'l
Dallas, Texas - Love Field
Danville, Virginia
Decatur, Alabama - Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan - Wayne-Major (Carlton, Michigan VOR)
Dillon, Montana, 32, SLC-GTF
Douglas, Arizona-Bisbee-Douglas Intn'l
DuBois, Idaho, 23, SLC-GTF
El Dorado, Arkansas-Goodwin Field
Ellensburg, Washington - Bowers
El Paso, Texas - El Paso Intn'l
Ephrata, Washington
Eugene, Oregon - Mahlon-Sweet
Evansville, Indiana-Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Gage, Oklahoma
Galveston, Texas-Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., Bowerman Field
Houston, Texas - Andrau
Houston, Texas - Ellington AFB (Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, California
Imperial, Nebraska, 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field (Litchfield, Michigan VOR)
La Junta, Colorado (Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia (Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia -Preston-Glenn
Malden, Missouri
Marysville, California -Yuba County
Massena, New York-Richards Field
McComb, Mississippi-Pike County
Meridian, Mississippi-Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l (Wold-Chamberlain)
Minot, North Dakota-Port O'Minot
Modesto, California - Modesto
Modesto, California -Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana-Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., Will Rogers
Old Town, Maine (Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois- Greater Peoria (Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., -Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon-Portland Intn'l
Poughkeepsie, N.Y.-Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colorado-Pueblo Memorial
Raleigh, N.C., Raleigh-Durham
Rawlins, Wyoming - Rawlins
Red Bluff, California - Municipal
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., Rosecrans Mem'l
St. Louis, Missouri-Lambert
Sacramento, California
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California-Lindberg
San Francisco, Calif., International (Oakland, California VOR)
Sayre, Oklahoma-Sayre
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman(Akron VOR), Colorado
Topeka, Kansas - Philip Billard
Tuscon, Arizona
Tyler, Texas-Pounds Field (Quitman & Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Florida-Palm Beach AFB
White Plains, N.Y.-Westchester Co. (Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts (Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona - Yuma County

GROUND

Aberdeen, South Dakota-(Saunders)
Albany, Georgia
Albuquerque, N. Mex., Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., Allentown-Bethlehem-Easton
Amarillo, Texas-Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas-Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Kentucky-Bowling Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas-Rio Grande Valley Int.
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W.Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio(See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, South Carolina-Municipal
Columbus, Ohio-Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Florida
Cross City, Florida-MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elko, Nevada
Elmira, New York-Chemung County
Emporia, Kansas
Erie, Pa., Erie-Port Erie
Fillmore, California
Florence, South Carolina
Fort Myers, Florida-Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., New Garden City
Gila Bend, Ariz., Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., Austin-Straubel
Greensboro, North Carolina-High Point
Greenwood, Miss., Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Hobbs, New Mexico-Lea County
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas-Kimble County
Key West, Florida-Boca Chica
Key West, Florida-Key West Intn'l
Kirksville, Missouri, 12, MKC-CHI
Klamath Falls, Oregon-Klamath
Knoxville, Tenn., McGhee Tyson
La Crosse, Wisconsin
Lafayette, Indiana - Purdue
Lafayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan- Capital City
Laramie, Wyoming - Brees Field
Laredo, Texas
Las Vegas, Nevada-McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas-Gregg County
Los Angeles, California
Louisville, Kentucky-Bowman
Louisville Kentucky-Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama-Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts-Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana-Moisant
North Platte, Nebraska-Lee Bird
Olympia, Washington
Orlando, Florida
Paducah, Kentucky - Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois-Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas - Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois-Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N.Y., Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina
Roswell, New Mexico
St. Petersburg, Fla., Pinellas Co. Int.
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyoming-Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota-Municipal
South Bend, Ind., St. Joseph County
Spartanburg, South Carolina-Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Florida- Dale Mabry
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama-Van De Graaf
Twin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C.-Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
W. Palm Beach, Fla., Palm Beach Intn'l
Wheeling, W. Va., Wheeling-Ohio County
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER
Columbus, Ga.-Muscogee County

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED! IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS; IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
Jacksonville, Imeson	6.0 S; 187°	1000	996	30-19-22; 81-38-34
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
Anderson, Ace	2.0 WNW; 302°	1400	534	40-03-42; 85-42-33
Evansville, Dress Mem'l	8.0 ESE; 98°	1049	569	38-01-31; 87-21-43
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Urbana, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
Cedar Rapids, Vinton	10.0 NE; 43°	2395	1355	42-17-40; 91-53-10
Troy Mills, Carson	8.0 WSW; 256°	2398	1358	42-17-39; 91-53-10

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.8 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	9.2 E; 87°	3504	680	37-02-00; 100-54-35
Dodge City, Dodge City	19.0 WSW; 245°	3473	683	37-38-26; 100-20-33
KENTUCKY				
Benton, Ky, Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Downtown	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
Boston, Logan	10.9 WSW; 252°	1349	1199	42-18-37; 71-14-14
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
Saginaw, Tri-City	11.3 ESE; 112°	1647	1056	43-28-13; 83-50-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
Tupelo, Tupelo	4.9 NNE; 35°	854	529	34-19-24; 88-42-39
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
Omaha, Omaha Municipal	3.9 SW; 225°	1746	583	41-15-30; 95-57-04
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
Lovington, Lea County	33.0 NW; 321°	6086	1610	33-22-32; 103-46-05
Albuquerque, Kirtland AFB	5.0 SSE; 157°	5649	640	35-12-08; 106-36-38
NEW YORK				
NORTH CAROLINA				
Charlotte, Douglas	10.5 ENE; 74°	1932	1076	35-15-41; 80-43-38
Wilmington, New Hanover Co.	16.0 W; 281°	1049	999	34-19-15; 78-13-42

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
Williston, Chandler	6.1 WSW; 267°	3221	878	48-08-02; 103-51-36
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1178	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
Austin, Mueller	4.1 W; 280°	2049	1140	30-18-35; 97-47-33
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Eastland, Eastland	1.1 SE; 145°	3168	1608	32-24-00; 98-48-17
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
Midland, Midland Air Term.	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
Charleston, Kanawha Co.	14.9 W; 277°	2049	999	38-24-28; 81-54-14
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

DOTHAN, ALA., DOTHAN MUN. ARPT: TVOR-16 dated 11 Feb. 1956, proceed. cancelled effective 11 April 1957.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
058	090	Within 20 mi	2500	Precision Approach			
				S-dn-4*	200-½	200-½	200-½
→ All other sectors'	Radar site	20 mi	2000	A-dn-4	600-2	600-2	600-2
				Surveillance approach			
→ South quandrant EWR-LFR	Radar site	15 mi	1500	T-dn#	300-1	300-1	200-½
				C-dn%	600-1	600-1	600-1½
				C-dn-22	900-1	900-1	900-1½
				S-dn%	600-1	600-1	600-1
				S-dn-22	900-1	900-1	900-1
				A-dn%	800-2	800-2	800-2
				A-dn-22	900-2	900-2	900-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

%Runways 4-11-29

*Runway 4 only - 200½ or runway visual range of 2600'; provided, that approaches conducted on the basis of reported runway visual range shall be governed by the following: (1) All components of the approach lights and high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum altitude of 218' MSL shall not be made unless (a) visual contact with the approach lights has been established or (b) the aircraft is clear of clouds.

#Runway 4 only - runway visual range of 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 1000' on NE crs Newark LFR, then make left climbing turn to 3000' direct to Paterson RBn, or when directed by ATC, make climbing left turn to 2000' direct to Chatham RBn.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Newark, N J	Newark 18'	Newark Radar	1, Amdt 9, 25 May 57	8, 6 Apr 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int R-254 INK & R-325 CNM	CNM VOR	Direct	5000	T-dn	300-1	300-1	300-1
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				S-dn-32L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn East side of crs. 145 Outbnd, 325 Inbnd, 5000' within 10 mi.
Minimum altitude over facility on final approach crs, 4200'
Crs & distance, facility to airport 325°-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.6 miles, turn right climbing to 5000' on R-050 within 20 miles.
AIR CARRIER NOTE: Runways 3-21 and 14R-32L only authorized for night operation.
CAUTION: Unlighted hill 200' above airport elevation approximately 2½ mi NW of airport.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Carlsbad, N Mex	Carlsbad 3276'	BVOR CNM	1, Amdt 3, 25 May 57	2, 12 Jul 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charlotte LFR	CLT-VOR	Direct	2100	T-dn	300-1	300-1	200-½
				C-dn*	400-1	500-1	500-1½
				A-dn*	800-2	800-2	800-2

Procedure turn E side of crs, 186 Outbnd, 006 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, CLT VOR 1600'; CLT LFR-Z 1600*
* If LFR-Z not identified descent below 1600 NA and minima become 900-2
Crs and distance, facility to airport, 006-13.3 from CLT-VOR; 006-1.5 from CLT-LFR-Z
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.5 mi, climb to 2300' on R-006 or when directed by ATC: Turn right, climb to 2900' on R-040 within 20 mi.
CAUTION: 1116' MSL tower located 4 mi SE of LFR and 3 mi E of final approach crs.

★City and State: Charlotte, N C — Airport Name & Elev.: Douglas 748' — Fac. Class & Ident.: BVOR CLT — Procedure No. & Eff. Date: 1, Amdt 2, 25 May 57 — Sup. Amdt. No. Dated: 1, 24 Dec 55

BYT-LFR	CLL-VOR	Direct	1500 ←	T-dn	300-1	300-1	200-½
→ Snook RBn	CLL-VOR	Direct	1500	C-dn	500-1	500-1	500-1½
→ Stone Int* (via crs 113)	CLL-VOR (Final)	Direct	900	S-dn-10	400-1	400-1	400-1
→ Crisman Int** (via crs 080)	CLL-VOR (Final)	Direct	900	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 278 Outbnd, 098 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 098-2.5
→ *Stone Int: Int R-293 & SW crs BYT-LFR.
→ **Crisman Int: Int R-260 & SW crs BYT-LFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.5 mi, climb to 1500' on R-118 within 20 mi of VOR.

★City and State: College Station, Tex — Airport Name & Elev.: Easterwood 320' — Fac. Class & Ident.: BVOR CLL — Procedure No. & Eff. Date: 1, Amdt 1, 25 May 57 — Sup. Amdt. No. Dated: Orig, 9 Mar 57

Bryan LFR	CLL-VOR	Direct	1500 ←	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-28	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 098 Outbnd, 278 Inbnd, 1500' within 10 mi of Int#
Minimum altitude on final approach crs over Int#, 1000'
→ Crs and distance, Int# to airport, 278-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.4 mi of Int#, turn left, climb to 1500' on R-118 within 20 mi.
→ #Int R-118 CLL & Brng. 230 to Snook RBn.
NOTE: Procedure authorized only for aircraft equipped to receive CLL VOR and SOK RBN bearings simultaneously.

★City and State: College Station, Tex — Airport Name & Elev.: Easterwood 320' — Fac. Class & Ident.: BVOR CLL (MHW) SOK — Procedure No. & Eff. Date: 2, Amdt 2, 25 May 57 — Sup. Amdt. No. Dated: 1, 18 May 57

→ Dubois LFR	DBS-VOR	Direct	7000	T-d	500-1		
				T-n	500-2		
				C-d	800-1		
				C-n	800-2		
				A-dn	800-2		

Procedure turn E side crs, 152 Outbnd, 332 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 336-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, turn left, climb to 7000' on R-152 within 20 mi.
→ Not authorized for air carrier use. Airport unattended and frequently in poor condition.

★City and State: Dubois, Idaho — Airport Name & Elev.: Dubois 5123' — Fac. Class & Ident.: BVOR DBS — Procedure No. & Eff. Date: 1, Amdt 1, 25 May 57 — Sup. Amdt. No. Dated: Orig, 12 Mar 58

El Paso LFR	ELP-VOR	Direct	6000	T-dn	300-1	300-1	200-½
→ Hueco Mt RBn or FM	ELP-VOR (Final)*	Direct	5000	C-dn	400-1	500-1	500-1½
Newman VOR	ELP-VOR	Direct	6000	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* Maintain 7000' until 5 mi W of Hueco Mt RBn or FM. If Hueco Mt RBn or FM not received maintain 8000' until over ELP-VOR.
Procedure turn S side of crs, 080 Outbnd, 260 Inbnd, 6500' within 10 mi. Beyond 10 mi NA.# (Nonstandard due to terrain north)
CAUTION: High terrain 9.0 mi E of El Paso VOR.
Minimum Altitude over facility on final approach crs, 5000'
Crs and distance, facility to airport, 259-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, turn left to 125 mag, climb to 5000', intercept and proceed on R-151 within 20 mi.

★City and State: El Paso, Tex — Airport Name & Elev.: International 3936' — Fac. Class & Ident.: BVOR ELP — Procedure No. & Eff. Date: 1, Amdt 7, 25 May 57 — Sup. Amdt. No. Dated: 6, 5 Jan 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Tulsa LFR	TUL-VOR	direct	1800	T-dn	300-1	300-1	200-½
Verdigris River FM via crs 230	TUL-VOR	direct	1900	C-dn	400-1	500-1	500-1½
Skiatook FM via crs 108	TUL-VOR	direct	2000	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ 300-1 required on runways 3L, 21R, 17R and 35L for take off.

Procedure turn N side of crs, 079 Outbnd, 259 Inbnd, 1900 within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
→ Crs and distance, facility to airport, 259-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.3 miles, climb to 2400' on R- 288 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Tulsa, Okla	Municipal 674'	BVOR TUL	1, Amdt 7, 18 Apr 57	6, 9 Apr 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
API VOR (ILS only) - via R-040	Elmhurst Int	Direct	2300	T-dn	300-1	300-1	200-½
API VOR via R-051	NW crs ILS	Direct	2300	C-d	@500-1	500-1	500-1½
API VOR	LOM	Direct	2300	C-n	@500-1½	500-1½	500-1½
Int NW crs ILS & R-051 API	LOM (Final)	Direct	2300	S-dn-13R.			
Elmhurst Int (ILS only)	LOM (Final)	Direct	2300	@*ILS	300-¾	300-¾	300-¾
Elgin Int	LOM	Direct	2500	S-dn-13R &			
Lake Shore Int	LOM	Direct	2500	13L @ADF	500-1	500-1	500-1
MDW LFR via crs 290	NW Crs ILS	Direct	2300	A-dn ILS	600-2	600-2	600-2
CGT VOR	MDW LFR	Direct	2000	ADF	800-2	800-2	800-2
Gary VHF Int	MDW LFR	Direct	2000				

Radar transition to final approach crs authorized.
*500-1 required with glide slope inoperative.
@ On ADF approach or on ILS approach with glide slope inoperative, 400' minimums authorized provided descent below 1100' MSL not made until past ADF bearing 020/200 MDW LFR.
Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from MDW ILS-LOM.
Information for radar terminal area transition altitudes on Midway Radar procedure.
Procedure turn W side of crs, 312 Outbnd, 132 Inbnd, 2300 within 10 miles
Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1800 ADF.
Altitude of G.S. and distance to approach end of Rny at OM 2255-5.1, at MM 868-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 miles of LOM (ADF),climb to 2000' or higher altitude specified by ATC on SE crs ILS (132)
proceed to Gary Int or, if directed by ATC: 1. Make right turn, climb to 2300' and proceed to EON VOR via R-001.
→ 2. Climb to 2000' and proceed via SE crs MDW LFR to Lansing Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Chicago, Ill	Midway 618'	ILS I-MDW, LOM-MD	1, Amdt 14, 25 May 57 Comb. ILS-ADF	13, 23 Mar 57

Maxwell LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Montgomery VOR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
→ Benton Int (LFR) via crs 109°	W crs ILS (Final)	Direct	1700	S-dn-9 *ILS	300-¾	300-¾	300-¾
→ Craig Int (VHF)	LOM (Final - ILS)	Direct	1700	ADF	400-1	400-1	400-1
Calhoun Int	LOM	Direct	1500	A-dn ILS	600-2	600-2	600-2
Booth Int	LOM	Direct	1700	ADF	800-2	800-2	800-2

* 400-¾ required if glide slope not utilized.

→ Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 1700' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude at glide slope int inbnd, 1700' ILS; Min. alt. over LOM inbnd final, 1000' ADF
→ Altitude of glide slope and distance to appr end of Rny at OM, 1700' - 5.1; at MM, 435'- 0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 mi after passing LOM (ADF) climb to 1500' on crs of 120 or on R-120 MGM within 20 mi.
NOTE: No approach lights.
CAUTION: Tower 987' MSL, 8 mi East.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Montgomery, Ala	Dannelly Fld 219'	ILS-IMGM, LOM-MG	1, Amdt 3, 18 Apr 57 Comb. ILS-ADF	2, 17 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
CHW-VOR	CHW-LFR	Direct	2500	T-dn	300-1	300-1	200-½
				C-dn	1500-2	1500-2	1500-2 ←
				A-dn	1500-2	1500-2	1500-2

Procedure turn N side W crs, 280 Outbnd, 100 Inbnd, 3000' within 10 mi. (Nonstandard to avoid traffic on V-4)
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 112-9.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, make a left turn and climb to 3000' on W crs within 20 mi.
NOTE: Shuttle on W crs descending to 3000' within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston, W Va	Kanawha County 981'	SBRAZ CHW	1, Amdt 6, 25 May 57	5, 27 Apr 57

Fort Mill FM (Final)	CLT-LFR	Direct	1600	T-dn	300-1	300-1	200-½
Charlotte VOR	CLT-LFR	Direct	2100	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 178 Outbnd, 358 Inbnd, 2100 within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
→ Crs and distance, facility to airport, 358-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.5 mi, climb to 2500 on N crs within 20 mi or when directed by ATC, turn right, climb to 2900 on E crs within 20 mi.
NOTE: 1116 MSL tower located 2.8 mi SE of LFR station and 2.0 mi E of S crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charlotte, N C	Douglas 748'	SBMRLZ CLT	1, Amdt 9, 25 May 1957	8, 23 Jul 55

CLL-VOR	BYT-LFR	Direct	1500 ←	T-dn	300-1	300-1	200-½
				C-dn	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of NW crs, 315 Outbnd, 135 Inbnd, 1700' within 10 mi.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 113-10.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 mi, climb to 1500' on SE crs within 20 mi

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
College Station, Texas	Easterwood 320'	SBMRLZ BYT	1, Amdt 3, 25 May 57	2, 22 Apr 54

→ Dubois VOR	DBS-LFR	Direct	7000	T-d	500-1		
				T-n	500-2		
				C-d	800-1		
				C-n	800-2		
				A-dn	800-2		

Procedure turn E side S crs, 152 Outbnd, 332 Inbnd, 7000' within 10 mi.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 332-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 mi, turn left, climb to 7000' on crs 152 Outbnd within 20 mi of Dubois LFR.
→ Not authorized for air carrier use. Airport unattended and frequently in poor condition.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dubois, Idaho	Dubois 5123'	SBRAZ DBS	1, Amdt 4, 25 May 57	3, 12 Mar 55

→ Hartford VOR	HFD LFR	Direct	2000	T-dn	300-1	300-1
→ Marlboro FM	HFD LFR (final)	Direct	1400	C-dn	600-1	600-1½
→ Farley Int*	HFD LFR (final)	Direct	1000	A-dn	800-2	800-2

→ *Farley Int: Int R-015 HFD VOR & SE crs HFD LFR.

Procedure turn E side SE crs, 143 Outbnd, 323 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400' (1000 authorized from Farley Int.)
Crs and distance, facility to airport, 009-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.9 mi, make a right climbing turn to 2000' on SE crs within 10 mi.
NOTE: Air carrier operations not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
East Hartford, Conn	Rentscheler Fld 45'	SBMRAZ HFD	1, Amdt 1, 25 May 57	Orig, 29 Apr 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Hueco Mt RBn/FM	ELP-LFR (Final)	Direct	*5000	T-dn	300-1	300-1	200-½
El Paso VOR	ELP-LFR	Direct	5000	C-dn	400-1	500-1	500-1½
Clint Radio Beacon	ELP-LFR	Direct	5000	S-dn-26	400-1	400-1	400-1
Int ILS NE crs & W crs LFR	ELP-LFR	Direct	5000	A-dn-26	800-2	800-2	800-2

* Maintain 7000' until 5 mi W of HuecoMtFM/RBn.If neither Hueco Mt FM or RBn received, maintain 8000' to El Paso LFR.

Procedure turn S side of crs, 078 Outbnd, 258 Inbnd, 6500' within 10 mi. Beyond 10 mi NA.# (non-standard due to terrain N.
Minimum Altitude over facility on final approach crs, 5000'
Crs and distance, facility to airport, 258-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi turn left to 125 climb to 5000' on S crs, within 20 mi.
CAUTION: High terrain 9.5 mi E of El Paso LFR.

★City and State: El Paso, Tex — Airport Name & Elev.: International 3936 — Fac. Class & Ident.: SBRAZ ELP — Procedure No. & Eff. Date: 1, Amdt 11 25 May 57 — Sup. Amdt. No. Dated: 10 26 May 56

Hartford VOR	HFD-LFR	Direct	2000	T-dn	300-1	300-1	200-½
→ Marlboro FM	HFD-LFR (final)	Direct	1400	C-dn	600-1	900-1	900-1½
→ Farley Int#	HFD-LFR (final)	Direct	1000	A-dn	800-2	1000-2	1000-2

→ #Farley Int: Int R-015 HFD-VOR & SE crs HFD LFR.

Procedure turn E side SE crs, 143 Outbnd, 323 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400' (1000 authorized from Farley Int.)
Crs and distance, facility to airport, 323-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 mi, turn right and climb to 2000' on SE crs within 10 mi.
Air Carrier Note: No reduction in take-off minimums authroized.

★City and State: Hartford, Conn — Airport Name & Elev.: Brainard Field 18' — Fac. Class & Ident.: SBMRAZ HFD — Procedure No. & Eff. Date: 1, Amdt 3, 25 May 57 — Sup. Amdt. No. Dated: 2, 29 Apr 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 033° Outbnd, 213° Inbnd, 1700' within 15 miles (NA beyond 15 miles)
Minimum Altitude over facility on final approach crs,1200'
Crs and distance, facility to airport, 158-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.6 miles, make a climbing left turn to 338°. Hold at 2000' on NW crs in a one-minute pattern - all turns
→ to the left.

★City and State: Merced, Calif. — Airport Name & Elev.: Merced 155' — Fac. Class & Ident.: MRAWZ MER — Procedure No. & Eff. Date: 1, Amdt 4, 25 May 57 — Sup. Amdt. No. Dated: 3, 26 Nov 54

Wadsworth FM	RNO-LFR	Direct	9000	T-dn	1000-2	1000-2	1000-2
Reno VOR	RNO-LFR	Direct	9000	C-dn	1500-3	1500-3	1500-3
Faro Int (W crs RNO LFR & 353 brng to Stead AFB "H")	RNO-LFR	Direct	9000	A-dn	2000-3	2000-3	2000-3 ←
Bingo Int	RNO-LFR (Final)	Direct	6800				

Procedure turn E side N crs, 342 Outbnd, 162 Inbnd, 8000' within 9 mi. NA beyond 9 mi. (Nonstd. due to terrain).
Crs and distance, facility to airport, 162-2.3
Minimum Altitude over facility on final approach crs, *6800'
*After passing Black Jack Int on final descent to cross RNO LFR at 6000' authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make immediate right turn and climb to 9000' on N crs within 15 miles
SHUTTLE: N crs to 10,000' within 20 miles or in the Bingo Holding Pattern to 9500'
→ Authorized only for aircraft equipped with LFR and either ADF or VOR.

★City and State: Reno, Nev — Airport Name & Elev.: Municipal 4411' — Fac. Class & Ident.: SBRAZ RNO — Procedure No. & Eff. Date: 2, Amdt 3, 18 Apr 57 — Sup. Amdt. No. Dated: 2, 20 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Layton FM	SLC-LFR (Final)	Direct	4900	*T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
Salt Lake City VOR	SLC-LFR	Direct	10,000	S-dn-16L	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*800-2 required for take-off Runway 7.

Procedure turn W side N crs, 329 Outbnd, 149 Inbnd, 7500 within 10 miles.
Minimum Altitude over facility on final approach crs, 4900'
Crs and distance, facility to airport, 163-2.3 to Rny 16L; (180-2.0 to Rny 16R)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 11,000' on W crs SLC LFR within 20 mi
SHUTTLE: To 10000 on N crs within 10 miles. All turns W of crs
CAUTION: 5000' terrain 3 mi E of LFR. High terrain 8 mi E of N and S courses, and W of S crs of LFR and to S of LFR. 4541' radio tower 1.3 mi SE of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Salt Lake City, Utah	Salt Lake City #1, 4222'	SBRAZ SLC	1, Amdt 6, 25 May 57	5, 6 Apr 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Evanston Int*	LOM	direct	2500	T-dn	300-1	300-1	200-½
Glenview LFR	LOM	direct	2500	C-dn	400-1	500-1	500-1½
Dundee Int	LOM	direct	2500				
				S-dn 14R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
Midway LOM	LOM	direct	2500				
Wheeling VOR	LOM	direct	2500				
O'Hare VOR	LOM	direct	2500				

* Evanston Int: Int R-075 ORD & R-135 EEL
Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach at least 3.0 mi from LOM. Refer to O'Hare Radar procedures if sector altitude information is desired.

Procedure turn W side NW crs, 330 Outbnd, 150 Inbnd, 2500 within 10 mi
Minimum altitude over facility on final approach course 2000'
Course and distance, facility to airport, 150, 5.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 mi, make left turn, climb to 2500' or higher altitude specified by ATC and proceed to Wheeling VOR, via R-030 O'Hare VOR and R-135 Wheeling VOR; or if directed by ATC: (1) make immediate left turn, climb to 3500' proceeding to Evanston Int* via R-075 O'Hare VOR; (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via crs 030 and SE crs Glenview LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill.	O'Hare Int'l 666'	LOM - OR	2, Amdt 2, 28 Apr 57	1, 27 Apr 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	

Procedure CANCELLED, effective 28 April 1957. Runway 1-19 closed permanently.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	VOR IDL	TerVOR-1, Amdt 4, 11 May 57	3 23 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Evanston Int*	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
→ Dundee Int	ORD-VOR	Direct	2500	C-dn	500-1	500-1	500-1½
Midway LOM	ORD-VOR	Direct	2000	S-dn-18	500-1	500-1	500-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if information on sector altitudes is desired.

*Evanston Int: Int R-075 ORD and R-135 EEL.

Procedure turn W side of crs, 004 Outbnd, 184 Inbnd, 2200' within 10 mi

→ Minimum altitude over Int on final approach crs, (Int R-004 ORD & SW crs NBU or radar fix), 1700'; Brng & distance, 184-7.0

Crs and distance, breakoff point to app end rny 18, 178-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 mi, make immediate left turn, climb to 2500' or higher altitude specified by ATC and proceed to Wheeling VOR via R-030 ORD and R-135 EEL, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to Evanston Int* via R-075 ORD; (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	O'Hare Int'l 666'	VOR ORD	TerVOR-18, Amdt 2, 28 Apr 57	1, 27 Apr 57

EVV-VOR	OWB-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Int R-077 EVV & R-358 OWB	OWB-VOR	Direct	2000	C-dn	600-1	600-1	600-1½
Int R-142 EVV & R-178 OWB	OWB-VOR	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn south side of crs, 217 Outbnd, 037 Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 1000'
Crs. and distance, breakoff point to appr. end of Rwy 5, 048°-0.7

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 miles, climb to 2000' on R-059 within 10 mi. Reverse course and return to OWB-VOR at 2000'.
CAUTION: 820' tower 2 mi north of airport. 840' tower 3 mi east of airport.
Facility owned and operated by Owensboro-Daviess County Airport Board.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Owensboro, Ky	Owensboro-Daviess 407'	VOR-OWB	TerVOR-5, Orig, 25 May 57	None

EVV-VOR	OWB-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Int R-077 EVV & R-358 OWB	OWB-VOR	Direct	2000	C-dn	500-1	500-1	500-1½
Int R-142 EVV & R-178 OWB	OWB-VOR	Direct	2000	A-dn	800-2	800-2	800-2

Procedure turn East side of crs, 178 Outbnd, 358 Inbnd, 2000' within 10 miles.
Minimum altitude over facility on final approach crs, 900'
Course and distance, breakoff point to RWy 35, 355°-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 miles, climb to 2000' on R-358 within 10 miles. Reverse course and return to VOR at 2000'
CAUTION: 820' tower 2 mi North of airport. 840' tower 3 mi East of airport.
Facility owned and operated by Owensboro-Daviess County Airport Board.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Owensboro, Ky	Owensboro-Daviess 407'	VOR OWB	TerVOR-35, Orig, 25 May 57	None

U. S. GOVERNMENT PRINTING OFFICE : 1957

SPECIAL NOTICE
WASHINGTON, D.C. HIGH DENSITY AIR TRAFFIC ZONE. See Page 4

SPECIAL NOTICE
VOR RECEIVER CHECK SIGNALS See page 32

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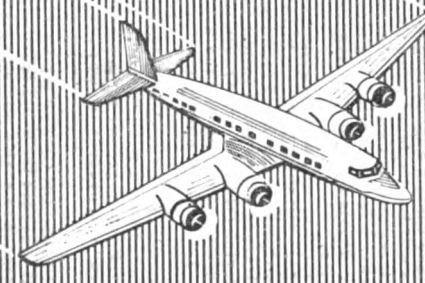
AIRMAN'S GUIDE



SPECIAL NOTICE
ATTENTION, PILOTS!
Obstruction List: p. 31

SPECIAL NOTICE
New York ARTC Center Preferential Routes p. 3

How to use this Guide - page 2

Notices to Airmen - page 2

VOL. 12, NO. 4 **APRIL 30, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --- -.-. .... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 30. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

FLIGHT ADVISORY AREA - SPOKANE RAPCON CENTER: Effective April 22, 1957, the Flight Advisory Area for the Spokane RAPCON Center will be as follows:

From a point 49°N 115°W southward to a point on Green 2, 25 miles E of Mullan Pass; thence S to 46°N 115°W; thence W to 46°N 117°30'W; thence NW to a point on the eastern boundary of Red 53, 25 miles NE of Walla Walla MF Radio Range; thence to a point on the W boundary of Victor 112, 25 miles NE of Lamar Intsxn; thence SW to the southeastern corner of Prohibited Area P-246; thence W and northwesterly along the southern and southwestern boundaries of Prohibited Area P-246; thence along the western boundary of Prohibited Area P-246 and the eastern boundary of Restricted Area R-247 to the northeastern corner of Restricted Area R-247; thence to a point on Green 2 and Victor 2, 25 miles E of the Ellensburg MF Range; thence N to 49°N 120°W; thence E along 49°N to point of beginning.

Also, note that the voice call is changed to Spokane center or Spokane approach control, whichever is applicable.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D.C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

AFD	Ardmore, Okla., Ardmore AFB (Name change)
CWO	Mineral Wells, Tex., Camp Wolters AAF (Assignment May 15)
HVN	New Haven, Conn., New Haven Airport (Change from NHV May 15)
LCH	Lake Charles, La. McFillen Airpark (name change)
MTI	Martin, Tenn., Gill-Dove Airport (Assignment May 15)

I CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective June 6, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Red civil airway No. 43 (Chicago, Ill. to LaFayette, Ind.), is revoked. (Note: Harvey, Ill. radio range to be discontinued concurrently.)

(2) Red civil airway No. 52 (Memphis, Tenn. to Birmingham, Ala.), is amended to read: "From the Memphis, Tenn. rdo rng stn via the Muscle Shoals, Ala. rdo rng stn to the intsxn of the SE course of the Muscle Shoals, Ala. rdo rng and the N course of the Birmingham, Ala. rdo rng." (Note: W course of Muscle Shoals to be realigned to 99°T and toward the stn to lie on Memphis rng stn concurrently)

(3) Red civil airway No. 75 (United States-Canadian Border, Vancouver, B.C. to United States-Canadian Border, Abbotsford, B.C.), is amended to read: "That airspace over United States territory from the intsxn of the NW course of the Bellingham, Wash., rdo rng and the W course of the Abbotsford, B. C. rdo rng via the Abbotsford, B. C. rdo rng stn to the intsxn of the E course of the Abbotsford, B.C. rdo rng and the NE course of the Bellingham, Wash. rdo rng." (Note: Corrects wording for Federal Register only; no change to U.S. portion of Red 75; however, Canadian portion extended W from White Rock intsxn to Point Roberts intsxn, with MEA of 1500 ft. Apr 1, 1957 per Canadian International NOTAM RSVV Vancouver Mar 262121Z)

(4) Blue civil airway No. 20 (Millville, N. J. to Allentown, Pa.), is amended by changing all after Philadelphia, Pa. to read: "Philadelphia, Pa. rdo rng stn; the intsxn of the N course of the Philadelphia, Pa. rdo rng and a line bearing 192°T from the Allentown, Pa. rdo rng to the Allentown, Pa. rdo rng stn."

(5) Blue civil airway No. 22 (Memphis, Tenn. to Wichita, Kans.), is revoked.

(6) Blue civil airway No. 58 (Nantucket, Mass. to Squantum, Mass.), is amended by deleting the words which read: "excluding the portion in conflict with Cotuit restricted area (R-79)".

(7) VOR civil airway No. 5 (Jacksonville, Fla. to London, Ont.), is amended by changing the portion which reads: "Cincinnati, Ohio omnirng stn, including an E alternate;" to read: "Cincinnati, Ohio omnirng stn, including an E alternate via the point of intsxn of the Nabb, Ind. omnirng direct radial to the York, Ky. omnirng stn with the Cincinnati omnirng 175°T radial;" (Note: Redesignated V5E between Louisville VOR and Cincinnati VOR via the redesignated Dry Ridge Intsxn).

(8) VOR civil airway No. 6 (Oakland, Calif. to New York, N.Y.), is amended by changing the portion which reads: "Iowa City, Iowa omnirng stn including a N & also a S alternate via the intsxn of the Des Moines omnirng 112°T and the Iowa City omnirng 252°T radials;" to read: "Iowa City, Iowa, omnirng stn including a N alternate via the intsxn of the Des Moines omnirng 071°T and the Iowa City omnirng 283°T radials and also a S alternate via the intsxn of the Des Moines omnirng 112°T and the Iowa City omnirng 252°T radials;" (Note: Redesignated V6N between Des Moines VOR and Iowa City VOR to provide 15° separation between V6/V8 and V6N.)

(9) VOR civil airway No. 7 (Miami, Fla. to Green Bay, Wis.), is amended by changing the portion which reads: "Graham, Tenn. omnirng stn;" to read: "Graham, Tenn. omnirng stn, including an E alternate from the Birmingham omnirng stn to the Graham omnirng stn via the point of intsxn of the Huntsville, Ala. omnirng 264°T and the Graham omnirng 158°T radials;" (Note: Added V7E between Birmingham VOR and Graham VOR via the Tanner Intsxn.)

(10) VOR civil airway No. 10 (Pueblo, Colo. to New York, N.Y.), is amended by changing the portion which reads: "Garden City, Kans. omnirng stn, including a N alternate;" to read: "Garden City, Kans. omnirng stn, including a N alternate via the intsxn of the Lamar omnirng 085°T radial with the Garden City omnirng direct radial to the Hugo, Colo. omnirng stn;" (Note: Minor redesignation of V10N to place it over V74.)

(11) VOR civil airway No. 15 (Galveston, Tex. to Minot, N. Dak.), is amended by changing the portion which reads: "From the Galveston, Tex. omnirng stn via the Houston, Tex. omnirng stn; College Station, Tex. omnirng stn;" to read: "From the Galveston, Tex. omnirng stn via the Houston, Tex. omnirng stn; intsxn of the Houston omnirng 323°T and the College Station omnirng 127°T radials; College Station, Tex. omnirng stn;" and by changing the portion which reads: "to the Tulsa, Okla. omnirng stn, including an E alternate and also a W alternate via the point of intsxn of the Oklahoma City, Okla. omnirng 107°T and the Tulsa omnirng 222°T radials." to read: "Tulsa, Okla. omnirng stn, including an E alternate and also a W alternate via the point of intsxn of the Oklahoma City, Okla. omnirng 107°T and the Tulsa omnirng 228°T radials; to the Chanute, Kans. omnirng stn." (Note: Added new portion to V15 from Tulsa VOR to Chanute VOR. Put dog-leg in V15 between Houston VOR and College Station VOR.)

(12) VOR civil airway No. 17 (Laredo, Tex. to Goodland, Kans.), is amended by changing the portion which reads: "Waco, Tex. omnirng stn, including an E alternate" to read: "Waco, Tex. omnirng stn, including an E alternate via the intsxn of the Austin omnirng 044° T and the Waco omnirng 181°T radials;" (Note: Redesignated V17E between Austin VOR and Waco VOR).

(13) VOR civil airway No. 44 (Centralia, Ill. to Baltimore, Md.), caption changed and is amended by changing all before the Parkersburg, W. Va. omnirng stn to read: "From the Centralia, Ill. omnirng stn via the Nabb, Ind. omnirng stn; York, Ky. omnirng stn; Parkersburg, W. Va. omnirng stn;" (Note: Added new portion to V-44 from Centralia VOR to York VOR via Nabb VOR. Removed V44 number from airway portion Louisville VOR to York VOR.)

(14) VOR civil airway No. 47 (Louisville, Ky. to Detroit, Mich.), is amended by changing the portion which reads: "From the Louisville, Ky. omnirng stn via the intsxn of the Louisville omnirng 356°T and the Cincinnati omnirng 241°T radials;" to read: "From the Lousiville, Ky. omnirng stn via the Nabb, Ind. omnirng stn;" (Note: Redesignated V47 between Louisville VOR and Cincinnati VOR via Nabb VOR).

(15) VOR civil airway No. 51 (Miami, Fla. to Chicago, Ill.), is amended by changing the portion which reads: "Louisville, Ky. omnirng stn; intsxn of the Louisville omnirng 356° T and the Indianapolis omnirng 137°T radials; Indianapolis, Ind. omnirng stn; Lafayette, Ind. omnirng stn;" to read: "Louisville, Ky. omnirng stn; Nabb, Ind. omnirng stn; point of intsxn of the Cincinnati, Ohio omnirng stn 318°T and the Nabb omnirange 359°T radials; Lafayette, Ind. omnirng stn;" (Note: Redesignation of V51 between Louisville VOR and Lafayette VOR to by-pass Indianapolis VOR).

(16) VOR civil airway No. 53 (Charleston, S.C. to Chicago, Ill.), is amended by changing the portion which reads: "Indianapolis, Ind. omnirng stn;" to read: "Indianapolis, Ind. omnirng stn, including an E alternate from the Louisville omnirng stn to the Indianapolis omnirng stn via the Nabb, Ind. omnirng stn and the point of intsxn of the Indianapolis omnirng 137°T and the Nabb omnirng 359°T radials;" (Note: Added V53E between Louisville VOR and Indianapolis VOR.)

(17) VOR civil airway No. 57 (Evergreen, Ala. to Lexington, Ky.), is amended to read: "From the Evergreen, Ala. omnirng stn via the intsxn of the Evergreen omnirng 049°T and the Birmingham omnirng 180°T radials; Birmingham, Ala. omnirng stn; Muscle Shoals, Ala. omnirng stn; Graham, Tenn. omnirng stn; Bowling Green, Ky. omnirng stn; point of intsxn of the Bowling Green omnirng 063°T and the Louisville, Ky. omnirng 168°T radials; to the Lexington, Ky. omnirng stn." (Note: Redesignated V57 by adding new portion from Bowling Green VOR to Lexington VOR via the Campbellsville Intsxn. The portion of arwy from Bowling Green VOR to Scotland VOR which was formerly part of V57 was renumbered in this amendment as a part of V243.)

(18) VOR civil airway No. 68 (Albuquerque, N. Mex. to Brownsville, Tex.), is amended by changing the portion which reads: "Junction, Tex. omnirng stn, including a S alternate via the intsxn of the San Angelo omnirng 181°T and the Junction omnirng 310°T radials; San Angelo, Tex. omnirng stn, including a N alternate via the point of intsxn of the San Antonio omnirng 334°T and the Lometa, Tex. omnirng 192°T radials;" to read: "Junction, Tex. omnirng stn, including a S alternate via the intsxn of the San Angelo omnirng 181°T and the Junction omnirng 310°T radials and also a N alternate via the intsxn of the San Angelo omnirng 112°T and the Junction omnirng 342°T radials; San Antonio, Tex. omnirng stn;" (Note: Added V-68N between San Angelo VOR and Junction VOR. Revoked V-68N between Junction VOR and San Antonio VOR.)

(19) VOR civil airway No. 76 (Lubbock, Tex. to Galveston, Tex.), is amended to read: "From the Lubbock, Tex. omnirng stn via the intsxn of the Lubbock omnirng 180°T and the Big Spring omnirng 331°T radials; Big Spring, Tex. omnirng stn; San Angelo, Tex. omnirng stn, including a N alternate via the intsxn of the Big Spring omnirng 121°T and the San Angelo omnirng 024°T radials; Austin, Tex. omnirng stn; Houston, Tex. omnirng stn; to the Galveston, Tex. omnirng stn." (Note: Amended V-76N between Big Spring and San Angelo VOR).

(20) VOR civil airway No. 97 (Miami, Fla. to Minneapolis, Minn.), caption changed and is amended by changing the portion which reads: "Indianapolis, Ind. omnirng stn, including an E and a W alternate;" to read: "Indianapolis, Ind. omnirng stn, including an E alternate and also a W alternate via the point of intsxn of the Nabb, Ind. omnirng 359°T and the Indianapolis omnirng 137°T radials;" and by changing the portion which reads: "Minneapolis-St. Paul, Minn. Intnl Arpt ILS lclzr; intsxn of the Minneapolis-St. Paul, Intnl Arpt ILS 301°T lclzr course and the Alexandria omnirng 136°T radial; to the Alexandria, Minn. omnirng stn." to read: "to the Minneapolis-St. Paul, Minn. Intnl Arpt ILS lclzr;" (Note: Redesignated the portion of V-97 from the Minneapolis - St. Paul ILS lclzr to Alexandria VOR as a part of V-161).

(21) VOR civil airway No. 123 (Washington, D.C. to Wilton, Conn.), is amended by changing the last sentence to read: "The portions of this arwy which overlap the Washington Prohibited Area (P-56) and the Edgewood Arsenal Restricted Area (R-82) are excluded."

(22) VOR civil airway No. 128 (Chicago, Ill. to New Bern, N.C.), is amended by changing the portion which reads: "York, Ky. omnirng stn, including a S alternate via the intsxn of the Cincinnati omnirng 120°T and the York omnirng 271°T radials;" to read: "York, Ky. omnirng stn, including a S alternate via the intsxn of the Cincinnati omnirng 120°T radial with the York omnirng direct radial to the Nabb, Ind. omnirng stn;" (Note: Redesignation of V128S between Cincinnati VOR and York VOR to place the York V128S radial on V44 between York VOR and Nabb VOR.)

(23) VOR civil airway No. 132 (Cheyenne, Wyo. to Springfield, Mo.), is amended to read: "From the Cheyenne, Wyo. omnirng stn via the Akron, Colo. omnirng stn; Goodland, Kans, omnirng stn; Hutchinson, Kans. omnirng stn; point of intsxn of the Wichita, Kans.

omnirng 046°T and the Emporia, Kans. omnirng 259°T radials; Chanute, Kans. omnirng stn; intsxn of the Chanute omnirng 100°T and the Springfield omnirng 276°T radials; to the Springfield, Mo. omnirng stn, including a S alternate from the Chanute omnirng stn to the Springfield omnirng stn via the intsxn of the Chanute omnirng 117°T and the Springfield omnirng 261°T radials." (Note: Added new portion to V132 from Hutchinson VOR to Springfield VOR and added V132 S from Chanute VOR to Springfield VOR.)

(24) VOR civil airway No. 140 (Amarillo, Tex. to New York, N.Y.), is amended by changing the portion which reads: "From the Amarillo, Tex. omnirng stn via the Sayre, Okla. omnirng stn, including a N alternate; Oklahoma City, Okla. omnirng stn, including a N alternate; Tulsa, Okla. omnirng stn;" to read: "From the Amarillo, Tex. omnirng stn via the Sayre, Okla. omnirng stn, including a N alternate; intsxn of the Sayre omnirng 071°T and the Tulsa omnirng 260°T radials; Tulsa, Okla. omnirng stn;" (Note: Redesignated V140 between Sayre VOR and Tulsa VOR to by-pass Oklahoma City VOR).

(25) VOR civil airway No. 161 (Fort Worth, Tex. to Alexandria, Minn.), caption changed and is amended by changing the portion which reads: "to the Minneapolis-St. Paul, Minn. Intnl Arpt ILS lclzr." to read: "Minneapolis-St. Paul, Minn. Intnl Arpt ILS lclzr; intsxn of the Minneapolis-St. Paul Intnl Arpt ILS lclzr 301°T course and the Alexandria omnirng 136°T radial; to the Alexandria, Minn. omnirng stn." (Note: Extended V-161 from Minneapolis-St. Paul ILS lclzr to Alexandria VOR. This new portion of V-161 was formerly a part of V-97).

(26) VOR civil airway No. 163 (Brownsville, Tex. to Oklahoma City, Okla.), is amended by changing the portion which reads: "Alice, Tex. omnirng stn; San Antonio, Tex. omnirng stn;" to read: "Alice, Tex. omnirng stn; intsxn of the Alice omnirng 350°T and the San Antonio omnirng 168°T radials; San Antonio, Tex. omnirng stn;" (Note: Minor redesignation of V163 between Alice VOR and San Antonio VOR).

(27) VOR civil airway No. 172 (Des Moines, Iowa to Chicago, Ill.), is amended to read: "From the Des Moines, Iowa omnirng via the point of intsxn of the Des Moines omnirng 071°T and the Iowa City, Iowa omnirng 283°T radials; Cedar Rapids, Iowa omnirng stn; Polo, Ill. omnirng stn; to the Chicago, Ill. Intnl (O'Hare) Arpt terminal omnirng stn." (Note: Dog-legged V172 via Frinnell Intsxn between Des Moines VOR and Cedar Rapids VOR to provide 15° separation between V172 and V6/V8 at Des Moines).

(28) VOR civil airway No. 176 (Centralia, Ill. to Scotland, Ind.), is revoked.

(29) VOR civil airway No. 194 (Lafayette, La. to Norfolk, Va.), caption changed and is amended by adding a new first portion to read: "From the Lafayette, La. omnirng stn via the Baton Rouge, La. omnirng stn; McComb, Miss. omnirng stn; to the Meridian, Miss. omnirng stn." (Note: Added new portion to V194 from Lafayette VOR to Meridian VOR. Portion Lafayette VOR to Baton Rouge VOR is also a part of V70).

(29) VOR civil airway No. 219 (Ogden, Utah to Malad City, Idaho), is added to read: "From the Ogden, Utah omnirng stn via the point of intsxn of the Ogden omnirng 316°T and the Malad City omnirng 200°T radials; to the Malad City, Idaho omnirng stn. (Note: New airway).

(30) VOR civil airway No. 222 (Culberson, Tex. to Houston, Tex.), is amended to read: "From the Culberson, Tex. omnirng stn via the Fort Stockton, Tex. omnirng stn; Junction, Tex. omnirng stn; point of intsxn of the San Antonio omnirng 334°T and the Lometa, Tex. omnirng 192°T radials; San Antonio, Tex. omnirng stn; point of intsxn of the Austin, Tex. omnirng 109°T and the College Station, Tex. omnirng 202°T radials; to the Houston, Tex. omnirng stn." (Note: Added new portion to V222. San Antonio VOR to Junction VOR to Fort Stockton VOR to Culberson VOR).

(31) VOR civil airway No. 243 (Chattanooga, Tenn. to Scotland, Ind.), is amended to read: "From the Chattanooga, Tenn. omnirng stn via the Bowling Green, Ky. omnirng stn; to the Scotland, Ind. omnirng." (Note: Added new portion to V243 from Bowling Green VOR to Scotland VOR. This was formerly numbered V57).

(32) VOR civil airway No. 253 (Utah Lake, Utah to Twin Falls, Idaho), is amended to read: "From the Utah Lake, Utah omnirng stn to the point of intsxn of the Utah Lake omnirng 315°T and the Salt Lake City, Utah omnirng 265°T radials. From the Bonneville, Utah omnirng stn via the Lucin, Utah omnirng stn; to the Twin Falls, Idaho omnirng stn." (Note: Added new portion to V253 from Bonneville VOR to Twin Falls VOR via Lucin VOR.)

(33) VOR civil airway No. 269 (Wells, Nev. to Twin Falls, Idaho), is added to read: "From the Wells, Nev. omnirng stn to the Twin Falls, Idaho omnirng stn." (Note: New airway.)

(34) VOR civil airway No. 271 (Bonneville, Utah to Burley, Idaho), is added to read: "From the Bonneville, Utah omnirng stn via the Lucin, Utah omnirng stn; intsxn of the Lucin omnirng 353°T and the Burley omnirng 192°T radials; to the Burley, Idaho omnirng stn." (Note: New arwy).

(35) VOR civil airway No. 272 (Sayre, Okla. to Oklahoma City, Okla.), is added to read: "From the Sayre, Okla. omnirng stn to the Oklahoma City, Okla. omnirng stn, including a N alternate". (Note: New arwy. This arwy portion was formerly a part of V140 and V140N).

(36) VOR civil airway No. 1518 (Los Angeles, Calif. to Washington, D.C.), is amended by changing the portion which reads: "Sayre, Okla. omnirng stn; to the point of intsxn of the Sayre omnirng 071°T and the Oklahoma City omnirng 282°T radials. From the point of intsxn of the Oklahoma City, Okla. omnirng 021°T and the Vance, Okla. omnirng 143°T radials via the Tulsa, Okla. omnirng stn; Fayetteville, Ark. omnirng stn;" to read: "Sayre, Okla. omnirng stn; intsxn of the Sayre omnirng 071°T and the Tulsa omnirng 260°T radials; Tulsa, Okla. omnirng stn; Fayetteville, Ark. omnirng stn;" (Note: Added new portion to V1518 between Weatherford Intsxn and Crescent Intsxn between Sayre VOR and Tulsa VOR).

CONTROL AREAS:

(1) Red civil airway No. 43 (Chicago, Ill. to LaFayette, Ind.), is revoked.

(2) Blue civil airway No. 22 (Memphis, Tenn. to Wichita, Kans.), is revoked.

(3) VOR civil airway No. 44 (Centralia, Ill. to Baltimore, Md.), is amended to read: "All of VOR civil arwy No. 44."

(4) VOR civil airway No. 53 (Charleston, S.C. to Chicago, Ill.), is amended to read: "All of VOR civil arwy No. 53 including an E alternate, but excluding the airspace between the E alternate and the main arwy."

(5) VOR civil airway No. 57 (Evergreen, Ala. to Lexington, Ky.), is amended to read: "All of VOR civil arwy No. 57."

(6) VOR civil airway No. 97 (Miami, Fla. to Minneapolis, Minn.), caption changed.

(7) VOR civil airway No. 132 (Cheyenne, Wyo. to Springfield, Mo.), is amended to read: "All of VOR civil arwy No. 132, including a S alternate.

(8) VOR civil airway No. 161 (Fort Worth, Tex. to Alexandria, Minn.), is amended to read: "All of VOR civil arwy No. 161."

(9) VOR civil airway No. 176 (Centralia, Ill. to Scotland, Ind.), is revoked.

(10) VOR civil airway No. 194 (Lafayette, La. to Norfolk, Va.), is amended to read: "All of VOR civil arwy No. 194, including a S alternate."

(11) VOR civil airway No. 219 (Ogden, Utah to Malad, City, Idaho), is added to read: "All of VOR civil arwy No. 219."

(12) VOR civil airway No. 222 (Culberson, Tex. to Houston, Tex.), is amended to read: "All of VOR civil arwy No. 222."

(13) VOR civil airway No. 243 (Chattanooga, Tenn. to Scotland, Ind.), is amended to read: "All of VOR civil arwy No. 243."

(14) VOR civil airway No. 253 (Utah Lake, Utah to Twin Falls, Idaho), is amended to read: "All of VOR civil arwy No. 253."

(15) VOR civil airway No. 269 (Wells, Nev. to Twin Falls, Nev.), is added to read: "All of VOR civil arwy No. 269."

(16) VOR civil airway No. 271 (Bonneville, Utah to Burley, Idaho), is added to read: "All of VOR civil arwy No. 271."

(17) VOR civil airway No. 272 (Sayre, Okla. to Oklahoma City, Okla.), is added to read: "All of VOR civil arwy No. 272, including a N alternate."

CONTROL AREA EXTENSIONS:

(1) (Sumter, S.C.), is amended to read: "That airspace within a 30 mile radius of Shaw Air Force Base, Sumter, S.C. rdo rng stn, excluding the portion below 26,000 ft MSL which overlaps restricted area (R-114) and excluding the portion below 26,000 ft MSL between sunrise and sunset which overlaps restricted area (R-384)."

(2) (Columbia, S.C.), is amended by changing the words which read: "excluding the portion which overlaps restricted area (R-384)." to read: "excluding the portion below 26,000 ft. MSL between sunrise and sunset which overlaps restricted area (R-384)."

(3) (Fort Smith, Ark.), is amended by adding the following portion to present control area extension: "that airspace SW of Fort Smith within a 25 mile radius of the Fort Smith Mun. Arpt. extending clockwise from the western boundary of Blue civil arwy No. 13 to the southern bndry of VOR civil arwy No. 74."

(4) (Oahu, T.H.), is added to read: "That airspace from 700 ft upwards beginning at a point at lat 21-25-30N, long. 158-00-30W, extending to a point at lat 21-30-30N, long. 158-09-00; thence counterclockwise along the arc of a circle 8.4 s mi from a point centered at lat 21-24-30N, long. 158-13-40W, to a point at lat 21-22-25N, long. 158-21-10W, thence along the northern bndry of VOR civil arwys Nos. 2 and 4 to point of beginning, excluding the portions which lie within and overlap Restricted Areas R-315 and R-335, and excluding the portion below 6000 ft MSL which lies within Warning Area W-322."

CONTROL ZONES:

(1) (Chicago, Ill.), is amended to read: "Within a 6 mile radius of the Chicago-Midway Arpt; within 2 miles either side of the NW course of the Chicago rdo rng extending from the rdo rng stn to its intsxn with the NE course of the Joliet, Ill. rdo rng excluding the portion which overlaps the O'Hare Intnl Arpt control zone; within 2 miles either side of the front and back courses of the Chicago-Midway ILS lclzr extending from the intsxn of the lclzr back course with the 44°T radial of the Chicago omnirng to a point 12 miles NW of the Chicago-Midway outer marker on the lclzr front course excluding the portion which overlaps the O'Hare Intnl Arpt control zone; within 2 miles either side of the 007°T, 124°T and 223°T radials of the Chicago-Midway term omnirng extending from the term omnirng stn to points 12 miles N, SE and SW." (Note: Deletes portion on SE course LF rng to the E course of Harvey (being discontinued), and amends portion on ILS back course to intersect 044°T radial of Chicago Heights VOR in lieu of E course Harvey).

(2) (Chanute, Kans.), is amended to read: "Wtihin a 5 mile radius of the Chanute Arpt, within 2 miles either side of the E course of the Chanute rdo rng extending from the rdo rng stn to a point 12 miles E, and within 2 miles either side of the 62°T and the 242°T radials

of the Chanute omnirng extending from the arpt to a point 12 miles SW of the omnirng stn." (3) (Fort Bragg, N. C.), is amended to read: "Within a 5 mile radius of Pope Air Force Base, Fort Bragg, N.C., and within 2 miles either side of the 227°T and 47°T radials of the Pope AFB omnirng extending from the 5 mile radius zone to a point 9 miles NE of the omnirng stn." (Note: Correct lctn Pope VOR given on A. F. drawing as: 35-17-03N, 78-52-24W. USAF requests that VOR be shown on aeronautical charts and in publications).

(4) (La Grange, Ga.), is added to read: "Within a 5 mile radius of Callaway Arpt, La Grange, Ga., and within 2 miles either side of the 110°T and 290°T radials of the La Grange omnirng extending from the 5 mile radius zone to a point 5 miles W of the omnirng stn."

REPORTING POINTS:

(1) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska), is amended by deleting the following reporting point: "the intsxn of the E course of the Stockton, Calif. rdo rng and the SE course of the Sacramento, Calif. rdo rng." (Note: Added to Red 60).

(2) Red civil airway No. 14 (Lone Rock, Wis. to Indianapolis, Ind.), is amended to read "Rockford, Ill. rdo rng stn; Chicago, Ill. rdo rng stn." (Note: Deletes Thornton intsxn as compulsory reporting point - due to discontinuance Harvey.)

(3) Red civil airway No. 43 (Chicago, Ill. to Lafayette, Ind.), is revoked.

(4) Red civil airway No. 60 (Oakland, Calif. to Stockton, Calif.), is amended to read: "Stockton, Calif. rdo rng stn; the intsxn of the E course of the Stockton, Calif. rdo rng and the SE course of the Sacramento, Calif. rdo rng."

(5) Blue civil airway No. 22 (Memphis, Tenn. to Wichita, Kans.), is revoked.

VOR REPORTING POINTS:

(1) Domestic VOR reporting points is amended by adding the following reporting points: (a) Fort Stockton, Tex, omnirng stn (depict for "all altitudes"). (b) Andalusia Intsxn - the intersection of the Evergreen, Ala. omnirng 108°T (104° mag) and the Crestview, Fla. omnirng 013°T 009° mag) radials. (Depict for 'all altitudes') (c) Barberville Intsxn - the intsxn of the Orlando, Fla. omnirng 354°T (353° mag) and the Gainesville, Fla. omnirng 117°T (115° mag) radials. (Depict for "all altitudes").

(2) Domestic VOR reporting points is amended by changing the following reporting points to read: (a) Annawan Intsxn - the intsxn of the Iowa City, Iowa, omnirng 093°T radial the Moline, Ill. omnirng 139°T radial and the Moline, Ill. ILS lclzr back course. (b) Avalon Intsxn - the intsxn of the Oceanside, Calif. omnirng 280°T and the Long Beach, Calif. omnirng 200°T radials (To correct typographic error in Federal Register. No change to Avalon Intsxn.).

(3) Domestic VOR reporting points is amended by revoking the following reporting point: Seguin Intsxn - the intsxn of the San Antonio, Tex. omnirng 089°T (080° mag) and the Austin, Tex. omnirng 189°T (180° mag) radials. (To be published as an on-request reporting point).

ON REQUEST REPORTING POINTS: The following on-request reporting points are renamed, designated, redesignated or cancelled and shall become effective as indicated:

RENAMED: Effective June 6, 1957:

RAYMOND, GA. (VHF) INTSXN - the intsxn of the 018°T radial of the Columbus, Ga. VOR and the 232°T radial of the Atlanta, Ga. VOR. (Formerly Madras Intsxn)

DESIGNATED: Effective June 6, 1957:

(1) BROOKVILLE, IND. (VHF) INTSXN - the intsxn of the 318°T radial of the Cincinnati, Ohio VOR and the 030°T radial of the Nabb, Ind. VOR.

(2) CANAL, ILL. (VHF) INTSXN - the intsxn of the 075°T radial of the Naperville, Ill. VOR and the 334°T radial of the Chicago Heights, Ill. VOR.

(3) CASSODAY, KANS. (VHF) INTSXN - the intsxn of the 299°T radial of the Chanute, Kans. VOR and the 061°T radial of the Wichita, Kans. VOR.

(4) CHARLOTTESVILLE, IND. (VHF) INTSXN - the intsxn of the 359°T radial of the Nabb, Ind. VOR and the 318°T radial of the Cincinnati, Ohio VOR.

(5) COFFEYVILLE, KANS. (VHF) INTSXN - the intsxn of the 186°T radial of the Chanute, Kans. VOR and the 078°T radial of the Ponca City, Okla. VOR.

(6) CROYDON, IND. (VHF) INTSXN - the intsxn of the 284°T radial of the Louisville, Ky. VOR and the 221°T radial of the Nabb, Ind. VOR.

(7) CYPRESS, FLA. (VHF) INTSXN - the intsxn of the NW course of the Miami, Fla. LFR and the 038°T bearing from Tamiami, Fla. Rbn.

(8) DUNLAP, TENN. (VHF) INTSXN - the intsxn of the 333°T radial of the Chattanooga, Tenn. VOR and the 211°T radial of the Crossville, Tenn. VOR.

(9) EDNA, KANS. (VHF) INTSXN - the intsxn of the 026°T radial of the Tulsa, Okla. VOR and the 078°T radial of the Ponca City, Okla. VOR.

(10) GRATZ, KY. (VHF) INTSXN - the intsxn of the 054°T radial of the Louisville, Ky. VOR and the 331°T radial of the Lexington, Ky. VOR.

(11) HAYSTACK, COLO. (VHF) INTSXN - the intsxn of the 175°T radial of the Pueblo, Colo. VOR and the 262°T radial of the Lamar, Colo. VOR.

(12) JOHNSON CITY, TEX. (VHF) INTSXN - the intsxn of the 002°T radial of the San Antonio, Tex. VOR and the 257°T radial of the Austin, Tex. VOR.

(13) KNOLLS, UTAH (VHF) INTSXN - the intsxn of the 084°T radial of the Bonneville, Utah VOR and the 147°T radial of the Lucin, Utah VOR.

(14) LINVILLE, N.C. (VHF) INTSXN - the intsxn of the 146°T radial of the Tri-City, Tenn. VOR and the 019°T radial of the Asheville, N.C. VOR.

(15) McCUNE, KANS. (VHF) INTSXN - the intsxn of the 117°T radial of the Chanute, Kans. VOR and the 026°T radial of the Tulsa, Okla. VOR.

(16) MORRIS, IND. (VHF) INTSXN - the intsxn of the 303°T radial of the Cincinnati, Ohio VOR and the 030°T radial of the Nabb, Ind. VOR.

(17) MUSTANG, COLO. (VHF) INTSXN - the intsxn of the 145°T radial of the Pueblo, Colo. VOR and the 262°T radial of the Lamar, Colo. VOR.

(18) NEW CASTLE, KY. (VHF) INTSXN - the intsxn of the 054°T radial of the Louisville, Ky. VOR and the 122°T radial of the Nabb, Ind. VOR.

(19) NEW LIBERTY, KY. (VHF) INTSXN - the intsxn of the 087°T radial of the Nabb, Ind. VOR and the 204°T radial of the Cincinnati, Ohio VOR.

(20) OSGOOD, IND. (VHF) INTSXN - the intsxn of the 286°T radial of the Cincinnati, Ohio VOR and the 030°T radial of the Nabb, Ind. VOR.

(21) PENDLETON, KY. (VHF) INTSXN - the intsxn of the 269°T radial of the York, Ohio VOR and the 135°T radial of the Cincinnati, Ohio VOR.

(22) PETERS, CALIF. (VHF) INTSXN - the intsxn of the 341°T radial of the Modesto, Calif. VOR and the E course of the Stockton, Calif. LFR.

(23) POMONA, TENN. (VHF) INTSXN - the intsxn of the 349°T radial of the Crossville, Tenn. VOR and the 280°T radial of the Knoxville, Tenn. VOR.

(24) SEGUIN, TEX. (VHF) INTSXN - the intsxn of the 089°T radial of the San Antonio, Tex. VOR and the 189°T radial of the Austin, Tex. VOR. (Formerly Compulsory)

(25) SHELBYVILLE, IND. (VHF) INTSXN - the intsxn of the 122°T radial of the Indianapolis, Ind. VOR and the 359°T radial of the Nabb, Ind. VOR.

(26) STILLWATER, OKLA. (VHF) INTSXN - the intsxn of the 040°T radial of the Okla. City, Okla. VOR and the 261°T radial of the Tulsa, Okla. VOR.

(27) SWEETWATER, FLA. (LF) INTSXN - the intsxn of the NW course of the Miami, Fla. LFR and the N course of the Perrine, Fla. VOR.

(28) VANNATTA, TEX. (VHF) INTSXN - the intsxn of the 121°T radial of the Big Spring, Tex. VOR and the 332°T radial of the San Angelo, Tex. VOR.

(29) WALNUT, KANS. (VHF) INTSXN - the intsxn of the 100°T radial of the Chanute, Kans. VOR and the 026°T radial of the Tulsa, Okla. VOR.

(30) WIMBERLY, TEX. (VHF) INTSXN - the intsxn of the 042°T radial of the San Antonio, Tex. VOR and the 257°T bearing from Bergstrom AFB, Tex. Rbn.

(31) YALE, OKLA. (VHF) INTSXN - the intsxn of the 260°T radial of the Tulsa, Okla. VOR and the 150°T radial of the Ponca City, Okla. VOR.

REDESIGNATED: Effective immediately:

BLYTHEWOOD, S.C. (VHF) INTSXN - the intsxn of the 004°T radial of the Columbia, S.C. VOR and the 055°T radial of the Augusta, Ga. VOR.

REDESIGNATED: Effective May 9, 1957:

ROUND ROCK, TEX. (VHF) INTSXN - the intsxn of the 016°T radial of the Austin, Tex. VOR and the 266°T radial of the College Station, Tex. VOR.

REDESIGNATED: Effective June 6, 1957:

(1) COLEBROOK, CONN. (VHF) INTSXN - the intsxn of the 058°T radial of the Poughkeepsie, N.Y. VOR and the 346°T radial of the Hartford, Conn. VOR.

(2) COURTNEY, TEX. (VHF) INTSXN - the intsxn of the 127°T radial of the College Station, Tex. VOR and the 033°T radial of the Eagle Lake, Tex. VOR.

(3) CRESCENT, OKLA. (VHF) INTSXN - the intsxn of the 021°T radial of the Oklahoma City, Okla. VOR and the 071°T radial of the Sayre, Okla. VOR.

(4) CYPRESS, TEX. (VHF) INTSXN - the intsxn of the 323°T radial of the Houston, Tex. VOR and the 056°T radial of the Eagle Lake, Tex. VOR.

(5) DECKER, IND. (VHF) INTSXN - the intsxn of the 085°T radial of the Centralia, Ill. VOR and the 013°T radial of the Evansville, Ind. VOR.

(6) DRY RIDGE, KY. (VHF) INTSXN - the intsxn of the 054°T radial of the Louisville, Ind. VOR and the 175°T radial of the Cincinnati, Ohio VOR.

(7) ELIZABETH, IND. (VHF) INTSXN - the intsxn of the 269°T radial of the Louisville, Ky. VOR and the 221°T radial of the Nabb, Ind. VOR.

(8) FAIRBANKS, TEX. (VHF) INTSXN - the intsxn of the 323°T radial of the Houston, Tex. VOR and the 081°T radial of the Eagle Lake, Tex. VOR.

(9) FREDERICKSBURG, TEX. (VHF) INTSXN - the intsxn of the 334°T radial of the San Antonio, Tex. VOR and the 112°T radial of the Junction, Tex. VOR.

(10) GRAPEVINE, ARK. (VHF) INTSXN - the intsxn of the 197°T radial of the Little Rock, Ark. VOR and the 248°T radial of the Pine Bluff, Ark. VOR.

(11) GRINNELL, IOWA (VHF) INTSXN - the intsxn of the 071°T radial of the Des Moines Iowa VOR and the 283°T radial of the Iowa City, Iowa VOR.

(12) HARTSVILLE, IND. (VHF) INTSXN - the intsxn of the 137°T radial of the Indianapolis, Ind. VOR and the 359°T radial of the Nabb, Ind. VOR.

(13) HENRYVILLE, IND. (VHF) INTSXN - the intsxn of the 333°T radial of the Louisville, Ky. VOR and the 243°T radial of the Nabb, Ind. VOR.

(14) HEREFORD, MD. (VHF) INTSXN - the intsxn of the 045°T radial of the Herndon,

Va. VOR and the 346°T radial of the Baltimore, Md. VOR.

(15) LOVELAND, COLO. (VHF) INTSXN - the intsxn of the 334°T radial of the Denver, Colo. VOR and the 200°T radial of the Cheyenne, Wyo. VOR.

(16) MACKEREL, FLA. (VHF) INTSXN - the intsxn of the 043°T radial of the Vero Beach, Fla. VOR and the 113°T radial of the Orlando, Fla. VOR. (MRA 6000).

(17) MARTINSBURG, IND. (VHF) INTSXN - the intsxn of the 310°T radial of the Louisville, Ky. VOR and the 243°T radial of the Nabb, Ind. VOR.

(18) MONROE, IOWA (VHF) INTSXN - the intsxn of the 071°T radial of the Des Moines, Iowa VOR and the 317°T radial of the Ottumwa, Iowa VOR.

(19) NASHVILLE, MO. (VHF) INTSXN - the intsxn of the 100°T radial of the Chanute, Kans. VOR and the 359°T radial of the Butler, Mo. VOR.

(20) RODNA, WASH. (VHF) INTSXN - the intsxn of the 206°T radial of the Spokane, Wash. VOR and a 120°T bearing toward Pine City, Wash. VOR.

CANCELLED: Effective May 9, 1957:

JASON, KY. (LF) INTSXN - the intsxn of the W course of the Bowling Green, Ky LFR and the NW course of the Nashville, Tenn. LFR.

CANCELLED: Effective June 6, 1957:

(1) ANDALUSIA, ALA (LF) INTSXN - the intsxn of the NE course of the Whiting NAS, Fla. LFR and the N course of the Crestview, Fla. LFR. (Changed to compulsory).

(2) ANDALUSIA, ALA. (VHF) INTSXN - the intsxn of the 104° mag radial of the Evergreen, Ala. VOR and the 009° mag radial of the Crestview, Fla. VOR. (Changed to compulsory)

(3) BATESVILLE, IND. (VHF) INTSXN - the intsxn of the 303° mag radial of the Cincinnati, Ohio VOR and the 259° mag bearing toward Bakalar, Ind. Rbn.

(4) CISNE, ILL. (VHF) INTSXN - the intsxn of the 071° mag radial of the Centralia, Ill. VOR and the 132° mag radial of the Vandalia, Ill. VOR.

(5) COOKSBURG, N.Y. (VHF) INTSXN - the intsxn of the 238° mag radial of the Albany, N.Y. VOR and the 341° mag radial of the Poughkeepsie, N.Y. VOR.

(6) CRESCENT LAKE, FLA. (VHF) INTSXN - the intsxn of the 310° mag radial of the Daytona Beach, Fla. VOR and the 353° mag radial of the Orlando, Fla. VOR.

(7) EDDY, N.Y. (VHF) INTSXN - the intsxn of the Binghamton, N.Y. VOR direct radial to Wilton, Conn. VOR and the 054° mag radial of the Wilkes Barre, Pa. VOR.

(8) EVANSTON, ILL. (LF) INTSXN - the intsxn of the SE course of the Glenview, Ill. LFR and the N course of the Harvey, Ill. LFR.

(9) FRANKFORT, KY. (VHF) INTSXN - the intsxn of the 294° mag radial of the Lexington, Ky. VOR and the 082° mag radial of the Louisville, Ky. VOR.

(10) GARY, IND. (LF) INTSXN - the intsxn of the E course of the Harvey, Ill. LFR and the SE course of the Chicago Midway, Ill. ILS lclzr.

(11) HIGHLAND PARK, ILL. (LF) INTSXN - the intsxn of the E course of the Rockford, Ill. LFR and the N course of the Harvey, Ill. LFR.

(12) HOWELL, ILL. (LF) INTSXN - the intsxn of the E course of the Joliet, Ill. LFR and the N course of the Harvey, Ill. LFR.

(13) HUECO, TEX. (LF) INTSXN - the intsxn of the E course of the El Paso, Tex. LFR and the 114° mag bearing of the Newman, Tex. Rbn.

(14) LOCKPORT, ILL. (LF) INTSXN - the intsxn of the E course of the Joliet, Ill. LFR and the W course of the Harvey, Ill. LFR.

(15) LOST MOUNTAIN, GA. RBN.

(16) McDADE, TEX. (VHF) INTSXN - the intsxn of the 100° mag radial of the Austin, Tex. VOR and the 232° mag radial of the College Station, Tex. VOR.

(17) MOMENCE, ILL. (LF) INTSXN - the intsxn of the SE course of the Rockford, Ill. LFR and the S course of the Harvey, Ill. LFR.

(18) MONEE, ILL. (LF) INTSXN - the intsxn of the W course of the Goshen, Ind. LFR and the S course of the Harvey, Ill. LFR.

(19) NABB, IND. (VHF) INTSXN - the intsxn of the 241° mag radial of the Cincinnati, Ohio VOR and the 355° mag radial of the Louisville, Ky. VOR.

(20) VANDERGRIFT, PA. (VHF) INTSXN - the intsxn of the 303° mag radial of the Johnstown, Pa. VOR, the 045° mag radial of the Pittsburgh, Pa. VOR and the 126° mag bearing to New Alexandria, Pa. Rbn.

(21) WAVERLY, VA. (VHF) INTSXN - the intsxn of the 139° mag radial of the Flat Rock, Va. VOR and the W course of the Norfolk, Va. VAR.

✓ NON-STANDARD HOLDING PATTERNS: The following non-standard holding patterns are designated and shall become effective June 6, 1957:

(1) CANAL, ILL. (VHF) INTSXN - direction of holding - E on the 075°T radial of the Naperville, Ill. VOR; direction of turns - LEFT; time - one minute; minimum altitude - 2000'.

(2) DUNLAP, TENN. (VHF) INTSXN - direction of holding - NW on the 333°T radial of the Chattanooga, Tenn. VOR; direction of turns - LEFT; time - two minutes; minimum altitude - 4400'.

(3) HUECO MOUNTAIN, TEX. RBN - direction of holding - E on the 092°T bearing from Rbn; direction of turns - LEFT; time - two minutes; minimum altitude - 7000'.

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective June 6, 1957:

Section 610.13 Green Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Wilhelmi INT,Ill.	Lansing INT,Ill.	2300
Lansing INT,Ill.	McCool INT,Ind.	2000
McCool INT,Ind.	Goshen,Ind.LFR	2100

Section 610.106 Amber Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Lexington,Ky. LF/RBN	Cincinnati,Ohio LFR	2300

Section 610.243 Red Civil Airway 43 is amended to delete:

FROM	TO	MEA
Wauconda INT,Ill.	Highland Park INT, Ill.	2000
Highland Park INT,Ill.	Momence INT,Ill.	2000

Section 610.252 Red Civil Airway 52 is amended to read in part:

FROM	TO	MEA
Memphis,Tenn.LFR	Muscle Shoals,Ala. LFR	1900

Section 610.622 Blue Civil Airway 22 is amended to delete:

FROM	TO	MEA
Corner Stone INT, Ark.	Little Rock,Ark. LFR	1800
Little Rock,Ark. LFR	Ft.Smith,Ark. LF/RBN	3800
Ft.Smith,Ark. LF/RBN	Tulsa,Okla.LFR	2600
Tulsa,Okla.LFR	Oxford INT,Kans.	2500

Section 610.687 Blue Civil Airway 87 is amended to read in part:

FROM	TO	MEA
Murphy,N.C.LF/RBN	Knoxville,Tenn.LFR	7600

Section 610.1001 Direct Routes, U. S. is amended by adding:

FROM	TO	MEA
Lancaster,Pa. LF/RBN	Willow Grove,Pa. LFR	2500
Crest INT,Ga. *2200 - MOCA	Macon,Ga.LFR	*2500
Pueblo,Colo.LFR	Haystack INT,Colo.	8000
Pueblo,Colo.LFR	Mustang INT,Colo.	7500

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Revere INT,Mass.	Boston,Mass.VOR	1700

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Jacksonville, Fla.VOR Via E alter. *3000 - MRA **1200 - MOCA	*Sea Island INT,Fla. Via E alter.	**2500
Westminster,Md. VOR	Parkton INT,Md.	2100

Section 610.6004 VOR Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Laramie,Wyo.VOR *8000 - MCA Dacono INT, NW-bound	*Dacono INT,Colo.	11500

Section 610.6005 VOR Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Louisville,Ky.VOR Via E alter.	Dry Ridge INT,Ky. Via E alter.	2400
Dry Ridge INT, Ky Via E alter.	Cincinnati,Ohio VOR Via E alter.	2000

Section 610.6007 VOR Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Evansville,Ill. VOR *8000 - MRA	*Decker INT,Ind.	1900
Decker INT,Ind.	Terre Haute,Ind. VOR	1900
Evansville,Ind. VOR Via W alter.	Terre Haute,Ind. VOR Via W alter.	2000
Birmingham,Ala. VOR *1500 - MOCA	Muscle Shoals,Ala. VOR	*2500
Muscle Shoals, Ala.VOR *2400 - MOCA	Graham,Tenn.VOR	*2500

Section 610.6007 VOR Civil Airway 7 is amended by adding:

FROM	TO	MEA
Birmingham,Ala. VOR Via E alter. *4500 - MRA **2300 - MOCA	*Tanner INT,Ala. Via E alter.	**4500
Tanner INT,Ala. Via E alter. *2400 - MOCA	Graham,Tenn.VOR Via E alter.	*4500

Section 610.6010 VOR Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Hutchinson,Kans. VOR	Emporia,Kans.VOR	3000

Section 610.6012 VOR Civil Airway 12 is amended to read in part:

FROM	TO	MEA
*Wichita,Kans. VOR *3000 - MCA Wichita VOR, NE-bound **4800 - MRA	**DeGraff INT,Kans.	3000
DeGraff INT, Kans. *4000 - MRA	*Cassoday INT, Kans.	3000
Cassoday INT, Kans.	Emporia,Kans.VOR	3000

Section 610.6013 VOR Civil Airway 13 is amended to read in part:

FROM	TO	MEA
Shreveport,La.VOR	Texarkana,Ark.VOR	1700
Shreveport,La.VOR Via W alter. *2000 - MRA	*Caddo Lake INT, Tex. Via W alter.	1700

Caddo Lake INT, Tex. Via W alter, *1700 - MOCA

Texarkana,Ark.VOR Via W alter, *2000

Section 610.6014 VOR Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Oklahoma City, Okla.VOR Via N alter. *3500 - MRA	*Stillwater INT,Okla. Via N alter.	3100
Stillwater INT, Okla. Via N alter. *2400 - MOCA	Yale INT,Okla. Via N alter.	*6000
Yale INT,Okla. Via N alter.	Tulsa,Okla.VOR Via N alter.	3100

Section 610.6015 VOR Civil Airway 15 is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR	College Station, Tex.VOR	2000

Section 610.6015 VOR Civil Airway 15 is amended by adding:

FROM	TO	MEA
Tulsa,Okla.VOR *7000 - MRA	*Coffeyville INT, Kans.	2200
Coffeyville INT, Kans.	Chanute,Kans.VOR	2200

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
*McKinney INT,Tex. Via N alter. *5700 - MRA **1900 - MOCA	Princeton INT,Tex. Via N alter.	**2500
Princeton INT, Tex. Via N alter.	Sulphur Springs,Tex. VOR Via N alter.	2400
Sulphur Springs, Tex.VOR *1700 - MOCA	Texarkana,Ark.VOR	*1800
Texarkana,Ark.VOR *1700 - MOCA	Grapevine INT, Ark.	*3000
Grapevine INT, Ark.	Pine Bluff,Ark.VOR	1500
Sulphur Springs, Tex.VOR Via N alter. *1700 - MOCA	Texarkana,Ark.VOR Via N alter.	*1800
Texarkana,Ark.VOR Via S alter. *1600 - MOCA	Pine Bluff,Ark.VOR Via S alter.	*3000

Section 610.6017 VOR Civil Airway 17 is amended to read in part:

FROM	TO	MEA
Austin,Tex.VOR Via E alter. *2500 - MOCA	Waco,Tex.VOR Via E alter.	*2700

Section 610.6018 VOR Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Quitman,Tex.VOR *2000 - MRA	*Caddo Lake INT, Tex.	1800

Section 610.6019 VOR Civil Airway 19 is amended to read in part:

FROM	TO	MEA
Raton,N.Mex.VOR *9000 - MRA	*Earl INT,Colo.	11000
Earl INT,Colo. *7700 - MRA	*Haystack INT,Colo. N-bound S-bound	7500 11000
Haystack INT, Colo.	Pueblo,Colo.VOR N-bound S-bound	7500 11000
Pueblo,Colo.VOR	Ellicott,Colo. LF/RBN	7500
Ellicott,Colo. LF/RBN	Kiowa,Colo.VOR	8500

Section 610.6037 VOR Civil Airway 37 is amended to read in part:

FROM	TO	MEA
Columbia,S.C.VOR *2500 - MRA	*Blythewood INT, S.C.	2000

Section 610.6038 VOR Civil Airway 38 is amended to read in part:

FROM	TO	MEA
Parkersburg, W.Va.VOR *5000 - MCA Benson INT, E-bound	*Benson INT,W.Va.	3500

Section 610.6044 VOR Civil Airway 44 is amended to delete:

FROM	TO	MEA
Louisville,Ky. VOR *3000 - MRA **2500 - MOCA	*Georgetown INT, Ky.	**3000
*Georgetown INT, Ky. *3000 - MRA **2500 - MOCA	York,Ky.VOR	**5000

Section 610.6044 VOR Civil Airway 44 is amended by adding:

FROM	TO	MEA
Centralia,Ill. VOR *8000 - MRA **2300 - MOCA	*Decker INT,Ind.	**8000
Decker INT,Ind. *2300 - MOCA	Nabb,Ind.VOR	*8000
Nabb,Ind.VOR *2500 - MOCA	Pendleton INT,Ky.	*3000
Pendleton INT,Ky.	York,Ky.VOR	2500

Section 610.6047 VOR Civil Airway 47 is amended to read in part:

FROM	TO	MEA
Louisville,Ky.VOR Nabb,Ind.VOR	Nabb,Ind.VOR Cincinnati,Ohio VOR	2100 2400

Section 610.6051 VOR Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Louisville,Ky.VOR Nabb,Ind.VOR	Nabb,Ind.VOR Hartsville INT, Ind.	2100 2100
Hartsville INT, Ind. *3000 - MRA **2100 - MOCA	*Shelbyville INT, Ind.	**3000
Shelbyville INT, Ind. *5000 - MRA **2100 - MOCA	*Charlottesville INT,Ind.	**5000
Charlottesville INT,Ind. *4000 - MRA **2300 - MOCA	*Maxwell INT,Ind.	**4000
Maxwell INT,Ind. *2300 - MOCA	Horton INT,Ind.	*4000
Horton INT,Ind.	Lafayette,Ind.VOR	2300

Section 610.6053 VOR Civil Airway 53 is amended by adding:

FROM	TO	MEA
Louisville,Ky.VOR Via E alter.	Nabb,Ind.VOR Via E alter.	2100
Nabb,Ind.VOR Via E alter.	Hartsville INT,Ind. Via E alter.	2100
Hartsville INT, Ind. Via E alter.	Indianapolis,Ind. VOR Via E alter.	2300

Section 610.6054 VOR Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Quitman,Tex.VOR	Texarkana,Ark.VOR	1700
Texarkana,Ark.VOR *1700 - MOCA	Malvern INT,Ark.	*3000
Malvern INT,Ark.	Little Rock,Ark. VOR	1800
Texarkana,Ark.VOR Via N alter. *2500 - MOCA	Benton INT,Ark. Via N alter.	*3500
Benton INT,Ark. Via N alter.	Little Rock,Ark.VOR Via N alter.	1800
Muscle Shoals, Ala.VOR *4500 - MRA **1200 - MOCA	*Tanner INT,Ala.	**2200
Tanner INT,Ala. *1200 - MOCA	Huntsville,Ala. VOR	*2200

Section 610.6056 VOR Civil Airway 56 is amended to read in part:

FROM	TO	MEA
Columbia,S.C.VOR Via N alter. *2500 - MRA	*Blythewood INT,S.C. Via N alter.	2000

Section 610.6057 VOR Civil Airway 57 is amended to delete:

FROM	TO	MEA
Bowling Green,Ky. VOR *2500 - MOCA	Scotland,Ind.VOR	*3000

Section 610.6057 VOR Civil Airway 57 is amended by adding:

FROM	TO	MEA
Bowling Green,Ky. VOR *2400 - MOCA	Lexington,Ky.VOR	*3000

Section 610.6068 VOR Civil Airway 68 is amended to delete:

FROM	TO	MEA
Junction,Tex.VOR Via N alter. *4000 - MRA **3400 - MOCA	*Fredericksburg INT, Tex. Via N alter.	**4000
Fredericksburg INT,Tex. Via N alter. *4000 - MRA	*Guadalupe INT,Tex. Via N alter.	3000
Guadalupe INT, Tex. Via N alter.	San Antonio,Tex.VOR Via N alter.	3000

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
San Antonio,Tex. VOR	Corpus Christi, Tex.VOR	2200
Midland,Tex.VOR Via S alter.	King INT,Tex. Via S alter.	4400

Section 610.6068 VOR Civil Airway 68 is amended by adding:

FROM	TO	MEA
San Angelo,Tex. VOR Via N alter.	Eden INT,Tex. Via N alter.	3500
Eden INT,Tex. Via N alter.	Junction,Tex.VOR Via N alter.	3600

Section 610.6076 VOR Civil Airway 76 is amended to read in part:

FROM	TO	MEA
Austin,Tex.VOR	Paige INT,Tex.	2000
Paige INT,Tex. *1700 - MOCA	Sealy INT,Tex.	*3500
Eden INT,Tex. *3500 - MOCA	Brady INT,Tex.	*6000
Brady INT,Tex. *3100 - MOCA	Llano INT,Tex.	*8900
Llano INT,Tex. *3100 - MRA **3500 - MOCA	*Kingsland INT, Tex.	**3800
Big Spring,Tex. VOR Via N alter.	Vannatta INT,Tex. Via N alter.	4000

VOR Civil Airway 76 - cont'd.

FROM	TO	MEA
Vannatta INT, Tex.	*Rowena INT,Tex.	
Via N alter.	Via N alter.	**5000
*5000 - MRA		
**3800 - MOCA		
Rowena INT,Tex.	San Angelo,Tex.VOR	
Via N alter.	Via N alter.	3800

Section 610.6077 VOR Civil Airway 77 is amended to read in part:

FROM	TO	MEA
Oklahoma City, Okla.VOR	*Crescent INT,Okla.	2500
*9500 - MRA		
Crescent INT, Okla.	Ponca City,Okla.	2500

Section 610.6097 VOR Civil Airway 97 is amended to delete:

FROM	TO	MEA
Minneapolis,Minn. ILS loc.	Hamel INT,Minn.	2500
Hamel INT,Minn.	*St.Nickolas INT, Minn.	3000
*St.Nicholas INT, Minn.	Alexandria,Minn. VOR	2500
*3000 - MRA		

Section 610.6097 VOR Civil Airway 97 is amended to read in part:

FROM	TO	MEA
*Georgetown INT, Ky.	Dry Ridge INT,Ky.	2500
*3000 - MRA		
Cincinnati,Ohio VOR	*Shelbyville INT, Ind.	2300
*3000 - MRA		
Shelbyville INT, Ind.	*Acton INT,Ind.	2300
*4000 - MRA		
Cincinnati,Ohio VOR	Indianapolis,Ind. VOR	
Via W alter.	Via W alter.	2300

Section 610.6099 VOR Civil Airway 99 is amended to read in part:

FROM	TO	MEA
Newberg,Ore.VOR	Pittsburg INT,Ore.	4000

Section 610.6128 VOR Civil Airway 128 is amended to read in part:

FROM	TO	MEA
*Maxwell INT, Ind.	**Charlottesville INT,Ind.	***4000
*4000 - MRA		
**5000 - MRA		
***2300 - MOCA		
Charlottesville INT,Ind.	Rushville INT, Ind.	*4000
*2300 - MOCA		

Section 610.6132 VOR Civil Airway 132 is amended by adding:

FROM	TO	MEA
Hutchinson,Kans. VOR	Florence INT,Kans.	3000
Florence INT, Kans.	*Cassoday INT,Kans.	4000
*4000 - MRA		
Cassoday INT, Kans.	Chanute,Kans.VOR	*4000
*3000 - MOCA		
Chanute,Kans.VOR	*Walnut INT,Kans.	2500
*4300 - MRA		
Walnut INT,Kans.	Springfield,Mo.VOR	2500
Chanute,Kans.VOR	*McCune INT,Kans.	
Via S alter.	Via S alter.	2500
*4300 - MRA		
McCune INT,Kans.	*Waco INT,Mo.	
Via S alter.	Via S alter.	**6500
*6500 - MRA		
**2500 - MOCA		
Chanute,Kans.VOR	Waco INT,Mo.	
Via S alter.	Via S alter.	#2500
#Utilizing Joplin LOM		
Waco INT,Mo.	Avilla INT,Mo.	
Via S alter.	Via S alter.	*6500
*2600 - MOCA		
Joplin,Mo.LOM	Avilla INT,Mo.	
Via S alter.	Via S alter.	#2600
#Utilizing Joplin LOM		
Avilla INT,Mo.	Springfield,Mo.VOR	
Via S alter.	Via S alter.	2600

Section 610.6140 VOR Civil Airway 140 is amended to read in part:

FROM	TO	MEA
Sayre,Okla.VOR	*Crescent INT, Okla.	**9500
*9500 - MRA		
**3300 - MOCA		
Crescent INT, Okla.	*Stillwater INT, Okla.	**6000
*3500 - MRA		
**2400 - MOCA		
Stillwater INT, Okla.	Yale INT,Okla.	*6000
*2400 - MOCA		
Yale INT,Okla.	Tulsa,Okla.VOR	3100

Section 610.6143 VOR Civil Airway 143 is amended to read in part:

FROM	TO	MEA
Charlotte,N.C. VOR	Greensboro,N.C. VOR	2900

Section 610.6144 VOR Civil Airway 144 is amended to read in part:

FROM	TO	MEA
Mansfield,Ohio VOR	Baltic INT,Ohio	2500

Section 610.6161 VOR Civil Airway 161 is amended to read in part:

FROM	TO	MEA
Tulsa,Okla.VOR	*Nowata INT,Okla.	2000
*2600 - MRA		
Nowata INT,Okla.	*Edna INT,Kans.	**4300
*7000 - MRA		
**2300 - MOCA		
Edna INT,Kans.	*McCune INT,Kans.	**4300
*4300 - MRA		
**2300 - MOCA		
McCune INT,Kans.	*Walnut INT,Kans.	**4300
*4300 - MRA		
**2300 - MOCA		
Walnut INT,Kans.	Butler,Mo.VOR	*4300
*2300 - MOCA		

Section 610.6161 VOR Civil Airway 161 is amended by adding:

FROM	TO	MEA
Minneapolis,Minn. ILS loc.	Hamel INT,Minn.	2500
Hamel INT,Minn.	*St.Nicholas INT, Minn.	3000
*3000 - MRA		
St.Nicholas INT, Minn.	Alexandria,Minn. VOR	2500

Section 610.6163 VOR Civil Airway 163 is amended to read in part:

FROM	TO	MEA
*Fredericksburg INT,Tex.	Llano INT,Tex.	
Via W alter.	Via W alter.	**5200
*4000 - MRA		
**3100 - MOCA		
Llano INT,Tex.	Lometa,Tex.VOR	
Via W alter.	Via W alter.	*4000
*3100 - MOCA		
Alice,Tex.VOR	San Antonio,Tex. VOR	2200
Spring Branch INT,Tex.	*Kingsland INT, Tex.	**4000
*3100 - MRA		
**2800 - MOCA		

Section 610.6176 VOR Civil Airway 176 is amended to delete:

FROM	TO	MEA
Centralia,Ill.VOR	Cisne INT,Ill.	2100
Cisne INT,Ill.	Scotland,Ind.VOR	*3000
*2100 - MOCA		

Section 610.6190 VOR Civil Airway 190 is amended to read in part:

FROM	TO	MEA
Ponca City,Okla. VOR	*Coffeyville INT, Kans.	**7000
*7000 - MRA		
**2500 - MOCA		
Coffeyville INT, Kans.	*Edna INT,Kans.	**7000
*7000 - MRA		
**2500 - MOCA		
Edna INT,Kans.	*Waco INT,Mo.	**7000
*6500 - MRA		
**2500 - MOCA		

Section 610.6194 VOR Civil Airway 194 is amended by adding:

FROM	TO	MEA
Lafayette,La.VOR	Baton Rouge,La.VOR	1200
Baton Rouge,La. VOR	McComb,Miss.VOR	1600
McComb,Miss.VOR	Meridian,Miss.VOR	1800

Section 610.6219 VOR Civil Airway 219 is added to read:

FROM	TO	MEA
Ogden,Utah VOR	Hansel INT,Utah	
	NW-bound	9000
	SE-bound	11000
Hansel INT,Utah	Malad City,Idaho VOR	11000

Section 610.6222 VOR Civil Airway 222 is amended by adding:

FROM	TO	MEA
Culberson,Tex. VOR	Ft.Stockton,Tex. VOR	*7000
*6300 - MOCA		
Ft.Stockton,Tex. VOR	Junction,Tex.VOR	*7000
*4400 - MOCA		
Junction,Tex.VOR	*Fredericksburg INT,Tex.	**4000
*4000 - MRA		
**3400 - MOCA		
Fredericksburg INT,Tex.	*Guadalupe INT,Tex.	3000
*4000 - MRA		
Guadalupe INT, Tex.	San Antonio,Tex. VOR	3000

Section 610.6241 VOR Civil Airway 241 is amended to read in part:

FROM	TO	MEA
Columbus,Ga.VOR	Raymond INT,Ga.	2100
Raymond INT,Ga.	Atlanta,Ga.VOR	2000

Section 610.6253 VOR Civil Airway 253 is amended by adding:

FROM	TO	MEA
Bonneville,Utah VOR	Lucin,Utah VOR	11000
Lucin,Utah VOR	Twin Falls,Idaho VOR	*11000
*10000 - MOCA		

Section 610.6267 VOR Civil Airway 267 is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR	Roy INT,Fla.	*3000
*1300 - MOCA		
Roy INT,Fla.	Blue Jacket INT, Fla.	*2800
*1200 - MOCA		

Section 610.6269 VOR Civil Airway 269 is added to read:

FROM	TO	MEA
Wells,Nev.VOR	Twin Falls,Idaho VOR	*13000
*11000 - MOCA		

Section 610.6271 VOR Civil Airway 271 is added to read:

FROM	TO	MEA
Bonneville, Utah VOR	Lucin, Utah VOR	11000
Lucin, Utah VOR *11000 - MOCA	Burley, Idaho VOR	*12000

Section 610.6272 VOR Civil Airway 272 is added to read:

FROM	TO	MEA
Sayre, Okla. VOR *4000 - MRA **3000 - MOCA	*Union INT, Okla.	**3200
Union INT, Okla. *3000 - MOCA	Oklahoma City, Okla. VOR	*3200
Sayre, Okla. VOR Via N alter. *3300 - MOCA	Weatherford INT, Okla. Via N alter.	*9500
Weatherford INT, Okla. Via N alter. *3300 - MOCA	Oklahoma City, Okla. VOR Via N alter.	*3500

Section 610.6618 VOR Civil Airway 1518 is amended to delete:

FROM	TO	MEA
Sayre, Okla. VOR *3300 - MOCA	Weatherford INT, Okla.	*3500
Crescent INT, Okla. *3100 - MOCA	Shell Lake INT, Okla.	*3500
Shell Lake INT, Okla.	Tulsa, Okla. VOR	3100

Section 610.6618 VOR Civil Airway 1518 is amended by adding:

FROM	TO	MEA
Sayre, Okla. VOR *9500 - MRA **3300 - MOCA	*Crescent INT, Okla.	**9500
Crescent INT, Okla. *3500 - MRA	*Stillwater INT, Okla.	**6000
Stillwater INT, Okla. *2400 - MOCA	Yale INT, Okla.	*6000
Yale INT, Okla.	Tulsa, Okla. VOR	3100

Section 610.6622 VOR Civil Airway 1522 is amended to read in part:

FROM	TO	MEA
Columbus, N. Mex. VOR *13000 - MRA	*Harrington Ranch INT, N. Mex.	8500

RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective May 21, 1957:

(Part 608 - Restricted Area - Amendment 196)

Section 608.12, the Willcox Dry Lake, Arizona area (R-311) amended in 20 F.R. 7902, October 20, 1955 is rescinded.

Section 608.30, the Lower Lake Huron, Michigan area (R-60) amended in 21 F.R. 3496, May 25, 1956 is further amended by changing the "Controlling Agency" column to read: "Commander, First Fighter Wing, Selfridge Air Force Base, Michigan".

Section 608.44, the Fort Sill, Oklahoma area (R-208 formerly D-208) amended in 16 F.R. 11066, October 31, 1951 is further amended by changing the "Description by Geographical Coordinates: column to read: "Beginning at lat 34-47-00, long. 98-17-00; South to lat 34-38-00; West to long. 98-46-00; North to lat 34-47-00; East to long. 98-38-00; South to lat 34-44-00; East to long. 98-36-00; South to lat 34-43-00; East to long, 98-22-00; Northeast to lat 34-44-00, long. 98-21-00; North to lat 34-47-00; East to lat 34-47-00, long. 98-17-00, point of beginning".

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 26 - Winnemucca, Nev. Correct CAA telephone number to read: MAdison 3-3202 and WB telephone number to read: MAdison 3-2203.

(2) Page 98 - Radiated Test Signal. Correct New York (La Guardia Fld) to read: 108.6 mc.

(3) Page 106 - (Ground) Add VOR rcvr check point to read: Roanoke, Va. (Woodrum Fld): Location #1 - 141° (TVOR); fillet area of runway 33. Location #2 - 099°; fillet area of runway 27.

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 12, No. 2, dated April 2, 1957, as follows:

Page 7 - Control Zones: Item (7). Correct to read: Green 5 instead of Green 2.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Boise		
San Francisco Lcl	WAC 193 WAC 304	WAC 363 WAC 364

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION".

Standard Aeronautical Charts - Dates shown are release dates

Albuquerque	4-9-57	Los Angeles	4-22-57	WAC 406	4-22-57
Austin	4-10-57	Prescott	4-17-57	WAC 408	4-9-57
Douglas	4-22-57	Roswell	4-9-57	WAC 467	4-11-57
El Paso	4-11-57	San Francisco	4-17-57	WAC 468	4-11-57
				WAC 522	4-22-57

Instrument Flight Charts released since April 8, 1957

AL 12	VOR/ILS	Kirtland AFB Mun Arpt., N. Mex.
AL 41	RNG	Kellogg Field, Mich.
AL 30	ADF/ILS-1	Mueller Arpt., Tex.
AL 53	RNG	Blythe Arpt., Calif.
AL 95	RNG/VOR	Concord Arpt., N.H.
AL 138	RNG/VOR	Ephrata Arpt., Wash.
AL 140	RNG/VOR	Mahlon Sweet Arpt, Oreg.
AL 201	ADF	Huntington Arpt, Ohio
AL 208	RNG/VOR	Craig Arpt., Fla.
AL 220	VOR	Purdue University Arpt., Ind.
AL 224	VOR-1/VOR-2	Capital City Arpt., Mich.
AL 251	RNG/VOR/ILS	Medford, Arpt., Oreg.
AL 257	ADF/ILS-1	Miami Intnl Arpt., Fla.
AL 271	ADF	NAF Monterey Peninsula, Calif.
AL 285	ADF/ILS	Newark, Arpt., N.J.
AL 301	RNG/VOR/VOR-DME	Will Rogers Field, Okla.
AL 327	VOR-2	Pocatello Arpt., Idaho
AL 330	ADF/ILS	Portland Intnl Arpt., Oreg.
AL 334	RNG/VOR	Pueblo Memorial Arpt., Colo.
AL 365	RNG/VOR/ILS	Salt Lake City Mun. No. 1, Utah
AL 375	ADF/ILS	San Francisco Intnl, Calif.
AL 432	RNG/VOR/ADF-1/ILS-1/ADF-2/ILS-2	Tulsa Airport, Okla.
AL 473	RNG/VOR	Klamath Arpt., Oreg.
AL 610	ILS-1/ILS-2	N.Y. Intnl. Arpt., N. Y.
AL 654	ADF	Lawrence Arpt., Mass.
AL 674	ADF	Oxnard-Ventura, Calif.
AL 704	ADF	Republic Field, N. Y.
AL 733	VOR	Peconic River Arpt., N.Y.
AL 745	VOR	Fulton County Arpt., Ga.
AL 754	RNG/VOR	Honolulu Intnl Arpt., T. H.
AL 774	VOR	Upolu Airport, T.H.
AL 777	VOR	Lanai Airport, T. H.
AL 856	VOR	Russell Airport, Kans.
AL 911	VOR	Plattsburgh Arpt., N.Y.
AL 938	VOR	Rock County Arpt., Wis.
AL 982	VOR	Mercer County Arpt., N. J.

RF 5, 9

RF Terminal Area - Dallas-Ft. Worth, Miami, Wichita-Hutchinson

NEW CHARTS

AL 516 ILS-2	Raleigh, N.C.	Raleigh-Durham Airport
AL 706 VOR	Hickory, N.C.	Hickory Airport
AL 883 ADF	Ardmore, Okla.	Ardmore Airport

DISCONTINUED CHARTS

AL 610 VOR	New York, N. Y.	New York International
AL 949 VOR	Davenport, Iowa	Davenport, Municipal

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have vends and roughness out of tolerance. (12-1)
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg, test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recommissioned at new lctsn. (4-18)
BIRMINGHAM ARPT-TOWER: About June 1 MM and LMM will be shut down - relctn. FLD: Caution tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane will be shut down on about May 1 until approx thru Nov due rnwy ext. (4-22)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-BATES FLD-SPECIAL NOTICE: Air Carrier Safety Miami advises unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute take-off min for all acft. (4-22)
MOBILE-BATES FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE apch end rnwy 21. Twr unable to ctl taxiing E/W taxiway adj ANG hangar to W end -Caution.
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) About June 6, W course LFR will be realigned from 102° to 095°. (4-24)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail ngts upon prior req. Emerg only. (4-23)
**CONNELL MTN, BCN SITE 34, LAX-AMA: Bcn changed to 12 rpm. (4-18)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
DOUGLAS-BISBEE-DOUGLAS INTNL ARPT: Const on various taxiways - caution. (3-4)
FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. 2-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civilian acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
** JEROME, BCN SITE 39, LAX-AMA: Bcn changed to 12 rpm. (4-18)
PHOENIX-SPECIAL NOTICE: Extreme Caution-area between Phoenix VOR and Hassayampa VOR on Victor arwy 16 and Green 5. Extensive high performance, jet acft cross these arwys when departing and arriving Luke AFB in connection with training conducted Gila Bend Restricted Area(R-309,R308). This tfc generally crosses V 16 and Green 5 between Hassayampa VOR and town of Tolleson (11 mi W of Phoenix) at alts of 5000'MSL and below - 0715 thru 1600, Mon thru Fri. (3-1)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185° 39 n mi at 10,000'.
SALOME, SITE #27B,LAX-PHX: Caution-puncture vines. (6-18)
SAN SIMON-RADIO: About June 1, VOR will be cmsnd. Freq: 115.4 mc. Ident:SSO. Lctd lat 32-16-12, long. 109-15-45. Elev: 3607'MSL. Class: VORW. Disregard spurious signals.
** SCHNEBLEY HILL, BCN SITE42,LAX-AMA: Bcn changed to 12 rpm. (4-18)
SCOTTSDALE-THUNDERBIRD#2 ARPT: Closed. (3-26)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000';050°-060°,22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°,40 n mi 12,000';225°-230°, 40 n mi 7,000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)
TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)
✱TUCSON ARPT-TOWER: April 19, trans and rcvr 348.6 mc cmsnd.
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c)SE quad 12,000'; (d) NE quad 13,000'.
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: BENTON ARPT: Temp clsd to transient acft due hazardous conditions.(4-16)
**CAMDEN-HARRELL ARPT: NE/SW strip to be used in emerg only. (4-8)
FLIPPEN-RADIO: Feb 12 VOR shut down until approx May 3. (4-23)
PINE BLUFF-RADIO: About May 6, VOR will be shut down until approx June 6.(3-20) During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR except V-16S TXK to PBF unusable. Ints and alts as charted. (3-22)
TEXARKANA-RADIO: VOR shut down until approx May 9 - relctn to lat 33-30-50, long. 94-04-20.(4-1) VOR flgts authorized to use TXK LFR in lieu of VOR. (1-3)
CALIFORNIA: ARCATA ARPT-RADIO: April 2 ILS lclzr and glide slope shut down until approx May 10 - relctn lclzr. (4-8)
AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)
✱BAKERSFIELD-KERN CO. ARPT-TOWER: Effect April 28 hrs opern: 0500-2100. (4-3)
BLUE CANYON, SITE 13, SFO-ARPT: Clsd due to snow. (1-15)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°, 30 n mi 280°-300° 20 n mi 300°-320°, 35 n mi 345°-015° at MEA. (8-20)
BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VORarwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Clsd until May 20. Unlgtd until June 20. (4-22)
DIXON ARPT: Closed. (8-30)
**DOWNEY ARPT: Closed - land use changed. (3-14)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FILLMORE-RADIO: VOR coverage 320°-355, 35 n mi at 11,000; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-chkd.

have ... GILA BEND RADIO: ... FT. JONES RADIO: VOR has lgt course roughness all quads. Only arwy radials ...

CALIFORNIA: FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-16) DME coverage 335°-350°, 43 n mi at 3000';350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000';30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°-7000'; 340°-040°, 12,000'; 040°-070°, 8000';070-100°, 7000';100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) About May 1, rcvr 122.5 mc will be discontinued and concurrently 122.6 mc will be cmsnd. (3-4) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1) Temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800' - caution. (3-22) Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. Daylgt opern of cranes with 80' booms adj to apch end rnwy 30. Tk-offs not affected. (3-28)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather bdcasts shut down-modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

★LOS ANGELES INTERNATIONAL ARPT-TOWER: April 17, VHF/DF flight-checked and cmsnd. Freq coverage 118.1 to 135.9 mc. Unreliable 045° -060° below 13,000'MSL beyond 30 n mi. (4-19) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd open VFR tfc only. Equip on and adj to const area. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or between LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) November 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

LUCERNE VALLEY DOUBLE J RANCH ARPT: Length of strip reported increased to 3000'.

NATIONAL CITY ARPT: Extensive const around arpt. 75' obstns E end of rnwy. (7-19)

**NEEDLES, 25A, LAX-AMA ARPT: Fuel no longer avail. (4-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flight should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

CALIFORNIA: OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000';350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.

OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT - SPECIAL NOTICE: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000';150°-180° 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg - mrkd day and night. (2-13) Men and equip working turf areas adj concourses B and D. All acft and equip should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and night. (3-26)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during night use of fld due to unlighted open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

SANTA YNEZ ARPT: Const in progress. Rnwy 8-26 being extended 1000' to the W. Duration of work approx one month. (4-5)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

CALIFORNIA: UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° &360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.

COLORADO: CHEYENNE WELLS ARPT: Closed for winter due dust. Land at own risk. (10-29)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive intrument trng. Flashing amber lgt, denotes rgt hand tfc. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L, mrkd, lgtd. (3-26)

★KIOWA-RADIO: VOR voice cmsnd. Mont. catg. (1). Controlled from Denver ATCS.Class:BVOR.

PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' ab ove floor. (4-17)

PUEBLO MEMORIAL ARPT-SPECIAL NOTICE: Ordnance deport 6.8 n mi ENE at lat 38-20-00, long 104-22-14 conducting demolition work days. (2-7)

CONNECTICUT: BRIDGEPORT-RADIO: Z marker very weak. (10-13)

★BRIDGEPORT ARPT-TOWER: Effect. Apr 28, hrs opern: 0600-2200. (4-27) About May 14, trans & rcvr 120.9 mc will be cmsnd; trans & rcvr 121.3 mc will be decmsnd. (4-24)

**HARTFORD-BRAINARD FLD: City's proposed closing of fld postponed. (4-2) Rnwy 9-27 clsd. Only NE and extreme SW ends of dike lgtd. (4-15)

**MONROE ARPT: Closed. (3-22)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard mrkr.

SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: : Clsd until June 1. (11-15)

WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: DOVER-RADIO: About May 15, VOR name and ident will be changed to: Kenton, ENO, respectively. (4-17)

GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only. (5-22)

WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution - dynmiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn multiples 3°-to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved. area. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg sys serving rnwy 36 decmsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into

DIST. OF COLUMBIA: apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity lgts controlled by ctl twr as required by prevailing visibility conditions.

FLORIDA: SPECIAL NOTICE: April 29 - May 15, U.S. Forest Service will conduct flights at 500' AGL. North-south flight lines will be spaced 5 mi apart from west Florida east to Jacksonville and as far S as Ocala. (4-25)

ARCADIA ARPT: Arpt not mowed. Grass 24'' high. Caution advised. (4-25)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500' Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAs remain as charted. (4-23)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DAYTONA BEACH ARPT: Three lgtd twrs, 51' AGL, erected at peripheral site 425' SE of rnwy 3-21 on S side at lat 29-10-46, long 81-03-14. (4-23)

FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000' Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

JACKSONVILLE-IMESON ARPT-TOWER: About May 3, 119.2 mc will be cmsnd for arrival ctl. Concurrently 120.7 mc will be decmsnd. (4-3)

KEY WEST-SPECIAL NOTICE: Effective May 21, Warning Area W-173 revised as follows: Bounded on the N by a line extending from lat 25-44-40, long. 81-57-05, to lat 25-44-00, long. 81-25-35, on the E by a line 3 n mi from and parallel to the Florida coastline, on the SE by Victor 3 and Blue 19 arwys, on the W by Control Area 1228. Warning Area W-174 revised as follows: Beginning at lat 25-44-40, long. 82-06-55, thence SE to lat 24-49-00, long. 81-55-00; SW lat 24-37-30, long. 82-00-30; westerly to lat 24-37-30, long. 82-06-00; southerly to lat 24-28-30, long. 82-06-00; southerly to lat 24-25-00, long. 82-06-30; easterly to lat 24-25-00, long. 81-57-00; southwesterly to lat 23-30-00, long. 82-19-00; westerly to lat 23-30-00, long. 82-46-00; northwesterly lat 23-53-30, long. 83-12-00; northwesterly to lat 24-38-00 long. 84-00-00; north to lat 25-25-00, long. 84-00-00; northeasterly to lat 25-45-00, long. 83-27-00 to point of beginning. (4-10)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc infor when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day oper operns. Caution - const, men, and equip on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI-RADIO: VOR radials 298° V-7 and 226° V-3 unusable-excessive roughness.(4-17)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area & maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights..

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types; when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility

FLORIDA: twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Men and equip. working 400' S of rnwy 9L-27R constructing parallel taxiway. 400' of N/S taxiway S of rnwy 9L-27R clsd-mrkd days and ngts. (3-7)

MIAMI-OCEAN REEF ARPT: New arpt: Type"L"; 30 mi S;lat 25-19, long. 80-15;elev 4; 2 rnwys-longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28 L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12)

PANAMA CITY-FANNIN FLD: Caution-soft shoulders. Men and equip. adj rnwys. (10-8)

**STARKE-CONWAY ARPT: Permanently closed. (3-27)

**STUART-WITHAM ARPT: 625'(650'MSL) lgtd twr erected 13.5 n mi SE(150°T) at lat 26-59-01, long. 80-05-42. (3-21)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500" unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt take-offs and lndgs. Caution-unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE;lat 27-58-00, long 81-41-45;elev 130';3 rnwys(all sod); longest rnwy 3600'; no lgtg facs; 80 oct; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: About Mar 25 VOR shut down -modernization. During modification shutdown VOR flights are authorized to use the Alma LFR in lieu of the VOR on all airway segments. MEA's remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int. MRA 5000'.

ALMA-SITE 43, MIA-ATL ARPT: Sod rnwys soft when wet- caution advised. (4-12)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000'on top should guard 301.4mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness. (11-3)

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7mc will use other avail freq. Rnwys 33R-15L & 27R-9L clsd;15-33 clsd at twr's discretion - const. (

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals & pilot must monitor fac durg such use.

SAVANNAH-TRAVIS FLD-TOWER: ILS BC-restricted-excessive bends. Lclzr not to be used above 5000' MSL. (3-19)

GEORGIA: SWAINSBORO-THOMPSON ARPT: Closed-new runway under construction. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

**VALDOSTA-MOODY AFB-SPECIAL NOTICE: Controlling Agency of Warning Area W-470 has been changed from Moody AFB, Ga. to Tyndall AFB, Fla.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW & SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance altitude.

IDAHO FALLS-FANNING ARPT: Rnwy 16-34 clsd to ngt operns-unlgtd. (4-23)

JEROME-COUNTY ARPT: Clsd due thawing conditions. Field muddy. (2-24)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: VOR rads 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48, and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°.

**CARBONDALE-SOUTHERN ILLINOIS ARPT: Formerly carried as Murdale Arpt. (3-27)

CHAMPAIGN ARPT: Effective May 15, E/W runway permanently closed. (4-12) 20' poles erected approx 150' N and adj to E/W runway. (9-5)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)

CHICAGO AREA-SPECIAL NOTICE: Effect. Mar 31, all helicopter operns in the Chicago metropolitan area will be required to fly prescribed routes of flgt with the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are available from the following CAA offices: Midway, O'Hare and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5449 S Kildare, Chicago, Illinois. (3-1) 170' maximum height twrs supporting 28 mi of transmission line being erected west of Orland Park, Illinois thence southeasterly and easterly to a point on the Indiana-Illinois State Line, passing 0.7 mi E of Frankfort, Illinois and 2.7 miles southwesterly or Prosperi Arpt; 0.5 miles N of Monee, Illinois and 2.5 mi S of Governors Airpark. Unmarked, unlighted. (4-17)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: About May 1, 450'(1041'MSL) lgtd concrete chimney will be erected 2.5 n mi WSW(252°T) at lat 41-51-02, long. 87-39-11. (3-8) Caution- South end runway distance from threshold lights to seawall 90'. Field will be closed under following wind conditions: (1) Wind 90° to runway, 15 knots or more to aircraft 1500 lbs or less. (2) Wind 90° to runway, 20 knots or more to single-engine aircraft except tricycle or caster gear aircraft. (3) Wind 90° to runway, 25 knots or more to all aircraft.

CHICAGO-MIDWAY ARPT-TOWER: TVOR inoperative due excessive roughness, scalloping and bends on all existing arwys. (3-8) FLD: About May, 375'(968'MSL) lgtd steel stack being erected 2.5 n mi NNE(23°T) at lat 49-49-42, long. 87-43-23. (4-17) Single engine transient airacraft will not be allowed dock space at the North terminal building, must use facilities of South terminal building. Due to non-visibility account parked aircraft, tower unable to control single engine aircraft on many portions of all outer ramps. Use extreme caution on East ramp and in vicinity of both terminal buildings. All aircraft will remain North of white line on South side of runway 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance light installed on each side of green threshold lights on approach end runway 31L. Building 23' above ground (627'MSL) being erected at 41-47N, 87-45W at NE intersection of 55th St. and Cicero Avenue, adjacent to airport. (3-8)

ILLINOIS: CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to 122.6 mc. (3-22) Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000' MSL. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld (10-11)

DIXON ARPT: NE/SW rnwy clsd for const - men and eqpip. on fld daylgt hrs. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

**EFFINGHAM CO. MEM'L ARPT: 340'(935'MSL) lgtd twr erected 2.5 n mi NW(330°T) at lat 39-06-40, long. 88-33-09.

GALESBURG MUN ARPT: Caution - truck on fld. (2-25)

GILMAN ARPT: Closed. (10-11)

HARVEY-RADIO: About June 6, LFR will be decmsnd. (4-25)

**HIGHLAND-WINET ARPT: On or about Apr 15, NW/SE and NE/SW rnwys plowed and reverted back to farm land. Arpt will remain in opern with 2600' N/S rnwy and parking area. Taxi strip will also be eliminated. (3-26)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at minimum en route altitude. Automatic weather cmsnd Aug. 13. (8-13)

JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965'MSL) lctd 2 mi SE - lgtd. (1-7)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123' not mrkd or lgtd. (11-21)

MACOMB ARPT: Operated on limited status. (11-29)

MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for constr-uction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends. (9-17)

MT VERNON ARPT: Work in progress daylgt hrs. W end E/W rnwy clsd. No lgts avail. until May 15. (4-4)

NORTHBROOK-SKY HARBOR ARPT: About May 10, 178'(821'MSL) lgtd twr will be erected 2.1 n mi NNE(34°T) at lat 42-11-10, long. 87-49-28.(3-21) Until June 1, well drilling machine with 57' mast operg 588' W of arpt bndry. Lctd 42-08-39 N, 87-51-53W - not mrkd, painted, or lgtd. Height 752' MSL. (3-1)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Beginning May 1 and until approx July 31, NW/SE rnwy will be clsd for reconst including paving, drainage, and lgtg. (4-8)

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: VOR shut down until approx May 17. During this period the following MEA's can be used: V116: Excello, Mo., Int(Int formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn (MCA V52 2600' northwest) 2000'; Quincy rbn (MCA V52 2600' northwest to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn (MCA 2600' V52 northwest) to Burlington VOR 2600', V50: Kirksville VOR to Quincy rbn 2500'; Quincy rbn (MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Int to Quincy rbn 2600'; Quincy rbn to Elsberry Int 2000' (MRA 5000'); Elsberry Int to St. Louis VOR 2000'. (4-26)

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp-days, area mrkd. Approx 14" dropoff at edge of the taxiway leading between E end of the ramp and rnwy 18. Men and equip. crossing rnwy - days. (7-7)

★SPRINGFIELD-CAPITAL ARPT-TOWER: Mar 20, UHF/DF cmsnd on 243.4, 305.4 mc.(3-21)

VANDALIA-RADIO: May 1, VOR/DME will be shut down until approx July 1. (4-24) (Continued)

ILLINOIS: During shutdown the following MEA's can be utilized: V12, V14 from St. Louis VOR to Academy, Ill., Int, 2000'; Academy Int. - Prairie Int, 2000'; Prairie Int - *Int R356 ENL and STL R-072 (Vandalia Int Temp), 4000'; *When proceeding eastbound to Terre Haute VOR, climb to 5500 prior to reaching Int. Int R356 ENL and STL R072 (Vandalia Int temp) - *Union Center Int, 5500'; *Union Center, Ind., Int - Terre Haute, Ind., VOR, 2000'; *climb to 5500' westbound after departing Union Center Int. V72: Troy VOR - *Int R054 TOY and R356 ENL (Vandalia Int Temp), 4000'; *Int R-054 TOY and R356 ENL (Vandalia Int Temp) - Arcola, Ind., Int, 12,500'; Arcola Int - State Line Int, 12,500'; State Line, Int-Lafayette, Ind., VOR 2000'; *climb to 12,500 prior to reaching Vandalia Int Temp NE bound on V72 and climb to 5500' prior to reaching Vandalia Int Temp E bound on V12-14.

**WAUKEGAN ARPT: 146' max ht twrs supporting transmission line being erected Waukegan, Ill thence northerly 2 mi thence W 4 mi thence southward 29 mi to Des Plaines, Ill. Line passes .7 mi N of arpt - not mrkd, painted, or lgtd. (4-17)

**WAUKEGAN-LAKE CO ARPT: 116' max ht twrs supporting transmission line being erected Waukegan, Ill. thence northerly 2 mi thence W 4 mi thence southward 29 mi to Des Plaines, Ill. Line passes .7 mi S of arpt - not mrkd, painted, or lgtd. (4-17)

**WHEELING-CHICAGOLAND ARPT: 121' max ht twrs supporting transmission line being erected Waukegan, Ill thence northerly 2 mi thence W 4 mi thence southward 29 mi to Des Plaines, Ill. Line passes 1 mi SW of arpt - not mrkd, painted, or lgtd. (4-17)

INDIANA: SPECIAL NOTICE: The atomic Engergy Commission req all pilots to maintain a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

**CEDAR LAKE ARPT: 165' max ht twrs supporting 22 mi of transmission line being erected W of Wheeler, Ind thence southward and westerly to a point on the Ind-Ill stateline, passing .3 mi S of St John, Ind and 3.7 mi N of arpt - not mrkd, painted, or lgtd. (4-17)

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

**CROWN POINT ARPT: 170' max ht twrs supporting 22 mi of transmission line being erected W of Wheeler, Ind thence southwesterly and westerly to a point on the Ind-Ill stateline, passing 1.7 mi S of Merriville, Ind and 1 mi N of arpt - not mrkd, painted, or lgtd. (4-17)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) 160' (419' MSL) tank and 37' bldg being erected at lat 38-01-15, long 87-31-49; 1/2 mi SE; not lgtd, painted or mrkd. (4-8)

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext. not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

FT. WAYNE-SMITH ARPT: 1183' MSL lgtd twr being erected 1.5 n mi SSE (165°T) at lat 41-07-10, long. 85-08-11. (3-22) 770'(1589'MSL) lgtd twr being erected 2.5 n mi SSW(223°T) at lat 41-06-03, long. 85-11-00. (4-8)

**FRANKLIN ARPT: 1217'(2085'MSL) lgtd twr erected 4 n mi WSW(250°T) at lat 39-24-27, long. 86-08-52. (4-8)

GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following exper imental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently.

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

★SPRINGFIELD-VANDALIA-RADIO: May 1, VOR/DME will be shut down until approx July 1. (4-24) (Continued) | ...used only at night. Rnwy 4-22 slippery when wet. Parking on ...

INDIANA: LAFAYETTE-ARETZ ARPT: Until about May 15, flagged seeded area 50' x 1600' E end both rnwys. Use rnwys only. (3-13)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE ARPT: Caution - arpt under const until about Nov 1. Ngt flying discontd - no lgtg facs. One 2500' turf rnwy useable daylgt hrs only. (4-23)
SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW;lat: 39-34-40, long. 85-48-00; elev: 800'. No. of rnwys: 2; N/S rnwy 2640',E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N,E,W. (11-5)
SOUTH BEND-ST.JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)
TERRE HAUTE-RADIO: About Feb 4, VOR shut down until approx April 22. The following MEA's can be used: Direct Route: Vandalia VOR to Terre Haute LFR 2000' Terre Haute LFR to Indianapolis VOR 2200'; Springfield VOR to Terre Haute LFR 2300' Evansville VOR to Terre Haute LFR 1900'; Terre Haute LFR to Int SW crs IND ILS and 075/255 bearing HUF LFR 2800'; Scotland VOR to Terre Haute LFR 2000'; Terre Haute LFR to Lafayette VOR 2000'. (4-12)
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip on fld during daylgt hrs. Expected duration - during summer months. (3-22)
TILDEN-RADIO: See Indianapolis, Ind.
**WABASH ARPT: ABANDONED. (3-14)
IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)
**DALLAS CENTER-HUSBAND ARPT: N 1000' N/S rnwy unusable when wet. No snow removal during winter months. (3-19)
**DENISON-CHAMBERLAIN ARPT: ABANDONED - rnwys will be plowed up. (4-9)
DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area estabd NW, W of long 93-50 and N of lat 41-37. Use caution in this area. (2-19)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
NEWTON MUN ARPT: Fld very soft. Use extreme caution during thaw. (2-11)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
SIOUX CITY ARPT-TOWER: About May 6, ILS lclzr and glide slope will be shut down until approx Nov 6-relctn of lclzr. (4-12)FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars.(11-29)
SPENCER ARPT: Until about June 2, const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)
TROY MILLS-CARSON ARPT: 1358' (2398'MSL) lgtd twr being erected 8 n mi WSW(256°T) at lat 42-17-39, long. 91-53-10. (3-4)
WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: ARKANSAS CITY-STROTHER AUX # 2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
CHANUTE-RADIO: About May 9, VOR will be cmsnd. Freq 114.6 mc. Ident: CNU. Lctd: lat 37-37-34, long 95-35-36. Monitoring Category (1) Class: VORW. (3-20)
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
DODGE CITY ARPT: 683'(3473'MSL) lgtd twr being erected 19 n mi WSW (245°T) at lat 37-38-26, long. 100-20-33. (3-5)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min. en route alt.(5-29)
EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)
GARDEN CITY-RADIO: VOR course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (4-4)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)
KANSAS: GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon thru Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo-equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' above gnd. Hvy acft 1000' above gnd. Caution- men and equip. near rnwys, days. (4-25)
JUNCTION CITY ARPT: 73'(1250'MSL) water tank being erected 1 mi E on U.S. 40 lgtd.(4-3)
KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from and altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
PARSONS-SPECIAL NOTICE: Demolition 7.8 mi ESE at lat 37-17-45, long. 95-07-15.
*PRATT ARPT: 306(2257' MSL) lgtd twr erected 3 n mi SSE(170°T) at lat 37-39-20, long. 98-44-24. (4-18)
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
*TOPEKA ARPT: Permanently closed. (3-7)
TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E,S, and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&E by appointment; 80/87 oct fuel. (4-9)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. (4-17)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.(7-3)
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)
WICHITA-KEN-MAR ARPT: Until about May 1, const on W half of N/S rnwy. (3-27)
KENTUCKY: BOWLING GREEN-RADIO: About May 7, NE course LFR will be realigned from 216° to 229°; NW course from 096° to 116°. (2-28)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi fro m stn.(9-14) About May 20, BJ fac on 263 kc will be changed to London BMH lctd at lat 37-05-25, long. 84-04-30. (4-12)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
LEXINGTON-RADIO: VOR area 330° clockwise to 015° unreliable acct intermittent interference. Azimuth info not to be used for IFR opern. (3-26)
★LEXINGTON-BLUE GRASS ARPT-TOWER: Effect. April 28, hrs opern: 0700-2300. (3-27) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

KENTUCKY: LONDON-RADIO: About May 20, H fac will be cmsnd. Freq: 263 kc. Ident: LOZ. Lcts at lat 37-05-25, long. 84-04-30. Class: BMH. (4-12)

✱LOUISVILLE-BOWMAN FLD-TOWER: Effect. April 28, hrs opern: 0600-2200. FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

✱LOUISVILLE-STANDIFORD FLD-TOWER: ILS glide slope and MM shut down. (9-24) April 22, trans and rcvrs 119.0 and 319.2 mc cmsnd. (4-22) FLD: Due to non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Rnwy 1-19 open to normal day and night operns. Apch lgt system shut down for rnwy extension. Const equip. on fld. Caution advised. Due limited servicing and parking facs, strongly recommend all acft having gross lndg wt of less than 25,000 lbs use Bowman Fld 0800C May 2 thru 2400C May 4. (4-12)

PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL.

LOUISIANA: SPECIAL NOTICE: Effective Mar 1 thru June 1, 1957, the King Cole Caution Area estab within the following described area: along US highway 190 from its junction with the US highway 165 W along US 190 to the Sabine River near Deweyville; thence N along the Sabine River to Logansport, La.; thence along State Highway 38 to Gloster, La.; thence along State Highway 171 to Shreveport, La.; thence E along the southern bndry of Civil Airway Red 10 to Monroe, La.; thence S along US Highway 165 to point of beginning. Altitude: From surface to 50,000 ft. MSL. Activities Conducted: Cover and ground support acft. Time of Use: Continuous only under VFR weather conditions. Controlling Agency: Manuever Director, Camp Polk, La. (2-13)

**ALEXANDRIA-SPECIAL NOTICE: Controlling Agency of Warning Area W-377 changed to England AFB to coincide with name change of airfield from Alexandria AFB. (4-10)

BATON ROUGE-RYAN FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: Caution - obstn lgts twrs being erected 1800' from N end of N/S rnwy.

LAKE CHARLES-RADIO: VOR radials 181°-359° out of tolerance due to scalloping & bends. About May 20, VOR will be shut down until approx June 20. (4-5) During shutdown flgts authorized to use LCH LFR in lieu VOR. Ints and alts as charted. (4-18)

**LAKE CHARLES-McFILLEN AIRPARK: New arpt. Type: "P"; lat 30-07, long. 93-10; lctd 4.0 S; elev. 17'; 1 rnwy (N/S - 2600' - sod); minor A&E; 80/87 oct fuel. (3-29)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188° T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling js at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL; V-18 N Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson, Miss. 1600' MSL; V-18S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys marked with white corsses. Arpt now owned by U.S. Navy. (2-13)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

SHREVEPORT-BARKSDALE AFB-RADIO: Standard ANC separation will be used between IFR acft instead of radar separation until further notice. Radar fac will be shut down 0730-0930 daily and 0800-1200 Sun. (11-1) Radar separation standards will be applied as specified in MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to secondary fixes at alts of 6000' or higher and subsequently vectored by radar to appropriate primary fix. Departing acft will normally be cleared along designated departure routes and after radar contact will be vectored by radar aroung other air tfc. (2-2)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.

MAINE: BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MEA. Roughness beyond 8 mi 360° clockwise to 060°. DME coverage 235°-260°, 35 n mi at 2500'. (3-15)

BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)

**CRIEHAVEN MACHIAS SEAL ISLAND-SPECIAL NOTICE: Controlling Agency has been changed from Commander, Dow AFB to: Commander, Fresque Isle AFB and Commander, Loring AFB, Maine.

**EAST BALDWIN-BALDWIN ARPT: Abandoned - land reverted to agriculture. (3-22)

HOULTON ARPT: Few scattered rnwy lgts inop on rnwy 5-23, three threshold lgts inop on rnwy 23. Six contact lgts out on W side rnwy 1 replaced with smoke pots. (2-4)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.

PHILLIPS-PLEASANT VALLEY FARMS: Caution - 300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

**BALTIMORE-MARTIN ARPT: Rnwy flood lgts on prior request have been discontd. (3-20) Const - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. Two-way rdo required. (3-20)

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev.: 20'.; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct. Unicom (122.8 mc); 1 rnwy (NW/SE) 2500' x 100'.

CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Ident: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc, ident: CS. LOM freq: 303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from center line and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy. (1-25)

CUMBERLAND ARPT: Will be clsd from 1330 May 17 until 0600 May 20 for sport car races will be open on May 17, 18 on prior req. (4-15)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Lgt flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. (1-5)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Caution - const extending rnwy 500' at ENE end. (7-11)

✱PATUXENT RIVER NAS-RADIO: Navy VOR cmsnd. Freq: 117.6 mc. Ident: NHK. Lctd at fld, lat 38-17-41, long. 76-25-15. Mag var.: 7°W. Class: VORW. (4-16)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev.: 140'; lat 39-40, long. 76-00; services minor repairs; 80 octane. 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower altitudes. (3-19)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev. 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct. 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling State Police Barracks.

BOSTON-SPECIAL NOTICE: Air Force approach control "VOLSCAN" equip. will be evaluated from May 20 - 29, during hrs 1200-1600. Tests will be conducted under VFR conditions at all times and will involve from one to ten acft including jet and transport types. Operns will be concentrated in area east of Logan Arpt in Massachusetts Bay. (4-25)

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: New traffic procedures: all acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14)

MASSACHUSETTS: BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (4-2) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution-during daylgt hrs only, men and equip working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevailing wea conditions and is controlled by twr. (1-29) First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - ctn advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or rnwy heading 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip on all fld areas during daylgt rhs. Equip or hazards obstn lgtd at ngt. Caution. (4-15)

NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until June 15. (4-26)

WESTFIELD-RADIO: About June 11, LFR will be shut down until approx June 25. Class will be SBMRLZ. The SE course will be realigned from 302° to 293°. (4-12)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)

**BENTON HARBOR-ROSS FLD: 125' (761'MSL) unlgtd twr erected 2.1 n mi S (194°T) at lat 42-05-28, long. 86-26-13. (4-15) Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft during spring thaw. (3-15)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt.

MICHIGAN: Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25) Ramp const directly in front of main term bldg. Men and equip. on or adj to ramp. (2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. (3-11)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

GREENVILLE ARPT: Clsd for const until approx July 17. (4-18)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

IONIA COUNTY ARPT: 319' (1500' MSL) lgtd antenna being erected 5 n mi SW (232°T) at lat 42-53-08, long. 85-09-12. (4-22)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)

L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. A processing seed plant 65' (910'MSL) constd 2650' SE end of NW/SE rnwy, lgtd. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFIRDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 364 kc unreliable. (3-19)

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075° clockwise, at MEA. (4-29).

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg runway 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to night flying. (11-14) 60' wea radar twr about 100' from centerline of NE/SW rnwy on NE end of rnwy. (4-25)

NEWPORT-MARSHALL ARPT: Mar 11, 77' (659'MSL) reactor containment vessel & 182' lgtd derrick being erected 1.8 n mi ENE (85°T) at lat 41-57-36, long. 83-15-30.

NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 13, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long. 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea conditions. Mission: Surface Naval Gunnery. (4-1)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4)

PLAINWELL-OTSEGO-PLAINWELL ARPT: Wood pole transmission line, 43' to 65.5', being constructed 1740' to 3260' W, S, and SE at lat 42-28, long. 85-39. Completion date May 1. Not mrkd, painted, or lgtd. (2-5)

PONTIAC MUN ARPT: Const W of fld. (8-21) 34' high p-line being erected approx 500' S.

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.

PORT HURON-ST. CLAIR COUNTY ARPT: 425' (1007'MSL) smokestack & 215' (797'MSL) bldg being erected 9 n mi SSE (169°T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. All strips xcpt 9-27 clsd due snow.

SAULT STE MARIE-KINROSS AFB-RADIO: About May 1, ILS glide slope and lclzr will be inop 0700-1800 daily xcpt Sun. (4-23)

MICHIGAN: **SOUTH HAVEN ARPT: 181'(844'MSL) lgtd two-way rdo twr erected 1.2 n mi (360°T) at lat 42-22-36, long. 86-15-50. (3-27)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usuable with skis only until further notice. (12-17)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr 1958. Not mrkd, painted or lgtd. (2-1)
*BEMIDJI-RADIO: April 25, voice feature cmsnd on TVOR. Class: TVOR. (4-26)
BRAINERD ARPT: N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.
MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11 L and intsxns rnwy 4-22, 11R and associated taxiways. Rnwy 8-26 open for daylgt use only. (1-25)
REDWOOD FALLS ARPT: Temp 25' high p-line constructed across SW end of the NE/SW rnwy. (3-22)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd. (4-29)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: **BILOXI-ART'S ARPT: Formerly carried as Rogers. (4-25)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: April 8, VOR shut down until approx April 29. During shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 kc unreliable due to excessive interference. (2-14)
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt. 1000'. (6-20) Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved.
McCOMB-PIKE CO., 8C, MSY-STL ARPT: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDAN-RADIO: VOR/DME relctd and oprg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long 88-48-12. (12-19) Caution - all rnwys and Ints based on Birmingham and Meridan VORs are not usable for navigational purposes until the stns are cmsnd. (4-18)
MERIDIAN-KEY FLD-RADIO: About Apr 29, ILS glide slope will be shut down until approx Aug 29. (4-8)
MERIDIAN-KEY FLD: VOR airborne rcvr check point inop. (3-19) First 1500' rnwy 1 clsd-very rough-marked. (5-23) clsd - repairs; may be opened intermittently. (3-25)
MISSOURI: BELTON-LAMAR ARPT: About May 6, 403'(1333'MSL) lgtd twr will be erected 9.2 n mi SE(153°T) at lat 38-37-20, long. 94-30-30. (4-22)
CLINTON-SPORTSMAN'S ARPK: 250'(1007'MSL) lgtd chimney being erected 9 n mi SW (239°T) at lat 38-18-42, long. 93-55-59. (4-5)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from apt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS glide slope shut down until approx May 24, all other components remain in opern. (4-24)
KANSAS CITY-RADIO: Moderate multiples all courses LFR. Usable except for right side operation. (11-1) About April 29, LFR will be shut down until approx May 10. (4-11)
KANSAS CITY ARPT: 263'(1273'MSL) lgtd twr being erected 9 n mi SE(140°T) at lat 39-00-40, long. 94-28-00. Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss
MISSOURI: bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
LEBANON-ARPT: Until about May 2, N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)
ST LOUIS-RADIO: Soon VHF/DF will be cmsnd using following freq: 118.3, 119.5, 121.5, 122.5, 126.18 mc. (4-24)
ST LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)
ST LOUIS-PARKS METROPOLITAN - SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)
ST LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: May 12 & 26, June 9 & 23, July 7 & 26, Aug 4 &18, Sept 8 & 22 Oct 6 & 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
ST. LOUIS-WEISS ARPT: About May 15, 350'(769'MSL) lgtd stack will be erected 9.5 n mi SE(145°T) at lat 38-24-08, long. 90-20-10. (3-20)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
WARRENSBURG-SKY HAVEN ARPT: 1290' MSL lgtd twr erected 13.3 n mi NNE(28°T) at lat 38-59-27, long 93-40-30. (2-18)
MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,000'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi, 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Field lgts inop. (11-27)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwy 7-25 clsd from intsxn to E end. Remainder of 7-25 restricted to 10,000 lbs GWT. Rnwy 5-23 restricted to 10,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs single-wheel or 70,000 lbs dual-wheel. (3-5)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H fac. (4-9)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MONTANA: MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST. IGNATIUS ARPT: Runway lights inoperative.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500';360°-47°, 26 n mi at 11,000';47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000';118°-164°, 17 n mi at 11,500';164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000';277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

★ALLIANCE-RADIO: TVOR freq changed to 111.8 mc. (4-24)

BRUNING-STATE ARPT: NE/SW taxiway closed.

★NORFOLK-RADIO: April 22, TVOR freq 113.9 mc changed 109.6 mc. (4-23)

OMAHA ARPT: 583'(1746'MSL) lgtd twr being erected 3.9 n mi SW(225°T) at lat 41-15-30, long. 95-57-04. (3-15) Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in window 3' high along W edge of rnwy 12-30.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 200 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas. (2-19)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000';160°-240°, 43 n mi at 10,000';240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000';130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000';110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000';280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000';50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on airway radials only. (12-12)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm. 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8mc) or CAA Commun Stn, Concord Mun Arpt anytime(tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 6000';350°-010°, 35 n mi at 5000';010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500';100°-120°, 26 n mi at 2000'.

CONCORD ARPT: Rnwys operative but caution advised due installing rnwy lgts. Ditches and holes along edges rnwys mrkd by flarepots. Use rnwys only. Caution advised taxiing. Work in progress on arpt removing old taxi strips. Trucks mrkd by orange and white flags moving along and crossing rnwys. Duration of work expected to last until May or June. Rnwy 3-21 not plowed during winter months. Rnwy 30 clsd to ngt operns due to outage of obstn lgts on high tension lgts to E of fld on apchs to rnwy 30. (3-20). All rnwy lgts inop, but flarepots are placed along rnwy 17-35 at night. (3-39)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

NEW HAMPSHIRE: NASHUA-BOIRE FLD: Caution banner pickups and drops during daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Closed - construction. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N.J.

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Field closed during these operations. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip. on field. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500';270°-300°, 17 n mi at 4000';330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

MILLVILLE ARPT: Non-military glider operns wk-days and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About June 10, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1mc. Ident: ARK. Lctd 575' SW of SW end of NE/SW rnwy. Elevation 5'MSL. Apch bearing: 217°. MM lctd 3547' from approach end of rnwy. Elevation 8'MSL. (4-12) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway clsd to all operns from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at int F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500 to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOW-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lighted. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left -hand pat.

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rates take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg are now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min instr alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER CO. ARPT-SPECIAL NOTICE: Air Fair May 4(rain date May 5). All acft without rdo arrive before 1100E. 2-way rdo req btwn 1100-1700E. Twr will oper on N side of fld rcvg and trans VHF only. Lgt acft parking S side of fld. (4-3)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5kc inop until approx May 1. FLD: Acft using rnwy 24 on take-off cont straight out to Delaware riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt & 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford(MFX) bcn. All VFR acft are requested to call McGuire Apch ctl before entering this zone. Civil freq 126.18mc. Caution-exten jet operns during VFR & IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

ANTON CHICO-RADIO: March 28, VOR shut down - modernization. Durg this period, following arwys will be unusable: V-12 OTO-TCC, V-12N ACH-TCC, V-62 San Jose Int - Pleasant Hill Int, V-234 ACH-Conchas Dam Int. (3-28)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

**COLUMBUS, 34, PHX-ELP, ARPT: Sale of aviation fuel perm discontinued. (3-27)

DEMING-RADIO: About June 1, VOR will be cmsnd. Freq: 108.6 mc. Ident: DMN. Lctd lat 32-16-33, long. 107-34-12. Elev: 4175' MSL. Class: VORW. Disregard spurious signals.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

★FARMINGTON-RADIO: April 26, VOR flight-checked & cmsnd. Freq: 115.3 mc. Ident: FMN Lctd: lat 36-45-00, long 108-05-54. Elev: 5870' MSL. Class: BVOR. (4-27)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: About May 1, VOR will be shut down until approx May 26 - modernization. Durg shutdown, the following arwys will be affected: V-12 MEA ABQ-ACH 12,000'; V-83 MEA SAF-CNX 10,000'; V-60 OTO-San Jose Int unusable; V-60S ABQ-OTO unusable.

PINON-RADIO: About June 21, VOR will be cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd: lat 32-31-44, long 105-18-20. Elev: 6578' MSL. Class: VORW. (4-18)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

**BUFFALO ARPT: N/S rnwy (18-36) abandoned and clsd for all tfc xcpt taxiing. There will be no further use of this strip as a rnwy. (4-4)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)

DELANCY-RADIO: March 14, VOR operating test basis only. Freq: 110.2 mc. Ident: DNY. Lat 42-10-40, long 74-57-27. (3-13)

ELMIRA-RADIO: VOR has scalloping all quads. (3-14)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontinued. Rnwy avail for emerg. use - no snow removal. (11-29)

HEMSTEAD-RADIO: About Sept. LFR will be shut down - modernization. (4-25)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. About May 1, LFR will be decmsnd - relctn to vicinity Peconic, N.Y. Concurrently, MHW will be cmsnd at ILS OM site serving rnwy 4. Freq 353 kc. Ident: IDL. Lat 40-35-41, long. 73-48-28. (4-23)

JAMESTOWN ARPT: Const SW end NE/SW rnwy. N/S rnwy clsd-men, equip on rnwys.

LAKE PLACID: Not a seaplane base. Do not land thereon.

LIDO-RADIO: About May 20, MHW will be cmsnd. Freq: 239 kc. Ident: LDO. Lctd lat 40-35-34, long. 73-35-34. (4-29)

MASSENA-RADIO: VOR radials 82°-230° have bends.

MIDDLETOWN-RANDALL'S ARPT: Fld clsd intermittently by "X" during spring wet season acct soft spots. Circle fld - if safe to lnd operator will remove "X". (3-26)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of

NEW YORK: tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y. and Newark Arpt, N. J.

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: Also oper on 306.3 mc. (4-22)

**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylight hours on 1-hour advance notice only. Telephone ALgonquin 5-1000, ext. 666. Restricted to float and skid type helicopters. (2-7)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About May 22, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75' MSL. Alt over MM 240' MSL; OM 1500' MSL. Concurrently with cmsng of ILS, Elmont FM on back course ILS serv rnwy 4, will be decmsnd. (4-12) FLD: Lndgs and take-offs prohibited unless aircraft equipped with functioning 2-way radio, capable of direct 2-way commun with control tower. Closed to fighter type, motorless and jet propelled acft. Closed to mil acft except on official business or flag rank or higher. Caution. Use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm closed for landings and take-offs, avail for taxiing. Rolling surface S end runway 7R-25L. NATCC preferential runway system in effect. 185' MSL control tower is highest airport structure. Caution - taxi A - acft running up on closed runways 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Centerline apch lgtg system serving rnwy 22 cmsnd. System extends 3000' from rnwy pavement out into apch. System consists of green lights across runway at threshold, a red bar light on each side of rnwy 100' from the pavement, a red bar light on runway centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (4-11)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch control on 119.9 mc regardless of weather. No UHF freqs avail for tower contacts. FLD: Closed to jet propelled aircraft, motorless, fighter type and aircraft over 105,000 lbs, also mil acft except those carrying high government officials. Landings and take-offs prohibited unless aircraft equipped with 2-way radio, capable of direct commun with control tower on ground control 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equipment operating inside base of dike-days. 500' approach end of runway 31 not usable for lndg aircraft-days. Obstructions and equipment marked - flags days, lighted nights. Equipment parked 250 feet from centerline of runways when not in use. (9-28) Soon, combination left lane apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decommissioned. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be commissioned. (1-11) Caution-use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at the apch end of rnwy 22 at a distance of 25'. (3-22) Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day lgtd at night. (4-17)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No night flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

NEW YORK: **NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT-TOWER: Lclzr and glide slope shut down. (4-25) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Clsd due rnwy repairs. (2-23)

OGDENSBURG ARPT: E/W rnwy clsd-const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft & jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500', 270°-284° below 6000', 284°-315° below 5000', 315°-360° below 4000'

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. Sod areas unsafe. Rdo rcvr rqrd. (12-3)

SPITFIRE LAKE: Closed seaplane operns-xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: VOR ground rcvr check point unusable. (4-16)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°. About June 3, LFR will be shut down until approx June 14 - repairs. (4-5)

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: All acft operg in and out of arpt required to have operg transmitter and rcvr on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20) Rnwy 5-23 clsd for repaving until approx May 31. (4-25)

**CHERRY POINT-SPECIAL NOTICE: Effect. April 17, Warning Area 122 revised as follows: beginning at lat 35-09-00, long. 75-00-00; thence southeast to lat 34-21-00, long. 74-05-00; SW to lat 33-06-00, long. 75-53-00; NW to lat 33-58-45, long. 77-12-00; continuing NW to lat 34-17-45, long. 77-37-30; thence in a northeasterly direction 3 n mi from and parallel to the North Carolina mainland and outer shoreline to lat 35-05-00, long. 75-51-00; thence clockwise along the arc of a cricle with a radius of 60 mi centered at lat 34-54-30, long. 76-53-00; to lat 34-50-00, long. 75-50-00, thence NE to lat 35-05-00, long. 75-00-00; thence N to lat 35-09-00, long. 75-00-00, thence N to point of beginning. (3-26)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

COFIELD-RADIO: VOR radials 250° thru 275° out of tolerance - roughness and bends.

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx July 1 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (3-26)

*FT. BRAGG-POPE AFB-RADIO: USAF LFR decmsnd. USAF homing fac cmsnd. Freq: NORTH CAROLINA: 338 kc. Ident: FTB. Bear., dist to fld; 225°, 2.2 n mi. Lctd lat 35-12-14, long. 78-58-36. Class: H. (4-12)

**FT. FISHER ARPT: Abandoned. (3-26)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)

HICKORY-RADIO: VOR radials 270° thru 285° and 150° thru 160° out of tolerance acct roughness and bends. (4-12)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

MANTEO ARPT: Rnwy lgts inop. (1-30)

NEW BERN-RADIO: April 23, VOR shut down until approx May 23. During shutdown VOR flgts authorized to use EWN rdo bcn in lieu of EWN VOR. Intersections and MEA as charted. (4-23)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN.. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (3-13)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

ROCKY MOUNT-RADIO: VOR radials 150°-180° out of tolerance account of roughness and bends. (2-15) April 22, VOR shut down until approx May 22. (4-23) During shut down following temp MEA's will apply: V-157 IMN-La Grange Int.; thence LUL 180° radial MEA 5000'. V-194 RDU-CVI, 3000'; V-194S, V-213 unusable. Temp La Grange Int RDU-120, IMN-009. RMT apch and compulsory reporting unusable during shut down. (4-8)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (2-21)

NORTH DAKOTA: FARGO-RADIO: Victor 2 N arwy radial 104° has scalloping in excess of 2°

FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and tk-off. Flood lgts rnwy 21 inop. (4-8)

JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE (162°T) at lat 46-52, long. 98-39 & being completed approx Sept 1957. (4-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Fld rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope unusable from MM to apch end rnwy 36 - acct roughness and inadequate clearance. (4-29) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CINCINNATI RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unalbe to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

OHIO: CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Unlgtd snow fences erected in sod areas W of N and S hangar lines. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6)
CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-off: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-off: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference. (5-23)
DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement & beginning const areas mrkd by red lgts ends rnwy 6-24; end pavement rnwy 24 mrkd daylgt opern. Rnwy 6-24 closed 0700-1800 until approx June 30. (4-29)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-204°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip on field days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13)
LEBANON-J & J ARPT: Type: "P"; lat 39-27, long. 84-15; lctd 3 mi NW; elev 880'; 1 rnwy; 2100' turf; 80 oct gas; remarks - p-line S. Rgt tfc lndg and take-off N. Soft during spring thaw. (4-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°, Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. Establish over station position by positive To-From indication. (1-17)
MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holesof various depths on each side of all hard surfaces. (3-15)
PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct gas. (1-17)
PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)
PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail.

OHIO: PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)
SANDUSKY-RADIO: Nov 26, VOR mobile test unit operg on 109.2 mc at lat 41-20-33, long. 82-42-33.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld; (9-29)
TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
ARDMORE ARPT: KVSO-TV twr lctd 4.6 n mi N (5°T) at lat 34-22-29, long. 97-08-23, destroyed by Tornado, April 2. Replacement date has not been determined. (4-5)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy clsd - due const. Caution - equip on fld. (10-31)
**HUGO-WEDDINGTON ARPT: CLOSED - unsafe, not maintained, cattle on fld. (4-4)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
★OKLAHOMA CITY-RADIO: Also oper: 121.5, 243.0 mc. (4-23)
★OKLAHOMA CITY-WILL ROGERS FLD-TOWER: Also opers: 243.0, 348.6 mc. (4-23)
** FLD: Rnwy 08-26 perm clsd. (4-24) Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt. Rnwy 8-26 clsd for lndg and take-off. (4-11)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwy hazardous - deep holes.
STILLWATER-SPECIAL NOTICE: Extreme caution advised May 2, 3, 4 due lgt acft participating in National Intercollegiate Air Meet. (4-17)
TULSA-RADIO: VOR/DME shut down until approx May 9 for relctn to lat 36-11-52, long. 95-47-17. (4-1)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-off to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-24)
OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: May 5, 12, 19, 26, June 9, 23, July 7, 21, Aug 4, 18, Sept 15, 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH, SITE 73, RIV-DLS ARPT: Now open & safe for all acft. (4-24)
CRESCENT LAKE-JUNCTION ARPT: Clsd during winter - due snow. (12-7)
EUGENE-RADIO: VOR has occasional severe scalloping, making crs line info unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N end of rnwy 34-16 hazard mrkd. Land S of threshold lgts & painted rnwy number. Work in progress & excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd & hazard mrkd. (1-23)

OREGON: **GATES-DAVIS ARPT: Abandoned.
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKE O'WOODS ARPT: Closed durg winter - due snow. (12-7)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of center intsxn, max depth 100'. (3-7)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTNL ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd driver in area. Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd.
PORTLAND SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.
SILVER LAKE ARPT: New arpt reported; lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev: 4475'. 1 rnwy 3200' gravel; remarks - Caution - fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P May 26, June 23, July 21, Aug 18, and Sept. 29 - caution. (4-10)
WALLOWA-SAFFER ARPT: Closed durg winter - due snow. (12-7)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod areas soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and construction in progress in areas adj to rnwy. Equip. occasionally cross rnwy. Areas marked.
BRADFORD-HARRI-EMERY ARPT: When snow and wea conditions warrant, NE/SW rnwy will be closed. (12-11)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri., 0800-1700. N bndry - lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed.
COURDERSPORT-POTATO CITY ARPT: Temp clsd due soft condition of fld and large ruts on rnwys.
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)
**GALETON-CHERRY SPRINGS ARPT: Permanently closed. (3-26)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instr apch to Gettysburg Arpt under actual instrument conditions.
GREENVILLE ARPT: Clsd temp until further notice due soft condition of fld. (2-18)
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Fittsburgh. (11-4)
LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)
LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd indefinitely. (3-15)
PHILADELPHIA-RADIO: About June 4, LFR will be shut down for approx two days for realignment N course from 180° to 160°. (3-8)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft operg under Radar Apch Control will under no circumstances reverse course or make a transition at the OM after having received the final vector to the ILS course without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the approach. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Ctl clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 12 closed for lndgs. Rnwy 30 avail. for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail. under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway between rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail., load and unload stops at Pier C, only avail. for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
**PHILADELPHIA-WINGS ARPT: Lctd 12 mi NW. (Formerly carried under Ambler).
PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)
PITTSBURGH-ALLEGHENY CO. ARPT: 842' (2042' MSL) lgtd twr being erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E quad.
READING-GENERAL SPAATZ FLD: Due to non-visibility twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

PENNSYLVANIA: SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000';100°-120°, 26 n mi at 4000';120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000';305°-335°, 35 n mi at 4000';335°-005°, 26 n mi at 4000'. (1-5)
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE ARPTL S third rnwy soft, field rough. (12-14)
WASHINGTON ARPT: Closed due construction until about September 1. (4-2)
WILKINSBURG-PITTSBURGH ARPT: Closed-heavy equipment on runway and field. (4-1)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-eng and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.
SOUTH CAROLINA: ✱ALLENDALE-RADIO: April 25, VOR flgt-checked and cmsnd. Freq: 116.7mc. Ident: ALD. Monitoring category (1). Lctd 33-00-56, long. 81-17-30. Class: VORW. (4-26)
CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR operg test basis. During test opern Temp MEA SAV to MYR via V-1; 3000';CAE to CHS via V-53, 3000';FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intsxns satisfactory for use as indicated: Jamestown Int. FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/NW crs. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable. (4-23)
CHARLESTON AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs-extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)
COLUMBIA-RADIO: About May 20, VOR will be shut down until approx. June 17-modern. (4-8) During shutdown arwys V-53 SPA to CHS MEA 4000', V-56 AGS to FLO MEA 3000', V-37 CLT to SAV MEA 6000'. V-18 AGS to CHS via AGS 090° and CHS 302° MEA 3000'. Whiterock Int temp redesignated SPA 149° and AGS 050°. Blythewood Int temp redesignated AGS 055° and CLT 185°. North Int, Burton Int, and Adams Run Int unusable. (4-18)
FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance-roughness and bends.
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all landing area lights inoperative. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
MYRTLE BEACH AFB/MUN ARPT: All acft use extreme caution in Myrtle Beach area. Rdo equipped acft ctc MYR AFB twr on 126.18 or 121.5 mc for lndg. Acft without rdo circle arpt for visual signal from twr before attempting to land. (3-25)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: 200' N end rnwy 17-35 clsd all operns.
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
✱HURON-RADIO: April 17, VOR freq changed from 113.3 mc to 114.7 mc. (4-17)
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission.
PIERRE-RADIO: April 18, VOR shut down until approx. May 30. (4-18)
RELIANCE-FLETCHER ARPT: About May 6, 711'(2883'MSL) lgtd twr will be erected 6.2 n mi NNW(346°T) at lat 43-57-55, long. 99-36-11. (4-15)
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

TENNESSEE: BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. NE and NW courses LF range have moderate to severe multiples. (7-27)
CHATTANOOGA-LOVELL FLD: All acft within tfc ctl zone between sunset-sunrise must be equipped with transmitter and receiver capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr.
★JACKSON-RADIO: Name and ident LFR and VOR changed to Jack's Creek, JKS, respectively. ATCS will remain Jackson, Tennessee. (4-25)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.
✱KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis. (4-25) UHF/DF guards: 243.0 and 305.4 mc. (4-23)
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends & roughness out of tolerance. VOR/DME signal coverage 270,-180°, 43 n mi;180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA's and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000';V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)
NASHVILLE-BERRY FLD: Taxiway btwn ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy-use as a taxiway. (12-28)
SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy fld. (2-19)
TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE ARPT: Boundary lights runway 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas; Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)
AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down-relctn. (4-15) During this period, ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft landing and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green rng lgts on rnwy 30 designates touchdown point ngts.
BEAUMONT-JEFFERSON CO. ARPT-TOWER: About May 1, ILS will be cmsnd. Lclzr freq: 109.5mc, ident: BUJ. Glide slope freq: 332.6mc. Apch bear: 113°. LMM freq: 206kc; ident:UJ. LOM freq 236kc;ident BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. FLD: Rnwy 11-29 clsd-construction. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)
BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)
BIG SPRING-RADIO: April 8, VOR shut down until approx. Aug 8-relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEA's remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear. from BGS LFR. Mustang Int use 266° bear. from BGS LFR. (4-5)
BIG SPRING-HAMILTON ARPT: Caution all alts- intensive jet trng.
COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000';95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)
CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. Expected to reopen about June 1. (4-23)
CULBERSON-RADIO: About May 20, VOR/DME will be shut down until approx. June 20. (4-5) During shutdown, following MEA's authorized on V-66, V-79 using HUP VOR. HUP VOR to CXN VOR 10,000'. CXN to ARNO Int 12,500'. Arno Int to Monohans Int 14,500'. Courses as charted. Gore Int CNM radial 177° in lieu CXN 360°. MRA 10,000'. (4-22)
DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)

TEXAS: DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000'MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions. (11-14)

EAGLE LAKE-FADIO: About May 20 VOR will be shut down until approx June 20. (4-5)

During shutdown VOR flgts authorized to use following temp MEAs, Routes and Fixes: (1) GLS 278 or HOU 262 and CLL 165° radials authorized as ELA fix in lieu VOR. MEA 4000'. (2) V180 SIH to ELA not usuable. Temp route SIH to Int V198(HOU 262° radial) via AUS 125° radial authorized.MEA 5000'. (3) V180 ELA fix to Richmond VOR Int.authorized via GLS 278° radial MEA 4000'. Richmond VOR Int to Arcola VOR Int. authorized via GLS 278° radial MEA 2000'. (4) V198 Seguin VOR Int.to ELA fix authorized via SAT 080° and HOU 262° radials. MEA 5000'. (5)Route Dacus VOR Int. to Courtney Int not usuable. Temp route Keenan VOR Int. to V15 authorized via LFK 213° radial. MEA 5000'.(6) Courtney and Cypress VOR Ints not usable. Following fixes temp redesignated: Dacus VOR Int Hou 330° and CLL 085° radials; Gulf Coast VOR Int Hou 345° radial and 125° mag bear to MNU Rbn; Fairbanks VOR Int Hou 315° radial and NE course RIC LFR; Richmond VOR Int GLS 278° and HOU 247° radials. No change in MRA's except Richmond VOR Int.which is 2000'.(4-18)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compresser starting equip avail.

FORT STOCKTON-RADIO: About May 7, VOR will be cmsnd. Freq. 112.8 mc. Ident:FST. Lctd: lat 30-57-20, long 102-58-30. Monitoring Category (1). (4-18)

FORT WORTH-CARTER FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly mrkd. (3-21)

FT. WORTH -MEACHAM FLD-TOWER: About May 6 ILS lclzr and glide slope will be shut down until approx July 6.(4-3) Effect May 1, twr hrs opern: 0600-2200. (4-15)

GEORGETOWN ARPT: N/S and NW/SE rnwys lgts and bcn inop. (6-5)

GUTHRIE-RADIO: April 22, VOR shut down until approx May 22. (4-22) During shutdown, GTH VOR, flgts authorized to use V-102 LBB VOR -SPS VOR MEA 6000' MSL. (3-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°,instrument opern and apch procedures utillizing these radials, are not authorized.In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR Inst apch procedure No.1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron uncontrollable and unreliable- not to be used as tfc direction indicator. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for tk-offs to E only; no lndgs. (3-11)

HUECO MOUNTAIN-RADIO: May 31, MHW will be cmsnd. Freq: 317 kc. Ident: HCO. Lctd lat 31-49-06, long. 105-59-42. (4-22)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

TEXAS: KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement.

KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 100' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Rnwy 13-31 clsd for installation of hi-intensity rnwy lgts.

**LUBBOCK ARPT-SPECIAL NOTICE: ILS procedure #1, straight-in minima 400-1 until further notice. (3-2)

LUBBOCK ARPT-TOWER: Mar 4 ILS glide slope shut down until approx Sept 1. (2-25)

FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)

LUFKIN-RADIO: DME coverage 125°-145°, 43 n mi at 1500'; 145°-280°, 35 n mi at 1500'; 280°-305°, 35 n mi at 1700'; 305°-315°, 26 n mi at 1700'; 315°-335°, 35 n mi at 1700'; 335°-015°, 35 n mi at 2000'; 015°-060°, 35 n mi at 1700'; 060°-125°, 35 n mi at 1500'; Mar 27, VOR shut down until approx April 22 - during this period VOR flgts authorized to use LFK Rbn in lieu VOR xcpt V13E LFK to SHV unusable. Intersections, altitude and reporting points as charted. (4-15)

MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4mc.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sunday. Fld will be clsd by white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-off and lndg. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW.

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

NEWMAN-RADIO: About May 31, MHW will be decmsnd and relctd at Hueco Mountain.

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)

**PANHANDLE ARPT: Abandoned - land use changed. (4-18)

PORT ISABEL ARPT Clsd all operns - const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHAMROCK ARPT: Beacon and rnwy lgts inop. (7-9)

SNOOK-RADIO: USAF H fac cmsnd. Freq 371 kc. Ident SOK, lctd lat 30-29-00, long 96-29-25. Class: MHW. Bear & dist to Bryan AFB: 355°, 8.0 n mi. (1-29)

SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hrs on Green Arwy #5 approx 134 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - account of severe scalloping and roughness.

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'; coverage over restricted Areas 219 and 443 not certified.

**WAXAHACHIE-STOCKHAM DUSTING ARPT: Abandoned. (4-19)

**WICHITA FALLS-KICKAPOO ARPT: 350' (1374' MSL) lgtd twr erected 3.8 n mi W (290°T) at lat 33-52-15, long. 98-33-07. (4-11)

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA.

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

UTAH: PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL: 340°-20°, 26 n mi at 12,000'MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. (4-25)
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040° 35 n mi, 40° thru 50° 30 n mi, 50° - 85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, & 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext.808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel.CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi.;345°-067° below 6000';344°-280° below 7600'; 279-255° below 9500';255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct gas. (4-15)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
HOT SPRINGS-INGALLS ARPT: Closed (10-29)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: About May 8, ILS lclzr and glide slope will be shut down until approx June 8. (4-24) FLD: Exten const in progress apch end rnwy 20. Caution - const - men and equip. operg NE portion of fld approx 150' N and parallel to rnwy 24 from head of rnwy to the E/W taxi strip. Rnwy 6-24 will be clsd for approx one month effect. May 8 - rnwy widening in progress. Rnwy 2-20 ext will be avail. for use on May 8. N end of rnwy 2-20 extended 1500'. Rnwy length of 2-20 will be 5000'. (4-24)
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK ARPT: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)
OCEANA-RADIO: Navy VOR cmsnd. Freq: 114.9 mc. Ident: NTU. Lctd Fentress ALF, lat 36-41-39, long. 76-08-15. Mag var 7° W. Bear., dist fld: 039°, 8.2 mi. Class: BVOR.(4-22)
VIRGINIA: PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (12-19)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways caution.
WAVERLY ARPT: Unattended until further notice - no services avail - land at own risk.
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BANDERA ARPT: Closed - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
**BELMONT-BLACKS RANCH ARPT: ABANDONED. (4-3)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
**EASTON, BCN SITE 5B, SEA-HLN: Bcn changed from green flasher to a double end green and clear 6 rpm revolving 36" bcn. No crs lgts and no coded ident. (4-22)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000';280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
**KENT ARPT: Now private arpt - use at own risk. Tk-offs and lndgs limited to oiled strip along E side. (3-22)
**LATHA ARPT: ABANDONED. (4-3)
LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)
LESTER ARPT: Closed - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PACKWOOD ARPT: Closed - due snow. (12-7)
PULLMAN-MOSCOW ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only.
RIMROCK-TIETON ARPT: Closed - due snow. (12-7)
★SEATTLE-AIR ROUTE TRAFFIC CONTROL CENTER: April 16, trans and rcvr 120.7 and 285.4 mc cmsnd Boise, Idaho peripheral site.
SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All Daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft traffic pattern W of the airport 1500'. Jet aircraft traffic pattern W of the airport 2500'. Due to non-visibility twr unable to control traffic on parking apron #4 and W of blast fence in front of Boeing Flight Center. W taxiway closed to traffic until further notice. (3-15)

(30 Apr 1957)

WASHINGTON: SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. FLD: Taxiway between rnwy 29 & rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontinued. Second and third row lights at N end reestablished. First row lights now 300' S of rnwy 34. (11-1)

SKYKOMISH ARPT: Closed - due snow. (12-7)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. About March 28, lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. (3-29) FLD: 40" high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 and 7-25 clsd for const until about June 22. (3-20)

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

YAKIMA-RADIO: VOR flight-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18)

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop.

GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

PRINCE-SPECIAL NOTICE: April 19 until approx May 24, U. S. Army will conduct rocket firing practice across New River from bottom of Batoff Mountain lctd approx 8 mi NE Beckley along route 19 and 41. Rockets may attain height of 1000'. Area should be avoided.

WISCONSIN: FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders durg winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640'; 87 octane gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. Apch lgts rnwy 36 inop. (10-17)

WISCONSIN: MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

RHINELANDER-ONEIDA CO ARPT: Arpt bcn will be inop beginning May 6 for approx one week due relctn. (4-18)

**THREE LAKES ARPT: Correct elev is 1637'. (4-8)

WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)

WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

WYOMING: CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

CHEROKEE-RADIO: April 8, VOR/DME shut down until approx May 6, modernization. during shutdown following arwys will be affected: V-4, V-4N, V-6, V-6N, RKS-CKW, V-4 CKW-LAR, V-6, V-6N CKW-RKR, V-26 CKW-CPR all unusable. (4-10)

CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)

CRAZYWOMAN-RADIO: About May 6, VOR will be shut down until approx June 3. Durg this period, the following arwys will be unusable: V19 and V19E Sheridan to Casper. V247 Crazywoman to Douglas. (4-15)

DOUGLAS-RADIO: April 3, VOR shut down until approx May 10 - modernization. During this period the following arwys will be unusable: V19 Casper-Wheatland Intersection, V19E Casper-Cheyenne, V-247 Douglas-Crazy Woman. (4-23)

GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

KEMMERER ARPT: Arpt unsafe for opern of acft with wheels acct snow. (1-28)

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

**RIVERTON ARPT: 2 rnwys avail - (10-28) 6200' hard surface, (N/S) 3200' sod; storage, minor acft and eng repairs avail; unicom. (4-8)

ROCK RIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000'; 40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000'; 230°-360°, 43 n mi 12,000'. About May 6, VOR/DME will be shut down until approx June 3. During this period the following will be unusable: V-118 LAR-RKR; V-138 and 138N RKR-CYS; V-196 RKR-Wheatland Int; V-85 and 85W RKR-CPR; V-6 CKW-SNY; V-6N RKR-CKW. The following Ints will be unusable: Bear Creek and Albion. (4-16)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM & LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end rnwy 12-30 clsd - mrkd. (3-21)

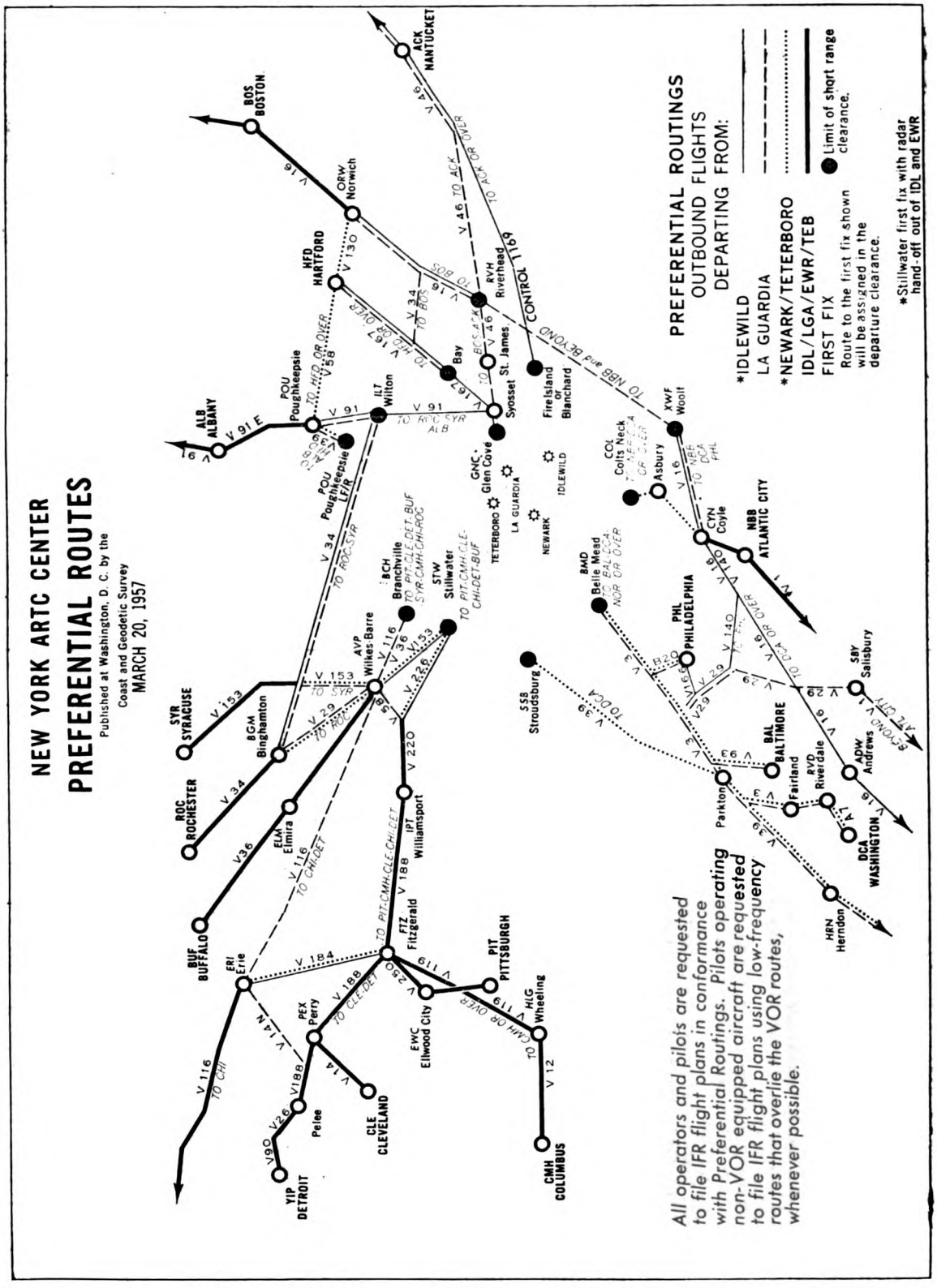
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept. 30. (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylight operations proceed with caution - night operations observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)


NEW YORK ARTC CENTER
PREFERENTIAL ROUTES
Published at Washington, D. C. by the
Coast and Geodetic Survey
MARCH 20, 1957
PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:
*IDLEWILD
LA GUARDIA
*NEWARK/TETERBORO
IDL/LGA/EWR/TEB
FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.
Limit of short range clearance.
*Stillwater first fix with radar hand-off out of IDL and EWR
All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.
BOS BOSTON
ACK NANTUCKET
ORW Norwich
HFD HARTFORD
RVH Riverhead
ALB ALBANY
POU Poughkeepsie
IL7 Wilton
Bay St. James
Syosset
Fireisland or Blanchard
CONTROL 169
SYR SYRACUSE
BGM Binghamton
ROC ROCHESTER
ELM Elmira
AVP Wilkes Barre
BCH Branchville
STW Stillwater
GNC Glen Cove
TETERBORO
LA GUARDIA
NEWARK
IDLEWILD
COL Colts Neck
Asbury
XWF Woolf
CYN Coyle
NBB ATLANTIC CITY
BMD Belle Mead
PHL PHILADELPHIA
SSB Stroudsburg
BUF BUFFALO
ERI Erie
PEX Perry
Pelee
CLE CLEVELAND
EWC Ellwood City
FIT Fitzgerald
IPT Williamsport
PIT PITTSBURGH
HLG Wheeling
CMH COLUMBUS
YIP DETROIT
Parkton
BAL BALTIMORE
Fairland
RVD Riverdale
ADW Andrews
DCA WASHINGTON
SBY Salisbury
HRN Herndon

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
Jacksonville, Imeson	6.0 S; 187°	1000	996	30-19-22; 81-38-34
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
Anderson, Ace	2.0 WNW; 302°	1400	534	40-03-42; 85-42-33
Evansville, Dress Mem'l	8.0 ESE; 98°	1049	569	38-01-31; 87-21-43
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Vinton, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
Dodge City, Dodge City	19.0 WSW; 245°	3473	689	37-38-26; 100-20-33
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Downtown	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
Boston, Logan	10.9 WSW; 252°	1349	1199	42-18-37; 71-14-14
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
Saginaw, Tri-City	11.3 ESE; 112°	1647	1056	43-28-13; 83-50-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
Tupelo, Tupelo	4.9 NNE; 35°	854	529	34-19-24; 88-42-39
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
Omaha, Omaha Municipal	3.9 SW; 225°	1746	583	41-15-30; 95-57-04
NEVADA				
NEW HAMPSHIRE				
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
Lovington, Lea County	33.0 NW; 321°	6086	1610	33-22-32; 103-46-05
Albuquerque, Kirtland AFB	5.0 SSE; 157°	5649	640	35-12-08; 106-36-38
NEW YORK				
NORTH CAROLINA				
Charlotte, Douglas	10.5 ENE; 74°	1932	1076	35-15-41; 80-43-38
Wilmington, New Hanover Co.	16.0 W; 281°	1049	999	34-19-15; 78-13-42
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	16.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 226°	3556	621	46-43-30; 102-54-58
Williston, Chandler	6.1 WSW; 267°	3221	878	48-08-02; 103-51-36
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
Austin, Mueller	4.1 W; 280°	2049	1140	30-18-35; 97-47-33
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Eastland, Eastland	1.1 SE; 145°	3168	1608	32-24-00; 98-48-17
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
Midland, Midland Air Term.	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
Charleston, Kanawha Co.	14.9 W; 277°	2049	999	38-24-28; 81-54-14
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods:(a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of 4° be indicated through use of the ground check or +6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 108.6 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, Louisiana
Alexandria, Minnesota
Alton, Illinois-Civil Memorial (Troy, Illinois VOR)
Anderson, South Carolina
Anthony, Kans., 24, AMA-MKC
Arcata, California
Ardmore, Oklahoma AFB
Asheville, N.C.-Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana - Ryan
Beaumont, Texas - Jefferson County (Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI (Pulaski, Virginia VOR)
Boise, Idaho-Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Brunswick(St.Simons Is.)Ga., McKinnon
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Air Terminal
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Charlotte, N.C. - Douglas
Coalinga, California - Coalinga
Corpus Christi, Texas-Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, California - Daggett Intn'l
Dallas, Texas - Love Field
Danville, Virginia
Decatur, Alabama - Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan - Wayne-Major (Carlton, Michigan VOR)
Dillon, Montana, 32, SLC-GTF
Douglas, Arizona-Bisbee-Douglas Intn'l
DuBois, Idaho, 23, SLC-GTF
El Dorado, Arkansas-Goodwin Field
Ellensburg, Washington - Bowers
El Paso, Texas - El Paso Intn'l
Ephrata, Washington
Eugene, Oregon - Mahlon-Sweet
Evansville, Indiana-Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Gage, Oklahoma
Galveston, Texas-Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., Bowerman Field
Houston, Texas - Andrau
Houston, Texas - Ellington AFB (Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, California
Imperial, Nebraska, 17A, DEN-GRI
Iowa City, Iowa
Jackson, Michigan-Reynolds Field (Litchfield, Michigan VOR)
La Junta, Colorado (Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia (Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia -Preston-Glenn
Malden, Missouri
Marysville, California -Yuba County
Massena, New York-Richards Field
McComb, Mississippi-Pike County
Meridian, Mississippi-Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l (Wold-Chamberlain)
Minot, North Dakota-Port O'Minot
Modesto, California - Modesto
Modesto, California -Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana-Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., Will Rogers
Old Town, Maine (Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois-Greater Peoria (Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., -Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon-Portland Intn'l
Poughkeepsie, N.Y.-Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colorado-Pueblo Memorial
Raleigh, N.C., Raleigh-Durham
Rawlins, Wyoming - Rawlins
Red Bluff, California - Municipal
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., Rosecrans Mem'l
St. Louis, Missouri-Lambert
Sacramento, California
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California-Lindberg
San Francisco, Calif., International (Oakland, California VOR)
Sayre, Oklahoma-Sayre
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman(Akron VOR), Colorado
Topeka, Kansas - Philip Billard
Tuscon, Arizona
Tyler, Texas-Pounds Field (Quitman & Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Florida-Palm Beach AFB
White Plains, N.Y.-Westchester Co. (Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts (Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona - Yuma County

GROUND

Aberdeen, South Dakota-(Saunders)
Albany, Georgia
Albuquerque, N. Mex., Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., Allentown-Bethlehem-Easton
Amarillo, Texas-Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas-Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Kentucky-Bowling Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas-Rio Grande Valley Int.
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W.Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio(See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, South Carolina-Municipal
Columbus, Ohio-Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Florida
Cross City, Florida-MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elko, Nevada
Elmira, New York-Chemung County
Emporia, Kansas
Erie, Pa., Erie-Port Erie
Fillmore, California
Florence, South Carolina
Fort Myers, Florida-Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., New Garden City
Gila Bend, Ariz., Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., Austin-Straubel
Greensboro, North Carolina-High Point
Greenwood, Miss., Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Hobbs, New Mexico-Lea County
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas-Kimble County
Key West, Florida-Boca Chica
Key West, Florida-Key West Intn'l
Kirksville, Missouri, 12, MKC-CHI
Klamath Falls, Oregon-Klamath
Knoxville, Tenn., McGhee Tyson
La Crosse, Wisconsin
Lafayette, Indiana - Purdue
Lafayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan- Capital City
Laramie, Wyoming - Brees Field
Laredo, Texas
Las Vegas, Nevada-McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas-Gregg County
Los Angeles, California
Louisville, Kentucky-Bowman
Louisville Kentucky-Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama-Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts-Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana-Moisant
North Platte, Nebraska-Lee Bird
Olympia, Washington
Orlando, Florida
Paducah, Kentucky - Barkley
Palacios, Texas
Parkersburg, W. Va., -Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois-Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas - Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois-Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N.Y., Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina
Roswell, New Mexico
St. Petersburg, Fla., Pinellas Co. Int.
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyoming-Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota-Municipal
South Bend, Ind., St. Joseph County
Spartanburg, South Carolina-Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Florida - Dale Mabry
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California
Topeka, Kansas - Philip Billard
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama-Van De Graaf
Twin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C.-Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
W. Palm Beach, Fla., Palm Beach Intn'l
Wheeling, W. Va., Wheeling-Ohio County
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER

Columbus, Ga.-Muscogee County
Roanoke, Va., Woodrum Field

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

Procedure CANCELLED 4 April 1957 - Replaced by Special procedure not published in Regulations of the Administrator Part 609

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Spokane, Wash	Geiger Field 2372'	Geiger Radar	1, Orig 12 Mar 55	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

Procedure CANCELLED, effective 8 May 57.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★College Station, Texas	Easterwood 319'	BVOR-CLI	VOR-DME-10, Orig, 19 May 56	None

Procedure CANCELLED, effective 8 May 57

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★College Station, Texas	Easterwood 319'	BVOR-CLL	VOR-DME-28, Orig, 19 May 56	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
GEG VOR	LOM	direct	4000	T-dn	300-1	300-1	200-½
GEG LFR	LOM	direct	4000	C-d	500-1	500-1	500-1½
Rockford FM	LOM	direct	4700	C-n	600-1	600-1	600-1½
Pine City FM/RBn	LOM	direct	4000	S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side crs 205 Outbnd, 025 Inbnd, 4000' within 10 mi. NA beyond 10 mi.
Minimum altitude over facility inbnd on final approach crs, 3500'
Crs and distance, facility to airport, 025-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, turn left, climb to 4500' on crs 360 from LOM or on R-360 GEG within 15 mi.
Alternate missed approach when requested by ATC:
(1) Turn left, climb to 4500' on crs 300 from LOM or on R-300 GEG within 15 mi.
(2) Turn left, climb to 4000', proceed to LOM, hold on E side of 205 Outbnd - 025 Inbnd crs at 4000' within 15 mi of LOM.
(3) Climb to 4500' on N crs GEG-LFR within 20 mi of station - all turns on W side of N crs.
(4) Turn left, climb to 4000' on W crs of LFR within 20 mi, all turns on S side of W crs.
(5) Turn left, climb to 4000', proceed to LOM, hold on E side of SW crs ILS at 4000' within 15 mi of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Spokane, Wash	Geiger Fld 2372'	LOM GE	1, Orig, 1 Jun 57	Comb ILS-ADF No. 1 Amdt 10 18 Feb 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charleston LFR	Charleston VOR	direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-15	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 342 Outbnd, 162 Inbnd, 1200' within 10 mi.
Minimum altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 162-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, climb to 1500' on R-162 CHS within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Charleston, S C	Charleston AFB/Mun 45'	BVOR CHS	1, Orig, 1 Jun 57	"Special", 8 May 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Bryan LFR	CLL-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-28	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 098 Outbnd, 278 Inbnd, 1500' within 10 mi of Int#
Minimum altitude on final approach crs over Int#, 1000'
Crs and distance, Int# to airport, 278-2.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 mi of Int#, turn left, climb to 1500' on R-118 within 20 mi.
→ #Int R-098 CLL & Brng 230 to Snook RBn.
NOTE: Procedure authorized only for aircraft equipped to receive CLL VOR and SOK RBN bearings simultaneously.

★ City and State: College Station, Tex | Airport Name & Elev.: Easterwood 320' | Fac. Class & Ident.: BVOR CLL MHW SOK | Procedure No. & Eff. Date: 2, Amdt 3, 26 May 57 | Sup. Amdt. No. Dated: 2, 25 May 57

RDM-LFR	RDM-VOR (Final)	direct	3800*	T-dn	300-1	300-1	200-½
				C-dn*	700-1	700-1	700-1½
				A-dn	1500-2	1500-2	1500-2

Procedure turn N side of crs, 285 Outbnd, 105 Inbnd, 6000 within 10 miles. NA beyond 10 miles.
Mimimum altitude over facility on final approach crs, *3800.
→ * Maintain 4600' MSL until passing RDM-LFR. If passing RDM-LFR not verified, maintain 4600' MSL to RDM-VOR.
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, execute climbing right turn, climb to 7000' on R-172 within 15 miles
SHUTTLE: To 7000' on R-105 within 10 miles

★ City and State: Redmond, Ore | Airport Name & Elev.: Roberts Fld 3077' | Fac. Class & Ident.: BVOR RDM | Procedure No. & Eff. Date: 1, Amdt 2, 1 Jun 57 | Sup. Amdt. No. Dated: 1, 29 Oct 55

Wadsworth FM	RNO-VOR	direct	9000	T-dn	2000-2	2000-2	2000-2
Reno LFR	RNO-VOR	direct	9000	C-dn	2500-3	2500-3	2500-3
Verdi Int	RNO-VOR	direct	9000	A-dn	2500-3	2500-3	2500-3
Mt. Rose Int	RNO-VOR	direct	9000				
Steamboat Int	RNO-VOR	direct	9000				
Bingo Int	RNO-VOR	direct	9000				

Procedure turn S side of crs, 050 Outbnd, 230 Inbnd, 9000' within 10 miles. NA beyond 10 miles. Non-standard due to terrain).
Minimum Altitude over facility on final approach crs, 7900'
Crs and distance, facility to airport, 230-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 miles, turn right climb to 9000' on R-050 within 10 miles
CAUTION: If contact not established at minimums, missed approach must be started immediately due to high terrain W.

★ City and State: Reno, Nev | Airport Name & Elev.: Municipal 4411' | Fac. Class & Ident.: BVOR RNO | Procedure No. & Eff. Date: 1, Amdt 5, 1 Jun 57 | Sup. Amdt. No. Dated: 4, 28 Jan 56

→ Surf Int	SDA-VOR	direct	2500				
Jamul RBN	SDA-VOR	direct	3600	T-dn	300-1	300-1	#200-½
Coronado FM-RBN	SDA-VOR	direct	1500	C-dn	800-2	800-2	800-2
→ La Jolla FM & Int	SDA-VOR (Final)	direct	1200	A-dn	800-2	800-2	800-2
Lemon Grove Int	SDA-VOR	direct	2500				

#300-1 required for take-off on all runways except 27.

Procedure turn W side crs, 325 Outbnd, 145 Inbnd, 2500 within 10 miles*
Minimum Altitude over facility on final approach crs, 1200'*
→ *After procedure turn maintain 2500' until past La Jolla FM/Int inbnd. If FM/Int not recieved, request clearance to descend to 1500' at completion of procedure turn to cross SDA VOR at a minimum of 1500'.
Crs and distance, facility to airport, 134-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 3000' on R-138 within 15 miles of SDA VOR (Mexican Border)

★ City and State: San Diego, Calif | Airport Name & Elev.: Lindbergh Fld 15' | Fac. Class & Ident.: BVOR SDA | Procedure No. & Eff. Date: 1, Amdt 2, 1 Jun 1957 | Sup. Amdt. No. Dated: 1, 7 Jun 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rockford FM	GEG-VOR	direct	4700	T-dn	300-1	300-1	200-½
GEG LFR	GEG-VOR	direct	4000	C-d	500-1	500-1	500-1½
GEG LOM	GEG-VOR	direct	4000	C-n	600-1	600-1	600-1½
→ Pine City MH, via crs 309	Tyler Int	direct	4000	S-dn-3	400-1	400-1	400-1
→ Rodna Int, via crs 338	Tyler Int	direct	4000	A-dn	800-2	800-2	800-2
→ Harrington FM, via crs 099 & R-207 GEG	Tyler Int	direct	4000				
→ Tyler Int	GEG-VOR (Final)	direct	3700				

Procedure turn S side of crs, 206 Outbnd, 026 Inbnd, 4000' within 10 miles of GEG VOR.
Minimum Altitude over facility on final approach crs, 3700'
Crs and distance, facility to airport, 027-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.4 miles, make left climbing turn to intercept R-360 GEG at 4500' within 20 miles - all turns on
→ W side of R-360.
Alternate missed approach, when directed by ATC, make left climbing turn to intercept R-300 GEG VOR at 4500' within
→ 20 miles - all turns on W side of R-300; or make left climbing turn, proceed direct to GEG VOR at 4000', and hold
→ on R-207, standard pattern.
Rodna Int: Int R-185 GEG & Brng 099 to PCD
Tyler Int: Int R-207 GEG & Brng 129 to PCD

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Spokane, Wash	Geiger Field 2372'	BVOR GEG	1, Amdt 5, 1 Jun 57	4, 26 Mar 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charleston LFR	LOM	direct	1200	T-dn	300-1	300-1	200-½
Charleston VOR	LOM	direct	1200	C-dn	400-1	500-1	500-1½
				S-dn-15 ILS#	200-½	200-½	200-½
				S-dn-15 ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				A-dn ADF	800-2	800-2	800-2

#400-¾ required when glide slope not utilized.

Procedure turn W side NW crs, 328 Outbnd, 148 Inbnd, 1200' within 10 mi.
Minimum altitude at G.S. interception inbnd final, 1200'
Minimum altitude over LOM inbnd on final approach (ADF), 700'
Altitude of G.S. and distance to approach end of rny at OM, 1180-4.0; at MM, 256-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi of LOM (ADF), climb to 1800' on SE crs ILS (148) within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Charleston, S C	Charleston AFB/Mun 45'	ILS ICHS	1, Orig, 1 Jun 57 Comb. ILS/ADF	"Special", 8 May 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Black Forest FM	COS MHW (LOM)	direct	8200	T-dn#	300-1	300-1	300-¾ ←
ILS LOM	COS MHW (LOM)	direct →	7300	C-d	600-1	600-1	600-1½
→ Fountain FM	COS MHW (LOM) (Final)	direct	7300	C-d	600-1	600-1	600-1½
→ Ellicott MHW	COS MHW (LOM)	direct	7800	C-n	600-2	600-2	600-2
→ Pueblo VOR, via crs 310	S crs COS ILS (Final)	direct	7300	S-dn-35* ILS	300-¾	300-¾	300-¾
				S-dn-35* ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2 ←
				A-dn ADF	800-2	800-2	800-2

→ #Takeoffs below 300-¾ not authorized.
→ *Provisions for inoperative ILS components not applicable. 400-1 required with glide slope inoperative.

→ Procedure turn E side S crs, 166 Outbnd, 346 Inbnd, 7300 within 10 mi of COS MHW (LOM). NA beyond 10 mi.
(Procedure turn area limited to west by restricted area)
→ Minimum altitude at G.S. int inbnd, 7300' ILS; minimum altitude over COS MHW inbnd final, 7300' ADF.
→ Altitude of G.S. and distance to approach end of rny at OM, 7240-3.8; at MM 6325-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 mi after passing LOM (ADF), make a right climbing turn, climb to 8000' on 035 crs from LOM within
→ 15 mi. Alternate missed approach, when directed by ATC, make a right climbing turn, climb to 8000' on 090 crs
→ from LOM within 15 mi.
NOTE: No approach lights.
CAUTION: (1) 7190' MSL Radio Tower 13.5 mi N of LOM. 7710' MSL terrain 20.4 mi N of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Colorado Springs, Colorado	Peterson Fld 6172'	ILS-ICOS, MHW (LOM) COS	1, Amdt 5, 1 Jun 57 Comb ILS-ADF	4, 1 May 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
(Radar terminal area transition altitudes - distances are from Radar site and azimuths rotate clockwise**)							
120	280	20 mi	2000	T-dn	300-1	300-1	200-½
280	120	20 mi	2500#	C-dn	400-1	500-1	500-1½
				S-dn-22	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2
#(except 2800' within 3 mi of 1849' tower and 2900' within 3 mi of 1855' tower)							
**Radar Transitions must intercept NE crs ILS at least 3 mi NE of River Int.							
Indianapolis LFR via crs 075	SW crs ILS	direct	2300				
Int NE crs ILS & E crs IND-LFR	River Int	direct	2300				
Fairgrounds Int	River Int (Final)	direct	1800				
Castleton Int	River Int	direct	1800				
Int R-060 IND & NE crs ILS	River Int	direct	2300				
8.6 mi Radar Fix on Final	4.3 mi Radar Fix	direct	2300				
4.3 mi Radar Fix	App end rny 22 (Final)	direct	1800				

Procedure turn N side NE crs ILS, 044 Outbnd, 224 Inbnd, 2500 within 10 mi of River Int
No Glide Slope, minimum altitude over River Int or Radar Fix inbnd on final 1800
No Outer Marker, brng & distance River Int or Radar Fix to Rny 22, 224-4.3; No Middle Marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles after passing River Int or Radar Fix, make right turn climb to 2000' on W crs IND-LFR
within 15 miles or, when directed by ARTC, as follows: 1. Climb to 2100 on NW crs IND-LFR within 20 mi,
2. climb on SW crs, ILS to 1900 and proceed to LOM
NOTE: This ILS procedure not authorized when radar is inoperative unless aircraft is equipped to receive VOR and ILS simultaneously.

★ City and State: Indianapolis, Ind — Airport Name & Elev.: Weir Cook Mun. 796' — Fac. Class & Ident.: ILS, VOR & Radar — Procedure No. & Eff. Date: 2, Amdt 3, 1 June 57 — Sup. Amdt. No. Dated: 2, 9 Jul 55

Mobile VOR	LOM	Direct	1300	T-dn		300-1	300-1	200-½
Bay Minette HW	LOM	Direct	1500	C-dn		400-1	500-1	500-1½
Brookley HW	LOM	Direct	1600	S-dn-14	ILS	*300-¾	*300-¾	*300-¾
Prichard Int	LOM	Direct	1500		ADF	400-1	400-1	400-1
				A-dn	ILS	#600-2	#600-2	#600-2
					ADF	800-2	800-2	800-2

* 400-¾ required when glide slope not utilized.
# All installed components of ILS must be operating otherwise alternate minima of 800-2 apply.

→ Procedure turn W side NW crs, 320 Outbnd, 140 Inbnd, 1500' within 10 mi.
→ Minimum altitude at glide slope int inbnd, 1500' ILS; Over LOM inbnd final, 900' ADF.
→ Altitude of glide slope and distance to approach end of runway at OM, 1450-4.0; at MM, 431-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, after passing LOM (ADF) make right turn, climb to 1600' on 180 crs from LOM within 20 mi; or when directed by ATC, make right turn, proceed direct to MOB VOR climbing to 1400' & enter VOR holding pattern.
NOTE: No approach lights.

★ City and State: Mobile, Ala — Airport Name & Elev.: Bates 217' — Fac. Class & Ident.: ILS-IMOB, LOM-MO — Procedure No. & Eff. Date: 1, Amdt 7, 8 May 57 Comb. ILS-ADF — Sup. Amdt. No. Dated: 6, 1 Dec 56

Langley LFR	LOM	Direct	1100	T-dn		300-1	300-1	200-½
Norfolk LFR	LOM	Direct	1500	C-dn		400-1	500-1	500-1½
Bacons Castle Int	LOM	Direct	1100	S-dn-6	ILS	400-¾	400-¾	400-¾
Yorktown MHW	LOM	Direct	1300		ADF	400-1	400-1	400-1
Norfolk Radar NW quadrant of Langley LFR	Radar site	within 10 mi	1500	A-dn		800-2	800-2	800-2
All other quadrants	Radar site	15 mi	1500					
Langley Radar -all quadrants	Radar site	15 mi	1500					
		30 mi	3000					

Procedure turn W side SW crs, 244 Outbnd, 064 Inbnd, 1100' within 5 mi (nonstandard due to traffic)
Minimum altitude at glide slope int inbnd - 1100' ILS. Min. alt. inbnd final - 800' ADF.
Altitude of glide slope & distance to approach end of rny at OM - 965-2.7; no middle marker or LMM.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi after passing LOM (ADF), make a left climbing turn to 300 M and proceed to Charles City Int via SE crs Richmond, Va LFR at 1500'.
→ AIR CARRIER NOTE: 400-1 required when installed ILS components are inoperative.

★ City and State: Newport News, Va — Airport Name & Elev.: Patrick Henry 41' — Fac. Class & Ident.: ILS-PHF, LOM-PH — Procedure No. & Eff. Date: 1, Amdt 5, 8 Jun 57 Comb. ILS-ADF — Sup. Amdt. No. Dated: 4, 1 Feb 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
RDU LOM	Leesville Int	Direct	2000	T-dn	300-1	300-1	200-½ ←
RDU LFR	Leesville Int	Direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-23	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs. 049 outbnd, 229 inbnd, 1500' within 10 mi of Leesville Int
No glide slope - altitude over Leesville Int on final approach crs, 1000'
Brng & distance, Leesville Int to approach end Runwy 23, 229-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi of Leesville Int, climb to 2000' on SW crs ILS (229) within 20 mi. When directed by ATC, turn right, climb to 2000' on NW crs RDU LFR (308), or on R-303 RDU, within 20 mi.
This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Raleigh, N.C.	Raleigh-Durham 435	ILS-IRDU BVOR-RDU	2, Amdt 1, 1 May 57	Orig, 20 Apr 57

ILS portion of Comb. ILS-ADF procedure CANCELLED 28 Mar 57 (2 panels); amended ADF procedure being published effective 1 Jun 57.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Spokane, Wash	Geiger Field 2372'	ILS-IGEG, LOM-GE	1, Amdt 10 18 Feb 56	9 14 May 55

Comb. ILS-ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Evanston Int*	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Dundee Int	ORD-VOR	Direct	2500	C-dn	600-1	600-1	600-1½
Midway LOM	ORD-VOR	Direct	2000	S-dn-22	600-1	600-1	600-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.
*Evanston Int: Int R-075 ORD and R-135 EEL

Procedure turn N side of crs, 032 Outbnd, 212 Inbnd, 2000' within 10 mi
→ Minimum altitude over Int on final approach crs (Int R-212 ORD and R-346 MDW or Radar Fix), 1500'; Brng and
→ distance, Int or Radar Fix to airport, 212-5.0
Crs and distance, breakoff point to app end of rny 22, 217-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, make immediate left turn, climb to 2500' or higher altitude if specified by ATC and proceed to Wheeling VOR via R-030 ORD and R-135 EEL, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to Evanston Int* via R-075 ORD, (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chicago, Ill	O'Hare Int'l	VOR ORD	TerVOR-22, Amdt 2. 8 Jun 57	1, 27 Apr 57

Procedure CANCELLED 11 Apr 57, due to conflict with helicopter operations at Napier Field.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Dothan, Ala	Municipal 330'	BTVOR DHN	TerVOR-16, Orig, 11 Feb 1956	None

→ Red Hill FM	ROA-VOR (Final)	direct	*	T-dn#	1000-2	1000-2	1000-2
				C-d	1500-2	1500-2	1500-2
				C-n#	2000-2	2000-2	2000-2
				A-dn#	2500-2	2500-2	2500-2

#Take-offs on Runway 33 and landings on Runway 15 NA at night.

Procedure turn E side S crs, 169 Outbnd, 349 Inbnd, 4600 within 10 mi of Red Hill FM.
Minimum Altitude over facility on final approach crs, 4600' over Red Hill FM. Minimum Altitude after passing Red Hill FM*
→ Course and distance, Red Hill FM to ROA-VOR, 349-9.3
→ *Maintain 4600' to Red Hill FM, after which descend to authorized minimums.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 7.4 miles after passing Red Hill FM (abeam ROA-LFR), climb to 5000' on R-349 maintaining at least 500' per min. rate of climb. Return to ROA VOR at 5000'. If unable to maintain 500' per minute climb, notify ATC and make right climbing turn, climbing to 5000' on R-169
AIR CARRIER NOTE: Sliding scale N.A. No reduction in landing minimums authorized due to local visibility conditions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Roanoke, Va	Woodrum Field 1174'	VOR ROA	TerVOR-35, Amdt 2, 8 Jun 57	Amdt 1, 17 Dec 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Surf Int	SAN-VOR	direct	2500				
•San LFR	SAN-VOR	direct	1500	T-dn	300-1	300-1	#200-½
SDA VOR	SAN-VOR	direct	1500	C-dn	800-2	800-2	800-2
→ LaJolla FM & Int	SAN-VOR R-280 at 5 mi from SAN VOR	190*-5.0	1500	S-dn-Ry9	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2
Coronado RBN-FM	SAN-VOR	direct	1500				
Jamul RBN	SAN-VOR	direct	3600				
Lemon Grove Int	SAN-VOR	direct	2500				

#300-1 required for take-off on all runways except #27
*On La Jolla transition recommended that aircraft cross final approach radial on 190 heading, then execute approximately 270 clockwise turn to Inbnd crs of 100.

Procedure turn S side crs, 280 Outbnd, 100 Inbnd, 1500 within 8 miles. Beyond 8 mi NA. (Warning Area)
Minimum Altitude over facility on final approach crs, 600**
**Descent below 700' MSL not authorized until over Loma Portal "H".
Crs and distance, breakoff point to app end rny 9, 091-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 3000 on SAN VOR R-137 or on SE crs SAN LFR within 11 miles (Mexican Border)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Diego,Calif	Lindbergh Fld 15'	VOR SAN	TerVOR-9, Amdt 1, 1 Jun 57	Orig, 7 Jun 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charleston VOR	Charleston LFR	direct	1200	T-dn	300-1	300-1	200-½
Summerville FM	Charleston LFR (Final)	direct	700	C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side NW crs, 300 Outbnd, 120 Inbnd, 1400' within 10 mi.
Minimum altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 105-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 mi, climb on E crs to 1800' within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charleston,S.C.	Charleston AFB/Mun 45'	SBRAZ CHS	1, Orig, 1 Jun 57	"Special", 8 May 56

→ Red Hill FM	ROA-LFR (Final)	Direct	*	T-dn#	1000-2	1000-2	1000-2
				C-d	1500-2	1500-2	1500-2
				C-n#	2000-2	2000-2	2000-2
				A-dn#	2500-2	2500-2	2500-2

#Take-offs on Runway 33 and landings on Runway 15 Not Authorized at night.

Procedure turn, E side S crs, 169 Outbnd, 349 Inbnd, 4600 within 10 miles of Red Hill FM
Minimum Altitude over facility on final approach crs, *
→ *Maintain 4600' to Red Hill FM, after which cross ROA LFR at authorized minimums.
→ Crs and distance, Red Hill FM to ROA-LFR, 349-7.8; ROA LFR to airport, 349-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.0 miles of ROA LFR, climb to 5000' on N crs within 13 miles of LFR, maintaining at least 500' per minute rate of climb. Return to Roanoke LFR at 5000'. If unable to maintain 500' per minute climb, notify ATC and make right turn climbing to 5000' on S crs.
AIR CARRIER NOTE: Sliding scale not authorized. No reduction in landing visibility minimums authorized due to local visibility conditions.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Roanoke, Va	Woodrum Field 1174'	SBRAZ ROA	1, Amdt 9, 8 Jun 57	8, 1 Apr 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
*Surf Int	SAN-LFR	direct	2500				
Jamul RBN	SAN-LFR	direct	3600	T-dn	300-1	300-1	#200-½
Coronado FM-RBN	SAN-LFR	direct	1500	C-dn	800-2	800-2	800-2
*La Jolla FM & Int	SAN-LFR (Final)	direct	1200	A-dn	800-2	800-2	800-2
Lemon Grove Int	SAN-LFR	direct	2500				

#300-1 required for take-off on all runways except 27

Procedure turn W side N crs, 325 Outbnd, 145 Inbnd, 2500 within 10 miles*

*After procedure turn maintain 2500' until past La Jolla FM/Int inbnd. If FM/Int not received, request clearance to descend to 1500' at completion of procedure turn to cross LFR at a minimum of 1500'.

Minimum Altitude over facility on final approach crs, 1200*

Crs and distance, facility to airport, 143-2.2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 2.2 miles, climb to 3000' on SE crs within 15 miles of SAN LFR (Mexican Border).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Diego, Calif	Lindbergh Fld 15'	SBRAZ SAN	1, Amdt 11, 1 Jun 57	10, 7 Jun 56

Wichita Falls VOR	Wichita Falls LFR	Direct	2300	T-dn	300-1	300-1	200-½
Jolly FM	Wichita Falls LFR (Final)	Direct	1700	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 121 Outbnd, 301 Inbnd, 2200' within 10 mi. NA beyond 10 mi.

*Minimum altitude over facility on final approach, 1700'

Crs and distance, facility to airport, 289-1.0

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.0 miles turn right, climb to 2500' on NE crs within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wichita Falls, Tex	Sheppard AFB/Mun 1029'	SBMRAZ SPS	1, Amdt 1, 5 May 57	Orig. 4 May 57

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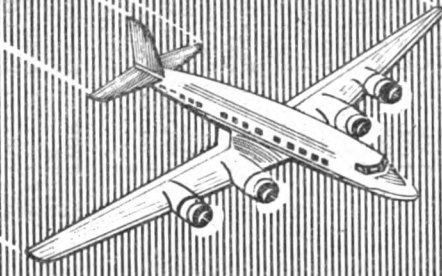
SPECIAL NOTICE
WASHINGTON, D.C. HIGH DENSITY AIR TRAFFIC ZONE. See Page 30

AIRMAN'S GUIDE



SPECIAL NOTICE
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SPECIAL NOTICE
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Radio Facility Data - page 2
Notices to Airmen - page 28

VOL. 12, NO. 5 MAY 14, 1957

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•————	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 30 cents.

RADAR AVAILABLE : How and Where

(14 May 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an amergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion.

After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible

Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
   "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
   The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.

Continued on next page.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18. 257.8,348.6,243.0,271.2,290.8,383.2,343.6	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 ,305.4 348.6,385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260;109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.6.	ASR	Guards 122.7 mc Does not guard 122.5 mc
Chicago-Midway Arpt., Ill.	278, 350;109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8.	ASR-PAR	Arrival & Departure Control Rnwy 13-R , Gds 122.7mc;does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8, 243, 269, 291.6, 307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278;116.7,109.5,121.1,121.3,121.5,126.5,126.18, 142.02,243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341;110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8, 120.5, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt. Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257,118.7, 126.18,257.8,118.1,382.2, 121.9,348.6,121.5,243.0,305.4,110.3,116.4	ASR	
Long Beach, Calif	233, 242;110.3,119.5,121.9,123.8,126.18,173.75, 257.8,348.6,379.1,243.0	ASR	Arrival & Departure Control
Los Angeles Intnl Arpt., Calif	278;109.9,118.1, 119.3,119.9,121.1,126.18,243.0, 257.8,291.6,348.6	ASR PAR	Rnwy 25L. Gds 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1,126.18,257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9,125.7,	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278;109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (118.1, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control Runway 16
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Arrival & Departure Control ASR apchs not authorized Does not guard 122.5 mc Guards 122.7 mc

CAA OPERATED RADAR UNITS

(14 May 1957)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7, 125.1, 250.2, 301.4, 323.2, 340.6, 378.8, 385.4, 121.5, 243.0	ARSR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6.	ARSR	
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0. 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1, 12 1.1, 121, 5, 124.1, 126.18, 134.1, 136.8, 13 7.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, (on req 134.1, 136.8, 142.02, 225.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 TinkerAFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 327.4, 275.8, 126.18 req.).	ASR	ASR apchs available to rnwys 14 and 32 Arrival & Departure Control
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8, 298.9		Arrival & Departure Control Gds: 3023.5; 122.5, 298.9
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5, 125.7 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. Gds 3023.5; 122.5.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB. Gds: 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0, 3023.5

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.

(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:

(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)

(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).

(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).

(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).

(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

INSTRUMENT LANDING SYSTEMS

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-restricted
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	42	0.63		2.9	353 IDL	LMM is MHW fac.
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,3486, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	(3),#	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 158 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8,3486	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N. 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	UMH	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)	269	118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,3486	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew ATCS Oakland	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N
Camarillo	*SRAWZ	CAV	359		184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3).#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,123.8	3023.5,122.6,#	
"	VHF/DF		118.5,119.3,119.5,119.9,121.1,121.5,122.5,126.18,132.0		
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
"	VHF/DF			118.1 - 135.9	323.2
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8,269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215,120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Colton	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		278;119.1,126.18,121.5,307.2, 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	3023.5;122.7,#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(1)Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,271.2,343.6,348.6	(2),#	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2,120.7,338.2,118.1, 290.8		
Eagle	TVBJ	EGE	V121.5,122.2,126.7,243.0,255.4	(3),#	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0,122.2.	(3),#	DME
(1)Kiowa	BVOR	IOC	112.6		ATCS-Denver
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.3,121.5,257.8	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3)Dover	VORW	DOV	114.8		DME
" AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8,243.0	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
" National Arpt					
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,353.9,255.4,301.4 318.2,362.3,120.5,121.5	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;191,121.5,126.18,257.8,348.6	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3,121.5	(2),#	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 119.3,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,348.6, 126.18,257.8,243.0,250.2	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"PinecastleAFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 2430 (126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.3,257.8,3486	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	SBMRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Augustine Fairchild	CI		272;126.18	(2),#	(0800-1600 Mon-Fri)
St. Petersburg, Pinellas County	CI		317;118.3,257.8	(1),122.7,121.5,126.18,#	(07-24)
Sarasota (P)	MH	SRQ	263	126.18	
" Bradenton Arpt.	CI		121.3	#,122.5,121.5	(0700-1900)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5, 257.8,243.0,3486	#, 3023.5; 122.7	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.1 8120.7,119.5,257.8, 348.6,243.0,271.2,290.8,338.2,343.6	(2),#	
"	Center		118.9,120.3,121.5,132.3,243.0,301.4,307.9,324.7,353.7,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
" Fulton Co.	C(g.7)		245;125.7,121.5,257.8,348.6,243.0	(2),#	(0600-2200)
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,243.0	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4,348.6	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4,348.6	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VORW	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5, 323.4,355.2,320.7,379.9,352.0
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378.8,385.4	
"	Center		124.5,120.9,301.4,125.1, 123.7,123.9, 124.7,124.3,119.7,250.2,323.2,340.6,353.9		
" O'Hare	AC(g)		332;118.1,121.5,126.1 8236.6	(2),#	
(1) " "	TVOR	ORD	118.3,243.0,348.6,360.8,383.8,120.2,125.4, 108.4		
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2	(ATCS-Chicago)	DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Harvey	MRLWZ	HVY	385		90 A 176 N 270 A 356 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-C(g)	PIA	115.2 278;119.1,126.18,257.8	(2),#	
" Arpt					
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 3386,307.2,312.6,319.8,353.7		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3,126.18,121.5,257.8,243.0	(2),#	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0, 255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5,132.3,236.2,348.6	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18, 121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),1215,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTVBJ	CRB	108.7;V;121.5,126.7, 122.2,255.4;263;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0600-2200)
" Standiford	AC(g.7)		317;120.7,126.18,121.5,120.3, 257.8,243.0,381.6,119.0,319.2	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,348.6	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7,121.5,243.0	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7, 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8,120.4,381.4	(2),#	
" Martin	CI		317;126.18,121.3,236.6	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4	ATCS-Morgantown, W.Va.	
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	VORW	NHK	117.6		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;126.7,121.5,243.0 122.2,255.4	(3),#	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2	#	
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0,257.8,305.4,348.6	
" Logan	VHF/DF			118.1,118.3,120.5,121.5,122.5, 126.18,126.5,137.88	
" Logan	AC(g)		278;118.1,126.5,118.3,137.88, 121.5,120.5,126.18,257.8,263.0	(2),#	
Canton (P)	MHW	CTS	212		
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth,Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254;255.4,243.0	(3),#	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 302 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8		125.7,269.2,121.5 #
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0, 126.18,381.4,355.8,290.3,118.4	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9;121.5257.8,243.0	(2),#	(0800-2100)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 2 6 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
(3) Bemidji (S)	TVOR	BJI	111.2	122.1	
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V 0500-2230wk days 05-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4243.0126183486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,305.4	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0 255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,12 .7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7255.42430,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118. 3,126.18,119.5,121.5, 118l,25 7.8,243.0,269.2, 250.4, 274.3,307.0	(2),#	
"	Center		118.3,119.7, ,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6, 355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2, 255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121.5,307.9,319.2,324.7,343.6	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;183,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4, 120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 1400-2200)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	109.6	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2,255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7,255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7,122.2;296;243.0,2554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]	[redacted]	[redacted]	[redacted]		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7,255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7,255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
" Lakewood	MHW	NEL	245		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	(2),#,126.18 Fri;Sat-Sun 0730-2030.	0730-2230 Mon-
Trenton (P)	*TVOR		111.6	Monitor category	(1) twr hrs opern
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0,348.6	(2),# 121.5,243.0	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
(1)Farmington	BVOR-DTV	FMN	115.3;V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
" Frazier AFB	HW	FZR	407		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,319.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6, 306.3	#,122.1	
" Idlewild	MHW-DTXV	IDL	353;V;122.2,126.7,255.4	(3),#	
(1)" Idlewild	VOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2, 255.4	(3),#	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-Griffiss AFB	MHW	RME	212		
Sampson AFB	MHW	SSN	239		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1)	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 348.6,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	H	FTB	338		
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVOR-DTVJ	HKY	113.1;V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2, 243.0,255.4	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5,243.0,257.8, 348.6	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLWZ	NFG	254 (voice avail thru Navy Elizabeth City twr)		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2, 255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,142.74,243.0,257.8	30235,1227,#	
" "	UHF/DF		305.4,255.4 other freq on req		
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C		227 121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278 199,118.1,118.5,121.0, 121.5,126.18,257.8,243,269, 291.6,307.2	(2),# 50.2,	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2,	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;116.7,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,	(2),# 263.0,274.3,136.8	
" "	UHF/DF			305.4, 225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
(1)Jefferson	VORW	JFN	115.2 243.0		ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7, 121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(14 May 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHWZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8,243.0,348.6	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4,255.4,243.0	(3),#	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),# ,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2,382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 180 N 253 A 350 N
" Intnl Arpt	AC(g)		278;119.0,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 319,324.7,301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1) Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5	3486,263.0	DME
" AFB	AC(g)		278,118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396,119.5,126.18,121.5,257.8,348.6	243.0 (2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,348.6	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7	3486	DME
" Arpt	AC(g)		317,118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	117.7		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348.6,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;121.5,122.2, 255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			305.4,243.0	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486, 340.6,126.18,257.8, 291.6,243.0	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1	243.0	DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0, 255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 243.0 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0, 250.2	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2, 255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,34 7.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8, 385.6,3486,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;121.5,126.7, 122.2 243.0, 255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 121.1,121.5,243.0,126.18, 3486,119.5,257.8, 307.2,312.6, 290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3,120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0	(2),#,122.7 307.9,363.8,236.2,324.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;236;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1,118.3,118.7,126.18,290.3, 348,284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278;199,121.5,126.18,257.8	(2),#	
(1) Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4, 243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6,243.0, 121.5		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
(1) "	BVOR	EWM	112.4		ATCS-El Paso
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 3486		DME
SanAngeloMathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1,335.6,121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AFB	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272;119.1,243.0,257.8,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt #1	UHF/DF			305.4	
" "	AC(g)		278;118.3,119.5,126.18, 3486121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,3014,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,255.4	(3),#	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1),req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3, 285.4		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 257.8,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;1191,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;207,121.5,126.18,257.8,383.8,243.0,118.5, [redacted]	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285 4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4,243.0	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term..	C	278	278;118.3,126.18 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,3486	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(0600-2200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) . - .. - . . . (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark will be amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 50. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

FLIGHT ADVISORY AREA - SPOKANE RAPCON CENTER: Effective April 22, 1957, the Flight Advisory Area for the Spokane RAPCON Center will be as follows:

From a point 49°N 115°W southward to a point on Green 2, 25 miles E of Mullan Pass; thence S to 46°N 115°W; thence W to 46°N 117°30'W; thence NW to a point on the eastern boundary of Red 53, 25 miles NE of Walla Walla MF Radio Range; thence to a point on the W boundary of Victor 112, 25 miles NE of Lamar Intsxn; thence SW to the southeastern corner of Prohibited Area P-246; thence W and northwesterly along the southern and southwestern boundaries of Prohibited Area P-246; thence along the western boundary of Prohibited Area P-246 and the eastern boundary of Restricted Area R-247 to the northeastern corner of Restricted Area R-247; thence to a point on Green 2 and Victor 2, 25 miles E of the Ellensburg MF Range; thence N to 49°N 120°W; thence E along 49°N to point of beginning.

Also, note that the voice call is changed to Spokane center or Spokane approach control, whichever is applicable.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

✓ WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

✓ RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective upon publication in the Federal Register:

(Part 608 - Restricted Area - Amendment 197)

The Grand Marais, Minnesota Temporary Area (R-187A), published on December 19, 1956, 21 F.R. 10177, is being amended by extending the effective date to June 30, 1957 for this area.

Section 608.31 is amended by changing the effective date from January 1, 1957 through March 31, 1957 to read: ".....through June 30, 1957".

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New Editions of the charts listed below will be published in about one month, making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Bellingham	Pocatello	Norfolk Local	WAC 139
Boston	Portland	Seattle Local	WAC 190
Duluth	Salt Lake City	WAC 62	WAC 404
Fargo	Seattle	WAC 76	JN 44
Minot			

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

San Diego	4-30-57	WAC 470	5-6-57	RC 2213	5-3-57
WAC 405	4-25-57	WAC 471	4-30-57	RC 2219	5-3-57
WAC 407	4-25-57				

Instrument Flight Charts
released since April 22, 1957

AL 79	ADF/ILS-1	Lovell Field, Tenn.
AL 92	RNG/VOR	Columbus, N. Mex.
AL 224	ADF/ILS	Capital City Arpt., Mich.
AL 245	RNG/ILS-2	Truax Field, Wis.
AL 272	ADF/ILS	Dannelly Field, Ala.
AL 301	ADF-2	Will Rogers, Okla.
AL 346	RNG-1/VOR	Reno Arpt., Nev.
AL 358	RNG/ILS/ADF	Sacramento Arpt., Calif.
AL 411	ADF/ILS	Hancock Arpt., N. Y.
AL 465	VOR/ILS	Yakima Arpt., Wash.
AL 467	VOR (Rnwys 14 & 18) (Rnwys 9L & R)	Willow Run Arpt., Mich.
AL 703	VOR	Red Stone AAF, Ala.
AL 756	RNG/VOR	General Lyman Field, T. H.
AL 807	VOR	Gregg County, Tex.
AL 852	ADF/ILS/RNG/VOR	Kanawha County Arpt., W. Va.
AL 907	ADF/VOR	Cotulla Arpt., Tex.
AL 949	RNG	Davenport Mun. Arpt., Iowa

RF 4, 5
RF Dates of Latest Prints
RF Terminal Area - Atlanta, Cincinnati, New York, Washington
RF-VOR Terminal Area - Boston, Chicago, Dallas-Ft. Worth, Kansas City, Los Angeles-Burbank, Louisville, Minneapolis, New York, Oklahoma City, Tulsa, Washington

NEW CHARTS

AL 301	ILS-2	Oklahoma City, Oklahoma	Will Rogers Fld
AL 346	RNG-2	Reno, Nevada	Reno Arpt.

DISCONTINUED CHARTS

AL 122	VOR	Dothan, Alabama	Dothan Airport
AL 403	ILS	Spokane, Washington	(NARF) Mun. Geiger Field

AERONAUTICAL CHART CORRECTION: Correct the following Aeronautical Chart as follows:

"Little Rock Sectional Chart, 37th edition, dated February 28, 1957, change Fort Smith tower transmitting frequency from 236 kc to 269 kc."

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 12, Number 4, dated April 30, 1957, as follows:

ON REQUEST REPORTING POINTS

Under DESIGNATED: Effective June 6, 1957

(1) Page 7 - Add the following intsxns:

LIMERICK, PA. (LF) INTSXN - the intsxn of the 081°T radial of the Pottstown, Pa. VOR and the N course of the Philadelphia, Pa. LFR.

VALLEY FORGE, PA. (LF) INTSXN - the intsxn of the N course of the Philadelphia, Pa. LFR and the SW course of the Willow Grove, Pa. LFR.

(2) Page 7 - Correct the following intsxns:

Item 5 - COFFEYVILLE, KANS. (VHF) INTSXN - Change to read: "076°T radial of the Ponca City, Okla. VOR."

Item 9 - EDNA, KANS. (VHF) INTSXN - Change to read: "076° T radial of the Ponca City, Okla. VOR."

Item 19 - NEW LIBERTY, KY. (VHF) INTSXN - Change to read: "088° T radial of the Nabb, Ind. VOR."

Item 26 - STILLWATER, OKLA. (VHF) INTSXN - Change to read: "260°T radial of the Tulsa, Okla. VOR."

Under REDESIGNATED: Effective June 6, 1957

(3) Page 7 -

Disregard Item 1 - COLEBROOK, CONN. (VHF) INTSXN.

Item 5 - DECKER, IND. (VHF) INTSXN - Change to read: "086°T radial of the Centralia, Ill. VOR."

(4) Page 8 - Correct the following intsxns:

Item 18 - MONROE, IOWA (VHF) INTSXN - Change to read: "316°T radial of the Ottumwa, Iowa VOR."

Item 19 - NASHVILLE, MO. (VHF) INTSXN - Change to read: "359°T radial of the Neosho, Mo. VOR." in lieu of the Butler, Mo. VOR.

Under CANCELLED: Effective June 6, 1957

(5) Page 8 - Add the following intsxns:

ARDMORE, PA. (LF) INTSXN - the intsxn of the 082° mag radial of the West Chester, Pa. VOR and the N course of the Philadelphia, Pa. LFR.

LANSDALE, PA. (LF) INTSXN - the intsxn of the 048° mag radial of the West Chester, Pa. VOR and the 270° mag bearing from Willow Grove, Pa. LFR.

WINGS, PA. (LF) INTSXN - the intsxn of the N course of the Philadelphia, Pa. LFR and the SW course of the Willow Grove, Pa. LFR.

(6) Page 8 - Disregard the following intsxns:

Item 1 - ANDALUSIA, ALA. (LF) INTSXN

Item 5 - COOKSBURG, N.Y. (VHF) INTSXN

Item 7 - EDDY, N.Y. (VHF) INTSXN

NON-STANDARD HOLDING PATTERNS:

(7) Page 8 - Cancel the following intsxn, effective June 6, 1957:

ARDMORE, PA. (LF) INTSXN - Direction of holding - N on the N course of the Philadelphia, Pa. LFR; direction of turns - RIGHT; time - one minute; minimum altitude - 2000'.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 23. Ukiah, California. Correct CAA telephone number to read: HOmestead 2-6136.

(2) Page 27. Medford, Oregon. Correct WB telephone number to read: SPring 3-1067.

(3) Page 27. El Paso, Texas. Correct WB telephone number to read: KEystone 2-2640*.

(4) Page 28. Richmond, Virginia. Correct WB telephone number to read: FAirfield 5550*.

(5) Page 99. Radiated Test Signal. Add: Los Angeles (International 111.0 mc.).

(6) Page 99. (Airborne) Correct Billings, Montana (Municipal) VOR rcvr check point to read: 073°; at the intersection of runways 4-22 and 9-27.

(7) Page 103. (Ground) Correct Alice, Texas VOR rcvr check point to read: 270°; on taxistrip N of hangar.

(8) Page 104. (Ground) Correct Fresno, California VOR rcvr check point to read: 075°; at triple orange line on blacktop taxiway on NE side of approach end of runway 29.

(9) Page 106. (Ground) Correct Muscle Shoals, Alabama VOR rcvr check point to read: 292°; at the eastern end of runway 11-29 equi-distant from the end and both sides of the rnwy.

(10) Page 107. (Ground) Reestablish Texarkana, Ark. VOR rcvr check point to read: Location #1 - 121°; intersection of taxiway and runway 13. Location #2 - 124°; intersection of taxiway and runway 4.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

ENO	Kenton, Del., VOR (Renamed from Dover DOV)
MIE	Muncie, Ind., Muncie Arpt. (Assignment)
MTK	Matanuska, Alaska, Intsxn (Change)
XWO	Wolf Intersection, Alaska (Assignment)
3BH	Benton Harbor, Mich., Ross Field (Assignment)
DE	Klondike, Ont. (Assignment)
DI	Dolphin, Ont. (Assignment)
GG	Guelph, Ont. (Assignment)
HS	Colchester, Ont. (Assignment)
IQ	Esker Lake, Que. (Assignment)
MF	Moffat, Ont. (Assignment)
NQ	Canard, Ont. (Assignment)
NZ	Angler, Ont. (Assignment)
OO	Oshawa, Ont. (Assignment)
PF	Port Perry, Ont. (Assignment)
RZ	Ramea Island, Nfld. (Change from Rondeau, Ont.)
TQ	Ashton, Ont. (Assignment)
TU	Thurso, Que. (Assignment)
WM	Welcome, Ont. (Assignment)

MINIMUM RECEPTION ALTITUDES: Effective June 6, 1957, the MRA's at Elizabeth, Henryville and Martinsburg Intersections, Indiana, are deleted.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is not done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not useable for navigational purposes until the stns are recmsnd at new lctns. (4-18)

BIRMINGHAM ARPT-TOWER: About June 1 MM and LMM will be shut down - relctn.(4-25)

FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness & bends out of tolerance.

ALABAMA: MOBILE-BATES FLD - SPECIAL NOTICE: Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft. (4-22)

MOBILE-BATES FLD:- Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld.

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approxly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2). About June 6, W course LFR will be realigned from 102° to 095°. (4-24) During shutdown, MSL LFR may be used in lieu of VOR. MEAs and Int remain as charted. (4-30)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds:121.5,122.5, 126.3,126.18,243.0mc. Rdo bcn (FHU 410 Kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civilian acft have been endangered by failure to observe the requirements listed. (4-19)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at appoox 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

PHOENIX-SPECIAL NOTICE: Extreme Caution - area between Phoenix VOR & Hassayampa VOR on Victor arwy 16 and Green 5. Extensive high performance, jet acft cross these arwys when departing and arriving Luke AFB in connection with training conducted Gila Bend Restricted Area (R-309, R308). This tfc generally crosses V 16 and Green 5 between Hassayampa VOR & town of Tolleson (11 mi W of Phoenix) at alts of 5000' MSL and below 0715-1600, Mon-Fri. All flgts operg thru this area maintain at least 4000' MSL. Flights lndg or departing within area advised to exercise extreme caution below 4000' MSL.

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt mgr. See p. 50 for revised missed apch proceds.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27-B, LAX-PHX: Caution-puncture vines. (6-18)

SAN SIMON-RADIO: About June 1, VOR will be cmsnd. Freq: 115.4 mc. Ident: SSO. Lctd lat 32-16-12, long. 109-15-45. Elev: 3607' MSL. Class: VORW. Disregard spurious signals.

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000'; 225-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'. (7-17)

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF and UHF - steers unrel beyond 35 mi at or below the following alt:(a) NW quad 10,000'; (b) SW quad 10,000';(c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: BENTON ARPT: Temp clsd to transient acft due hazardous conditions. (4-16)

**CAMDEN-HARRELL ARPT: NE/SW strip to be used in emerg only. (4-8)

ARKANSAS: PINE BLUFF-RADIO: May 6, VOR shut down until approx June 6. (5-10) Durg shutdown, VOR flights authorized to use PBF homing fac in lieu VOR except V-168 TXK to PBF unusable. Ints and alts as charted. (3-22)
TEXARKANA-RADIO: VOR shut down - relctn to lat 33-30-50, long. 94-04-20. (4-1) VOR flights authorized to use TXK LFR in lieu of VOR. (1-3)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)
ARCATA ARPT-RADIO: April 2, ILS lclzr and glide slope shut down until approx May 17 - relctn lclzr. (5-9)
AUBURN ARPT: Clsd to hvy acft. Light aircraft use extreme caution acct soft rnwys.
BLUE CANYON, SITE 13, SFO-SLC ARPT: Clsd due to snow. (1-15)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°, 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flight-checked on arwy radials only.
DINUBA-ALTA ARPT: Clsd until June 20. Unlighted until July 20. (4-22)
DIXON ARPT: Closed. (8-30)
**DOWNEY ARPT: Closed - land use changed. (3-14)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has light course roughness all quads. Only arwy radials flight-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods durg arpt const. (8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230° true. (5-6) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch light lane discontinued indefinitely. (1-1) Temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800' - caution. (3-22) Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. Daylgt opern of cranes with 80' booms adj to apch end rnwy 30. Take-offs not affected. (3-28)
LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather bdcasts shut down - modernization. Manual bdcast contines on VOR and both VOR & LF combined. (4-26)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)
LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000'MSL beyond 30 n mi. (4-19) About June 17, gnd ctl freq 121.9 mc will be changed to 121.7 mc. (5-10) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail. 30-min req thru twr. Equip. crossing rnwy. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline or Del Rey FM unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or between

CALIFORNIA: LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)
LUCERNE VALLEY-DOUBLE J RANCH ARPT: Length of strip reported increased to 3000'.
NATIONAL CITY ARPT: Extensive const around arpt. (7-19)
**NEEDLES, 25A, LAX-AMA ARPT: Fuel no longer avail. (4-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flight should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications durg IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.
OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)
OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTNL ARPT-SPECIAL NOTICE: Acft not lndg at arpt should apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.
ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)
OXNARD-VENTURA CO. ARPT: Until approx July 31, 179' lgtd oil drilling derrick erected 1600' W and 2200' N of W end of rnwy 7. (4-30)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20° 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

[redacted]: SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)
SAN FRANCISCO INTNL ARPT-TOWER: About May 15 twr will be changed to 201 kc.(5-10)
FLD: 130' high pile-driver lctd 2000' W of term bldg- mrkd day and ngt.(2-13) Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and ngt.(3-26)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
SANTA MONICA-RADIO: TVOR radials 030°,075°, 210°,260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution-trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)
SANTA YNEZ ARPT: Const in progress. Rnwy 8-26 being extended 1000' to the W. Duration of work approx one month. (4-5)
SHAFTER-KERN CO.# 14 ARPT: Auto races being held June 1 & 2. During preparation and dismantling May 25 thru June 8, tk-off and lndg indicated by arrow in fenced area E side of fld mrkd land here only. Tfc left lndg to N; right lndg to S. (5-6)
STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs- exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°,40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)
UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.(1-3)

[redacted]: CHEYENNE WELLS ARPT: Closed for winter due dust. Land at own risk. (10-29)
COLORADO SPRINGS-PETERSON FLD: Caution -lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
✱ DENVER-STAPLETON FLD-TOWER: May 8, VHF/DF flgt-checked and cmsnd. Freq coverage:118.1,118.3,119.3,119.5, 120.5, 120.9, 121.5, 122.1, 126.18, 135.9, 137.88 mc. Commun unreliable at 40 mi below 14000' MSL 154° to 180° and below 16,000' MSL 181°thru 243°. VHF/DF bearings reliable in these areas. (5-8)
DENVER-STAPLETON FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd.(9-12) 200' open ditch N side W end rnwy 8R-26L flag mrkd day hrs, flashing red ngt hrs. (3-26)
HUGO-RADIO: About July 1, VOR will be cmsnd. Freq: 108.2 mc. Ident: HGO, Lctd: lat 38-52-22, long. 103-24-12. Elev: 4932'. Class: VORW. (5-7)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO MEMORIAL ARPT-SPECIAL NOTICE: Ordnance depot 6.8 n mi ENE at lat 38-20-00, long. 104-22-14 conducting demolition work days. (2-7)

[redacted]: BRIDGEPORT ARPT-TOWER: About May 14, trans & rcvr 120.9 mc will be cmsnd; Trans & rcvr 121.3 mc will be decmsnd. (4-24)
✱✱HARTFORD-BRAINARD FLD: Rnwy 9-27 clsd. Only NE and extreme SW ends of dike lgtd.
✱✱MONROE ARPT: Re-opened. (5-7)

[redacted]: SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
SOUTH GLASTONBURY-RIVERSIDE SEAPLANE BASE: Clsd until June 1. (11-15)
WILTON-RADIO: VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000';360°-015°, 35 n mi at 2500'.

DELAWARE: DOVER-RADIO: About May 15, VOR name and ident will be changed to: Kenton, ENO, respectively. (4-17)
GEORGETOWN-SUSSEX CO. ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.(5-22)
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICE: Caution-dynamiting daily, heavy charges, dam const along E bank Potomac River, 3/4 mi N of Chain bridge at Dalecaria,Md.
WASHINGTON-RADIO-SPECIAL NOTICE: Effect. June 1, until approx Sept 1, all inbound acft to Washington National Arpt make initial contact with Washington Approach Control regardless of weather as follows: from a westerly direction on 118.3 mc in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall. (4-25)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3°-to 3.5° S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg sys serving rnwy 36 decmsnd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions.

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)
BARTOW AIR BASE: AF primary Contract School clsd Sat.,Sun.,holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy Rnwy 10-28 clsd - indications of drag races. (4-29)
CAMP BLANDING-SPECIAL NOTICE: Caution, low-flying acft. May 18 daylgt hrs, small arms firing will be conducted in restricted area R-180 and area enclosed by following coordinates: lat 29-52-30, long. 82-02-30; 29-48-00, 80-01-30; 29-52-30,81-56-00; 29-54-30, 81-58-30. (4-24)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.(9-17)
CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAS remain as charted. (4-23)
CROSS CITY, 58, MEM-TPA ARPT: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

FLORIDA: FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip on fld. (3-9)
HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument apchs in progress up to 20,000'. Tfc operg in Homestead Control Zone at all times. (1-11)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch crs 248° usable to 9 n mi. (4-27)
KEY WEST-SPECIAL NOTICE: Effective May 21, Warning Area W-173 revised as follows: Bounded on the N by a line extending from lat 25-44-40, long. 81-57-05, to lat 25-44-00, long. 81-25-35, on the E by a line 3 n mi from and parallel to the Florida coast line, on the SE by Victor 3 and Blue 19 arwys, on the W by Control Area 1228. Warning Area W-174 revised as follows: Beginning at lat 25-44-40, long. 82-06-55, thence SE to lat 24-49-00, long. 81-55-00; SW to lat 24-37-30, long. 82-00-30; westerly to lat 24-37-30, long. 82-06-00; southerly to lat 24-28-30, long. 82-06-00; southerly to lat 24-25-00; long. 82-06-30; easterly to lat 24-25-00; long. 81-57-00; southwesterly to lat 23-30-00, long. 82-19-00; westerly to lat 23-30-00, long. 82-46-00; northwesterly lat 23-53-30, long. 83-12-00; northwesterly to lat 24-38-00, long. 84-00-00; north to lat 25-25-00, long. 84-00-00; northeasterly to lat 25-45-00, long. 83-27-00 to point of beginning. (4-10)
KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. Caution - const, men, and equip on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L & 8L-26R.
MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (5-1)
MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at lats of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.
MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-off and lndg will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndg and tk-off shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Men and equip working 400' S of rnwy 9L-27R constructing parallel taxiway. 400' of N/S taxiway S of rnwy 9L-27R clsd - mrkd days and ngts. (3-7)
MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.
ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndg and take-off to all acft. (2-12)
PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)
**STARKE-CONWAY ARPT: Permanently clsd. (3-27)
**STUART-WITHAM ARPT: 6251' (650' MSL) lgtd twr erected 13.5 n mi SE (150°T) at lat 26-59-01, long. 80-05-42. (3-21)
TALLAHASSEE-RADIO: VOR crs unusable 110°-150°. (6-23)
TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs except as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)
TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)
TAMPA-RADIO: VOR crs 95°-105° unusable.
TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt take-off and lndg. Caution unmarked obstn left side apch end rnwy 32. (1-31)
TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)
WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtf facs; 80 oct ; repairs; operg 0900-sunset. (1-23)
GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particulary SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)
ALMA-RADIO: Mar 25, VOR shut down - modernization. During modification shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all airway segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta, radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int, MRA 5000'. (5-7)
ALMA, SITE 43, MIA-ATL ARPT: Sod rnwys soft when wet - caution advised. (4-12)
ATLANTA-RADIO-SPECIAL NOTICE; ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Weather and other info not pertinent to tfc control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.
ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwys 33R-15L and 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958. (5-6)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.
SAVANNAH-TRAVIS FLD-TOWER: ILS BC-restricted excessive bends. Lclzr not to be used above 5000' MSL. (3 19)
SWAINSBORO-THOMPSON ARPT: Clsd - new rnwy under const. (11 20)
VALDOSTA RADIO: VOR unusable 240° clockwise thru 360°-110° acct excessive roughness and course displacement with exception of arpt apch crs 003°, usable to 10 n mi. (8 31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi.
BURLEY-RADIO: VOR coverage 130°-150, 26 n mi at min terrain clearance alt.
GRANGEVILLE-IDAHO CO. ARPT: Caution-E/W rnwy clsd; NE/SW soft on edges.(5-10)
IDAHO FALLS-FANNING ARPT: Rnwy 16-34 clsd to ngt operns - unlgtd. (4-23)
JEROME-COUNTY ARPT: Clsd due thawing conditions. Fld muddy. (2-24)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lgts inop. (6-23)
TWIN FALLS RADIO: VOR radials 115°-150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 156' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48-and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°.

[redacted]: **CARBONDALE-SOUTHERN ILLINOIS ARPT: Formerly carried as Murdale Arpt. (3-27)

**CHAMPAIGN ARPT: 20' poles erected approx. 150 ft N & adj to E/W rnwy. (9-5) E/W rnwy perm clsd. (4-12)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider operns Sat and Sun in VFR wea using N/S rnwy & 600' tfc pat. with rgt or left turns depending on tfc. (4-13)

CHICAGO AREA-SPECIAL NOTICE: Effect. Mar 31, all helicopter operns in the Chicago metropolitan area will be required to fly prescribed routes of flgt with the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1) 170' maximum height twrs supporting 28 mi of transmission line being erected west of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill and 2.5 mi S of Governors Airpark. Unmarked, unlighted. (4-17)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: 450'(1041'MSL) lgtd concrete chimney being erected 2.5 n mi WSW (252°T) at lat 41-51-02, long. 87-39-11 (3-8) Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. About June 3, ILS lclzr will be shut down for approx. 3 days. FLD: 375'(968'MSL) lgtd steel stack being erected 2.5 n mi NNE(23°T) at lat 41-49-42, long. 87-43-23. (4-17) Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd(627'MSL) being erected at 41-47N, 87-45W at NE intsxn of 55th St and Cicero Ave, adj to arpt. (3-8)

CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to 122.6mc. (3-22) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3mc or 348.6mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution-men and equip. on field. (10-11)

DIXON ARPT: NE/SW rnwy clsd for const-men and equip. on field daylight hours. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15;lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500'MSL. (5-13)

GALESBURG MUN ARPT: Caution-truck on field. (2-25)

GILMAN ARPT: Closed. (10-11)

HARVEY-RADIO: About June 6, LFR will be decmsnd. (4-25)

'HIGHLAND-WINET ARPT: Caution - construction. Men, equipment on field. Strip 100 feet in width available west side of north/south runway. Use extreme caution. (5-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)

JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above ground(965'MSL) lctd 2 mi SE-lighted. (1-7)

KEWANEE ARPT: Men and equip. on field intermittently-caution. (6-29)

[redacted]: LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs 123', not marked or lighted. (11-21)

MACOMB ARPT: Fld resumed normal opern May 9. (5-13)

MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MT VERNON ARPT: Work in progress daylgt hrs. N/S NE/SW clsd. No lgts until approx June 15. (5-6)

NORTHBROOK-SKY HARBOR ARPT: 178'(821'MSL) lgtd twr being erected 2.1 n mi NNE (34°T) at lat 42-11-10, long. 87-49-28. (3-21) Until June 1, well drilling machine with 57' mast operg 588' W of arpt bndry. Lctd 42-08-39N, 87-51-53W-not mrkd, painted, or lighted. Height 752'MSL. (3-1)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlighted fence apch end rnwy 22. (10-15) Until approximately July 31, NW/SE runway closed for reconstruction including paving, drainage, and lighting. (4-8)

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: VOR shut down until approx May 17. During this period the following MEA's can be used: V116: Excello, Missouri Intsxn(Intsxn formed by IRK R154 and 072 bearing to Quincy, Ill., Rbn) to Quincy Rbn(MCA V52 2600' northwest) 2000'; Quincy rbn (MCA V52 2600' northwest) to Peoria VOR 2000'. V63: Columbia VOR to Quincy rbn 2000'; Quincy rbn(MCA 2600' V52 northwest) to Burlington VOR 2600'. V50: Kirksville VOR to Quincy rbn 2500'; Quincy rbn(MCA V52 2600' northwest) to Springfield VOR 2000'. V52: Lury, Ia., Intsxn to Quincy rbn 2600'; Quincy rbn to Elsberry Intsxn 2000'(MRA 5000'); Elsberry Intsxn to St. Louis VOR 2000'. (4-26)

ROCKFORD-GREATER ROCKFORD ARPT: Const in progress E end of terminal bldg ramp days, area marked. Approximately 14" dropoff at edge of the taxiway leading between E end of the ramp and runway 18. Men and equipment crossing runway - days. (7-7)

★SPRINGFIELD-CAPITAL ARPT-TOWER: Mar 20, UHF/DF cmsnd on 243.0, 305.4 mc. (3-21) About May 15, ILS glide slope will be shut down until approximately July 15. During this period, localizer will be inoperative daylight hours Monday through Friday - runway construction. (4-30) FLD: Until about July 15, construction work in progress on 1000' overrun each end runway 4-22. (5-8)

VANDALIA-RADIO: May 6, VOR/DME shut down until approximately July 6. During shutdown the following MEA's can be utilized: V-12, V-14 from St. Louis VOR to Academy, Illinois, Intsxn 2000'; Academy Intsxn-Prairie Intsxn, 2000'; Prairie Intsxn -*Intsxn R356 ENL and STL R-072(Vandalia Intsxn Temp), 4000';*When proceeding eastbound to Terre Haute VOR, climb to 5500 prior to reaching Intsxn. Intsxn R356 ENL and STL R072(Vandalia Intsxn Temp) - * Union Center Intsxn, 5500'; *Union Center, Indiana, Intsxn - Terre Haute, Indiana, VOR, 2000';*climb to 5500' westbound after departing Union Center Intsxn. V72: Troy VOR - *Intsxn R054 TOY and R356 ENL(Vandalia Intsxn Temp), 4000'; *Intsxn R-054 TOY and R356 ENL(Vandalia Intsxn Temp) - Arcola, Indiana Intsxn, 12,500'; Arcola Intsxn - State Line Intsxn, 12,500'; State Line Intsxn-Lafayette, Indiana VOR 2000'; *climb to 12,500' prior to reaching Vandalia Intsxn Temp NE bound on V72 and climb to 5500' prior to reaching Vandalia Intsxn Temp E bound on V-12-14.

[redacted]: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approximately 29 statute miles N of the Terre Haute LF range between Montezuma and Newport and is bounded by latitude 39-50, 39-52 and longitude 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All aircraft are warned to keep clear of this area.

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on North side closed to all aircraft exceeding 3000 lbs gross weight. (2-14). 160'(419'MSL) tank and 37' building being erected at latitude 38-01-15, longitude 87-31-49; 1/2 mile Southeast; not lighted, painted or marked. (4-8)

INDIANA: FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. FLD: Rnwy 4-22 now 7800' - daylgt operns, 6200' - ngt operns. 1600' ext not lgtd. Due to non-visibility twr unable to ctl tfc on first 500' of rnwy 9 and entire taxistrip leading to apch end of rnwy. Rnwy 4-22 will be intermittently open and clsd during rnwy lgtg const. Use of rnwy shall not be anticipated unless it has been determined by contact with ctl twr that it will be open at time of arrival.

FORT WAYNE-SMITH ARPT: 1183' MSL lgtd twr being erected 1.5 n mi SSE (165° T) at lat 41-07-10, long. 85-08-11. (3-22) 770' (1589' MSL) lgtd twr being erected 2.5 n mi SSW (223° T) at lat 41-06-03, long 85-11-00. (4-8)

**FRANKLIN ARPT: 1217' (2085' MSL) lgtd twr erected 4 n mi WSW (250° T) at lat 39-24-27, long. 86-08-52. (4-8)

GARY MUN ARPT: Pole-line lctd approx 0.9mi NW being extended in N, NW direction; pole height varies from 98' to 179' above ground - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - const. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc, testing intermittently.

INDIANAPOLIS-SHANK ARPT-SPECIAL NOTICE: Race day operns. Left-hand tfc, land at own discretion, follow flagman to parking area. In add out flgt plans required. Parking fee $3.00. CAA-WBO representatives W side fld. Direct bus to track. (5-1)

INDIANAPOLIS-WEIR COOK ARPT-SPECIAL NOTICE: Race day operns. Rcvr required days; 2-way rdo ngts. Enter left-hand tfc, maintain rdo silence. Listen for instructions twr freqs plus lgt gun. In and out flgt plans required. Parking N side fld. Fee $3.00. CAA-WBO representatives at parking area. Transportation to track. Suggest transients other than race tfc use Sky Harbor Arpt acct service delays. (5-1)

INDIANAPOLIS-WEIR COOK ARPT: About June 1, 300' (984' MSL) lgtd twr will be erected 4.9 n mi E (96° T) at lat 39-43-23, long. 86-10-25 & being completed approx July 15. All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

LAFAYETTE-ARETZ ARPT: Until about May 15, flagged seeded area 50' x 1600' E end both rnwys. Use rnwys only. (3-12)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MUNCIE ARPT: Caution - arpt under const until about Nov 1. Ngt flying discontd - no lgtg facs. One 2500' turf rnwy usable daylgt hrs only. (4-23)

NABB-RADIO: About June 6, VOR will be cmsnd. Freq: 113.5 mc. Ident: ABB. Lctd at lat 38-35-15, long. 85-37-45. Elev: 713 MSL. Monitor. categroy (1) and controlled from Louisville, Ky. Mag. var: 1° E. Class: BVOR. (4-29)

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat 39-34-40, long. 85-48-00; elev.L 800'. No. of rnwys: 2. N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N, E, W.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-COX ARPT: About July 1, 550' (1005' MSL) smoke stack will be erected 13 n mi SSW (211° T) at lat 39-14-, long. 87-34. (5-8) Use rnwys and taxiways only acct work in progress and equip. on fld durg daylgt hrs. Expected duration - durg summer mos.

TILDEN-RADIO: See Indianapolis, Ind.

**WABASH ARPT: Abandoned. (3-14)

IOWA: ALBIA-AIRWAY IMPLEMENT CO. ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area bndry N lat 40-46-27; S-lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

IOWA: BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)

**DALLAS CENTER-HUSBAND ARPT: N 1000' N/S rnwy unusable when wet. No snow removal during winter months. (3-19)

**DENISON-CHAMBERLAIN ARPT: Abandoned - rnwys will be plowed up. (4-9)

DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area established NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

NEWTON MUN ARPT: Fld very soft. Use extreme caution during thaw.

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

SHELDON ARPT: Clsd for const - machinery on fld. (5-3)

SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4- relctn of lclzr. FLD: Due to non-visibility twr unable to ctl ramp tfc in front of Admin Bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)

SPENCER ARPT: Until about June 2, const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-20)

TROY MILLS-CARSON ARPT: 1358' (2398' MSL) lgtd twr being erected 8 n mi WSW (256° T) at lat 42-17-39, long. 91-53-10. (3-4)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: 683' (3473' MSL) lgtd twr being erected 19 n mi WSW (245° T) at lat 37-38-26, long. 100-20-33. (3-5)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 n to 43 n mi at min en route alt.

EMPORIA, 37, AMA-MKC: All sod rnwys rough. (2-25)

GARDEN CITY -RADIO: VOR course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (4-4)

GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)

GREAT BEND ARPT: N 2000' N/S rnwy and NE 2000' NE SW rnwy clsd until approx June 7 for reconst. Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (5-10)

HUTCHINSON ARPT-TOWER: About May 28, trans & rcvr 132.3 mc will be decmsnd.

JUNCTION CITY ARPT: 73' (1250' MSL) water tank being erected 1 mi E on U.S. 40, lgtd.

KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' add 5 miles between 2500' and 5500' MSL. (4-17)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked.

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**TOPEKA ARPT: Permanently closed. (3-7)

TOPEKA-PHILIP BILLARD ARPT: Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18)

TOPEKA-WILSON ARPT: New lndg strip reported. Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (Turf) not lgtd; A&E by appointment; 80/87 oct. (4-9)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

KANSAS: WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip on fld days. Acft remain on concrete areas. Sod unsafe. (4-17)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quads. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc info only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4 7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 125.4 or 125.7 mc or rng voice channels. (8-20)
WICHITA-KEN-MAR ARPT: Until about May 24, const on W half of N/S rnwy. (5 1)
KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW crs, 30 n mi from stn. (5-9)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14) About May 20, BJ fac on 263 kc will be changed to London BMH lctd at lat 37-05-25, long. 84-04-30. (4-12)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
HOPKINSVILLE-CAMPBELL AFB-RADIO: About May 31, USAF homing fac will be relctd to lat 36-44 10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4 19)
LEXINGTON-RADIO: VOR area 275°- clockwise to 015° unusable for IFR opern. (5-7)
LEXINGTON-BLUE GRASS ARPT: Due to non visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LONDON-RADIO: About May 20, H fac will be cmsnd. Freq: 263 kc. Ident: LOZ. Lctd: lat 37-05 25, long. 84-04-30. Class: BMH. (4-12)
LOUISVILLE-RADIO: VOR area 45° clockwise thru 100° unusable for instrument opern.
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: ILS glide slope relctd and MM will resume opern about June 17. Glide slope freq: 335 mc; lctd 1170' from S end N/S rnwy and 400' E of centerline; MM lctd 3500' from S end of N/S rnwy. Lat 38-09-25, long. 85-44-28.
** FLD: On or about June 17, a 3000' hi-intensity apch lgtg system avail as either configuration A or B serving rnwy 1 will be cmsnd. (5-10) Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.
PADUCAH RADIO: VOR has moderate bends in NE quad. (2-12)
YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)
LOUISIANA: SPECIAL NOTICE: Effective March 1 thru June 1, 1957, the King Cole Caution Area estab within the following described area: along US highway 190 from its junction with the US highway 165 W along US 190 to the Sabine River near Deweyville; thence N along the Sabine River to Logansport, La; thence along state highway 38 to Gloster, La; thence along state highway 171 to Shreveport, La; thence E along the southern boundary of Civil Airway Red 10 to Monroe, La; thence S along US highway 165 to point of beginning. Altitude: From surface to 50,000 ft MSL. Activities conducted: Cover and ground support acft. Time of use: Continuous only under VFR weather conditions. Controlling Agency: Manuever Director, Camp Polk, La. (2-13)
BATON ROUGE-RYAN FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: Caution - obstn lgts twrs being erected 1800' from N end of N/S rnwy.
LAKE CHARLES-RADIO: VOR radials 181°-359° out of tolerance due to scalloping and bends. (3-26) About May 20, VOR will be shut down until approx June 20. (4-5) During shutdown flgts authorized to use LCH LFR in lieu VOR. Ints and alts as charted. (4-18)
**LAKE CHARLES-McFILLEN ARPK: New arpt; Type "P"; lat 30-07, long. 93-10; lctd 4.0 S; elev 17'; 1 rnwy (N/S - 2600' - sod); minor A & E; 80/87 oct fuel. (3-29)
MANY-HART ARPT: Use with caution. (7-18)

LOUISIANA: MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34 -10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL; V-18N Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson, Miss. 1600' MSL; V-18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys mrkd with white crosses. Arpt now owned by U. S. Navy. (2-13)
NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping & bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
WELSH ARPT: E/W rnwy clsd ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt.
BANGOR-RADIO: VOR coverage 36-°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MEA. Roughness beyond 8 mi 360° clockwise to 060°. DME coverage 235°-260°, 35 n mi at 2500'. (3-15)
BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)
**EAST BALDWIN-BALDWIN ARPT: ABANDONED - land reverted to agriculture. (3-22)
HOULTON ARPT: Rnwy 1-19 clsd to ngt operns. Rnwy 5-23 partially lgtd. (5-10)
KENNEBUNK-RADIO: VOR/DME shut down. (5-13)
MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn - 300' WSW end of strip under const.
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip crossing rnwy. (4-17) New rnwy 11-29 under const. 20' embankment obstn 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33. (11-15)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: *BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt. (6-6) Scheduled bdcast on Baltimore LFR, VOR and Westminister VOR will be identified as Baltimore Area Radio. (4-29)
**BALTIMORE-MARTIN ARPT: Rnwy flood lgts on prior request have been discontd. (3-20) Const - men and equip on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwy 4-22 clsd - ditching thru rnwy. 1000' apch end rnwy 32 clsd - rnwy being extended and taxiway added. (5-7)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'.
CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Ident: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc, ident: CS. LOM freq: 303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from centerline and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy.
CUMBERLAND ARPT: Will be clsd from 1330 May 17 until 0600 May 20 for sport car races - will be open on May 17, 18 on prior req. (4-15)
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Light flag activity approx 2 mi from stn from 100°-160° and from 220°-320°. (1-5) May 10, VOR temp operg monitor category (3). (5-10)
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U. S. 11 when approaching to land W on E/W runway. Runway marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn - const extending rnwy 500' at ENE end. (5-11)

MARYLAND: RISING SUN-FARMINGTON ARPT.: Arpt reported-3 mi SE;elev 140';lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy(NE/SW) 2000' x 200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1.to the NE at lower altitudes. (3-19)
WHITE MARSH-QUINN ARPT: Arpt reported- 1 mi SW;elev 39-24, long. 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 2460 x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
BOSTON-SPECIAL NOTICE: Air Force approach control "VOLSCAN" equip will be evaluated from May 20-29, during hrs 1200-1600. Tests will be conducted under VFR conditions at all times and will involve from one to ten acft including jet and transport types. Operns will be concentrated in area east of Logan Arpt in Massachusetts Bay. (4-25)
BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.
BOSTON-BEDFORD(HANSCOM) ARPT: New tfc pat procedures: all acft with pat speed below 110 mph, fly 900'MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800'MSL. (11-14)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (4-2) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in northeasterly direction rnwy 4L and lndgs in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts lctd 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42'-1100' SW end of rnwy 4R. Cluster of 6 alternate red and white bar lgts lctd at the 1100' point replaced with single bar white lgt. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lgtg sys serving rnwy 4R cmsnd. Clear flasher units are installed at approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This sys will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution-during daylgt hrs only, men and equip. working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Supplementary lgts added to existing apch lgtf sys serving rnwy 4R. Complete sys consists of green threshold lgts 2502' NE of SW end of rnwy, 3 white lgts on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevaliing wea conditions and is controlled by twr. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft-caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. Durg such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or rnwy heading 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)
BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
CHESTER-RADIO: About June 6, VOR will be cmsnd. Freq: 108.6mc. Ident: CTR. Lctd lat 42-17-29, long. 72-57-00. Elev: 1603'MSL. Monitoring category(1) and controlled from Windsor Locks, Conn. Var 14° W. Class: BVOR. (4-29)
r CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)
FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgts at ngt. Caution. (4-15)

MASSACHUSETTS: NANTUCKET-MEMORIAL ARPT: No fuel, storage, service avail until
** June 15. (4-26) 67'(160'MSL) lgtd pole lctd 1.7 n mi NNE removed. (4-24)
WESTFIELD-RADIO: About June 11, LFR will be shut down until approx June 25. Class: SBMRLZ. The SE course will be realigned from 302° to 293°. (4-12)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld-days. Trees above obstn lgts on SE edge fld. (3-29) One June 15, work will begin on erecting 126' high (1056'MSL) water twr at 42-18N, 85-14W(on fld)-twr will be mrkd, painted and lgtd.(5-6)
BAY CITY-CLEMENTS ARPT: 260'(846'MSL) water twr & 350'(936'MSL) chimney being erected 6.9 n mi NNE(24°T) at lat 43-38, long. 83-50 & being completed approx. Nov. 1. Both lighted. (4-18)
BELLAIRE-ANTRIM COUNTY ARPT: Clsd-due rnwy const. Old N/S strip on E side usable. (10-1)
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. Exten ramp paving from term area to W side of N/S rnwy. Hvy machinery in area. Area mrkd flare pots ngts. Taxi with caution. (5-8)
BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft during spring thaw.(3-15)
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23. and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Men and equip. on or adj to ramp.(2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy 5 old section arpt. Useable sod area mrkd yellow plastic cones. (3-11)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under constr.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.
GREENVILLE ARPT: Clsd for const until approx. July 17. (4-18)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under construction. (9-16)
IONIA COUNTY ARPT: 319'(1181'MSL) lgtd antenna being erected 5 n mi SW(232°T) at lat 42-53-08, long. 85-09-12. (4-22)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution-apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off un rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi-interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Slope
** angle 2.9° usable only to MM. (4-3) FLD: Processing seed plant 65'(910'MSL) constructed 2650' SE end of NW/SE rnwy, lgtd. (10-29) 23'(870'MSL) hangar and bldg constructed 1300' from existing E/W rnwy (42-46-30N, 84-35-30W). (4-26) Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd.
MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)
MUSKEGON-RADIO: VOR coverage limited to 35 nautical miles 330°-075° clockwise at MEA. (4-29)

MICHIGAN: MUSKEGON COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying.(11-14) 60' wea radar twr approx 100' from centerline of NW/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

NEWPORT-MARSHALL ARPT: Mar. 11, 77'(659'MSL) reactor containment vessel & 182' lgtd derrick being erected 1.8 n mi ENE(85°T) at lat 41-57-36, long. 83-15-30. (2-25)

NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01;lat 45-39, long 86-35;lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4)

**PLAINWELL-OTSEGO-PLAINWELL ARPT: Wood pole transmission line, 43 to 65.5', constructed 1740' to 3260' W,S, and SE at lat 42-28, long 85-39. Not mrkd, painted, or lgtd. (2-5)

PONTIAC MUN ARPT: Const W of fld. (8-21) 34' high power line being erected approx 500' S. (4-20)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.

PORT HURON-ST.CLAIR COUNTY ARPT: 425'(1007'MSL) smokestack & 215'(797'MSL) bldg being erected 9 n mi SSE(169°T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)

PRUDENVILLE -ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

SAULT STE MARIE-KINROSS AFB-RADIO: Effect. May 1, ILS glide slope and lclzr inop 0700-1800 daily except Sun. (4-23) June 1 to Aug 1 glide slope and lclzr will be inop.(5-10)

SAULT STE MARIE ARPT: Bcn and strip lgts inop.

WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.

MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)

**ALEXANDRIA ARPT: 91 and 100 oct gas discontinued. (4-30)

AUSTIN ARPT: 150'(1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)

BRAINERD ARPT: N/S rnwy open to skis only. (1-7)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)

DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.

MINNEAPOLIS-ST. PAUL INTERNATIONAL (WOLD-CHAMBERLAIN FLD): Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)

REDWOOD FALLS ARPT: Temp 25' high p-line constructed across SW end of the NE/SW rnwy. (3-22)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt.

ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and ;N/S strips usable with caution. (5-7)

ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)

TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: **BILOXI-ART'S ARPT: Formerly carried as Rogers. (4-25)

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: April 8, VOR shut down until approx June 1. (5-7) During shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 kc unreliable due to excessive interference. (2-14)

GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. Three aircraft in pat, one over rnwy every 4 mins. All tfc left; alt 1000'. (6-20) Exten jet lndg & take-off rnwy 14-32, unless strong cross winds involved.

McCOMB-PIKE CO. 8C, MSY-STL ARPT: 356'(749'MSL) lgtd twr being erected 14.9 n mi E (92° T) at latitude 31-14-30, longitude 90-11-30. (4-24) NE/SW landing strip soft and unsafe for use by any type of aircraft during wet weather. (3-5)

MERIDAN-RADIO: VOR/DME relctd & oprg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long 88-48-12. (12-19) Caution - all rnwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (4-18)

MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope shut down until approx Aug 29. (5-1)

MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Rnwy 5-23 clsd - repairs; may be opened intermittently. (5-9) VOR airborne rcvr check point inop.

MISSOURI: BELTON-LAMAR ARPT: 403'(1333'MSL) lgtd twr being erected 9.2 n mi SE (153°T) at lat 38-37-20, long. 94-30-30. (4-22)

CLINTON-SPORTSMAN's ARPK: 250'(1007'MSL) lgtd chimney being erected 9 n mi SW (239°T) at lat 38-18-42, long. 93-55-59. (4-5)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTO ARPT: 38-08N, 90-33W; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail.

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-of. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

JOPLIN ARPT-RADIO: ILS glide slope shut down until approx May 24, all other components remain in opern. (4-24)

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side operation. (5-10)

KANSAS CITY ARPT: 263'(1273'MSL) lgtd twr being erected 9 n mi SE(140°T) at lat 39-00-40, long. 94-28-00. (4-5) Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required.(10-23)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

LEXINGTON ARPT: About May 21, 383'(1238'MSL) lgtd twr will be erected 9.5 n mi SE (153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE(159°T) at lat 39-10-27, long. 93-54-55. S twr (998'MSL), Middle twr(972'MSL) & N twr (858'MSL).S twr only, lgtd.(5-2)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng & Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

MARCELINE ARPT: About June 10, 303'(1048'MSL) lgtd twr will be erected 5.8 n mi SSW (220°T) at lat 39-39-40, long. 93-02-05. (4-24)

MARSHALL MEM'L ARPT: About June 6, 343'(1023'MSL) lgtd twr will be erected 20 n mi NW(321°T) at lat 39-21-25, long. 93-29-00. (4-24)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

**POPLAR BLUFF-FIELDS MEM'L ARPT: Type changed to "L". Unattended during daylgt hrs - fuel and service unavail. (5-6)

ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOSEPH-ROSECRANS ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)

ST. JOSEPH-ROSECRANS MEM'L ARPT: Effect. May 20, N/S instrument rnwy will be clsd for major const. Concurrently, 1600' NE portion of NE/SW rnwy will be clsd and neon apch lgts lctd on inbound heading to rnwy 35 removed from service. Const areas flagged and lgtd day and night - caution. (5-9)

ST LOUIS-RADIO: Soon, VHF/DF will be cmsnd using following freq: 118.3, 119.5, 121.5, 122.5, 126.18 mc. (4-24)

MISSOURI: ST. LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34 & 600' N of taxistrip 7. Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)

ST. LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'. MSL.

ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: May 26, Jun 9 & 23, Jul 7 & 26, Aug 4 & 18, Sept 8 &22, Oct 6 & 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

ST. LOUIS-WEISS ARPT: 350' (769' MSL) lgtd stack being erected 9.5 n mi SE (145° T) at lat 38-24-08, long. 90-20-10. (3-20)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

WARRENSBURG-SKY HAVEN ARPT: 1290' MSL lgtd twr erected 13.3 n mi NNE (28°T) at lat 38-59-27, long. 93-40-30. (2-19)

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area durg const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi ; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

FORT BENTON ARPT: Field lgts inop. (11-27)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwy 7-25 clsd from intsxn to E end. Remainder of 7-25 restricted to 10,000 lbs GWT. Rnwy 5-23 restricted to 10,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs single-wheel or 70,000 lbs dual-wheel. (3-5)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H fac. (4-9)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST. IGNATIUS ARPT: Rnwy lgts inop.

**TOWNSEND, BCN SITE 3, HLN-MSP: Bcn converted to 36" rotating bcn without course lgts.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway clsd.

OMAHA ARPT: 583' (1746' MSL) lgtd twr being erected 3.9 n mi SW (225° T) at lat 41-15-30, long. 95-57-04. (3-15) Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

NEBRASKA: SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. Bcn inop.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW durg daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mil 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways.

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flight within a 300 n mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'; DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35 and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Airport condition information is available by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flight call Concord Airport on 122.8 mc) or CAA Commun Stn, Concord Mun Airport anytime (tel. CApital 5-6151 or acft in flight call Concord Rdo.)

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

**CONCORD ARPT: Hi-intensity lgts installed rnwy 17-35. Work in progress on arpt removing old taxi strips. Trucks marked by orange and white flags moving along and crossing rnwys. Duration of work expected to last until May or June. Rnwy lights on rnwy 12-20 inop. (5-10)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

KEENE-DILLANT-HOPKINS ARPT: 666' (1626' MSL) lgtd twr being erected 10.7 n mi SSW (221° T) at lat 42-45-35, long. 72-26-01. (4-30)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylight hours - spray equipment testing. Safety strips SW side of rnwy unsafe. Caution - nights - green range lights are set so touchdown area is 300' beyond range lights SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. (5-12)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip. on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 26 n mi and 60°-200°, 26 n mi at minimum en route altitude. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

✱LAKEHURST NAS-RADIO: Lakewood Navy H fac cmsnd. Freq: 245 kc. Ident: NEL. Lctd at lat 40-05-12, long. 74-15-58. Class: MHW. Navy Lakewood FM (elliptical shape) cmsnd on NE course at same site as H fac. Ident: One dash. Navy Asbury Park Fan Mrkr on NE course, Ident: changed to two dots, one dash.

NEW JERSEY: MILLVILLE ARPT: Non-military glider operns week-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Light multiples other courses.

NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 clsd. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered nights. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left rurn as soon as practicable. NW take-off make gentle right turn as soon as practicable followed by wide left hand pat.

STILLWATER-RADIO: May 10, VOR monitor category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail nights only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg are now lctd 50' E of W taxiway opposite ctl twr. Closed to jet propelled aircraft except with prior permission of arpt manager.

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

★TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx June 1. FLD: Acft using rnwy 24 on take-off continue straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns durg VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

ANTON CHICO-RADIO: March 28, VOR shut down - modernization. Durg this period, following arwys will be unusable: V-12 OTO-TCC, V-12N ACH-TCC, V-62 San Jose Int - Pleasant Hill Int, V-234 ACH-Conchas Dam Int. (3-28)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME cover. 216°-360° to 79°, 43n mi at 10,000'. Cover. in Mexico not check.

**COLUMBUS, 34 PHX-ELP, ARPT: Sale of aviation fuel perm discontd. (3-27)

DEMING-RADIO: About June 1, VOR will be cmsnd. Freq: 108.6 mc. Ident: DMN. Lctd lat 32-16-33, long. 107-34-12. Elev: 4175'MSL. Class: VORW. Disregard spurious signals.

NEW MEXICO: DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: May 13, VOR will be shut down until approx June 9 - modernization. Durg shutdown, the following arwys will be affected: V-12 MEA ABQ-ACH 12,000'; V-83 MEA SAF-CNX 10,000'; V-60 OTO-San Jose Int unusable; V-60S ABQ-OTO unusable. (5-1)

PINON-RADIO: About June 21, VOR will be cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd: lat 32-31-44, long. 105-18-20. Elev: 6578'MSL. Class: VORW. (4-18)

**ROSWELL ARPT: 750' twr 11 mi E completely dismantled. (5-5)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

**BUFFALO ARPT: N/S rnwy (18-36) abandoned and closed for all traffic except taxiing. There will be no further use of this strip as a rnwy. (4-4)

CALVERTON-PECONIC RIVER ARPT: Hours of operation 0800-2400, Monday - Saturday only. (10-25)

DELANCEY-RADIO: March 14, VOR operating test basis only. Freq: 110.2 mc. Ident: DNY. Located lat 42-10-40, long 74-57-27. About June 6, VOR will be commissioned. Elev: 2560' MSL. Monitoring category (1), controlled from Binghamton. Var: 11°W. Class: BVOR. (5-7)

ELMIRA-RADIO: VOR has scalloping all quads. (3-14)

FARMINGDALE-REPUBLIC ARPT: Private airport, Manufacturer's plant - official bus. only. Closed to all operations unless previous arrangements are made by telephone to have tower open and adequate crash facilities. Fuel unavailable transient aircraft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontinued. Runway available for emergency use - no snow removal. (11-29)

**HAUPPAGE-SMITHTOWN AVIATION COUNTRY CLUB ARPT: Permanently closed. (5-10)

HEMPSTEAD-RADIO: About September, LFR will be shut down - modernization. (4-25)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA. (9-21) May 10, VOR monitor. category temp changed to (3). (5-10)

★IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. May 1, LFR decommissioned - relocation to vicinity Peconic, New York. Concurrently, MHW commissioned at ILS OM site serving runway 4. Freq 353 kc. Ident: IDL. Lat 40-35-41, long 73-48-28.

JAMESTOWN ARPT: Construction SW end NE/SW runway. N/S runway closed - men, equipment on runways. (6-25)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LIDO-RADIO: About May 20, MHW will be cmsnd. Freq: 239 kc. Ident: LDO. Lctd lat 40-35-34, long 73-35-34. (4-29)

MASSENA-RADIO: VOR radials 82°-230° have bends.

MIDDLETOWN-RANDALL'S ARPT: Field closed intermittently by "X" during spring wet season account soft spots. Circle field - if safe to land operator will remove "X". (3-26)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK: NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: Rcvr 122.1 mc decmsnd. (5-13) Rec'd too late for ANRA.

**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float and skid type helicopters. (2-7)

NEW YOKR INTERNATIONAL (IDLEWILD) ARPT-TOWER: About June 17, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. OM lctd 5.53 mi from NE end of NE/SW rnwy. Elev: 75' MSL. Alt over MM 240' MSL; OM 1500' MSL. Concurrently with cmsng of ILS, Elmont FM on back course ILS serv rnwy 4, will be decmsnd. FLD: Lndgs and tk-offs prohibited unless acft equip with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus or flag rank or higher. Caution. Use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operations within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Centerline apch lgtg system serving rnwy 22 cmsnd. System extends 3000' from rnwy pavement out into apch. System consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (4-11) On or about May 20, existing sequenced flashing lgt system serving rnwy 4 will be modified so that the entire sequenced flashing system will be 2300' long and ending 700' from the end of the rnwy. (5-7)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft - days. Obstns and equip mrkd - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (9-28) Soon, combination left lane apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be cmsnd. (1-11) Caution - use paved surface only, sod areas unsuitable for acft operations. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at the apch end of rnwy 22 at a distance of 25'. (3-22) Run-up pads under const adj to SE side taxiway 1 and 9 - flagged by day lgtd at ngt. (4-17)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 minute advance notice (tel. Longacre 4-2073). Direct commun by 2-way radio on 122.8 mc required before apch and take-off. Caution - ship traffic in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)

NIAGARA FALLS ARPT-TOWER: Lclzr and glide slope shut down. (4-25) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W boundary and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Closed due rnwy repairs. (2-23)

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vicinity of arpt is 800' to insure adequate separation from military acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000', 215°-270° below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon - Fri. Blast cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility tower unable to control traffic on approach end rnwy 10, NG ramp, and portions of taxiways serving rnwys 22 and 33. Caution - lndg jet acft using left hand pattern at 1879' MSL. Sod areas unsafe. Radio receiver required. (12-3)

SPITFIRE LAKE: Clsd seaplane operns - xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.

SYRACUSE-HANCOCK FLD: VOR ground rcvr check point unusable. (4-16)

UPPER ST. REGIS LAKE: Clsd seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°. About June 3, LFR will be shut down until approximately June 14 - repairs. (4-5)

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo beacon unreliable W quad beyond 20 mi. (3-22)

WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from control tower.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operations being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: **BLACK MOUNTAIN ARPT: Abandoned. (5-7)

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operating transmitter and receiver on a tower freq, xcpt in emerg or on prior approval of tower or arpt mgr's office. (1-20) Rnwy 5-23 closed for repaving until approx May 31. (4-25)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

COFIELD-RADIO: VOR radials 250°-275° out of tolerance - roughness and bends. (4-10)

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx July 1 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (3-26)

**FT FISHER ARPT: Abandoned. (3-26)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due exexcessive roughness and bends. (12-26)

HICKORY-RADIO: VOR radials 270°-285° and 150°-160° out of tolerance account roughness and bends. (4-12)

**KANNAPOLIS ARPT: Abandoned. (5-1)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and traffic W ramp. (1-10)

MANTEO ARPT: Rnwy lgts inop. (1-30)

[redacted]: NEW BERN-RADIO: April 23, VOR shut down until approx May 23. During shut down VOR flgts authorized to use EWN rdo bcn in lieu of EWN VOR. Intersections and MEA as charted. (4-23)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (3-13)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (4-9)

[redacted]: ASHLEY ARPT: Two 200'(2424' MSL) lgtd twrs being erected 18 n mi E (88°T) at lat 46-02, long. 98-54. (5-6)

BISBEE-LYSTER ARPT: Two 200'(2018'MSL) lgtd twrs being erected 10.4 n mi SSW(221°T) at lat 48-30-15, long. 99-33-15. (5-6)

DRAKE ARPT: Two 200'(2496' MSL) lgtd twrs being erected 17.1 n mi WSW(246°T) at lat 47-49, long. 100-46. (5-6)

FARGO-RADIO: Victor 2 N arwy radial 104° has scalloping in excess of 2°. (2-28)

FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and tk-off. Flood lgts rnwy 21 inop. (4-8)

JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE(162°T) at lat 46-52, long. 98-39 & being completed approx. Sept. 1957. (4-15)

LINTON ARPT: 200'(2330' MSL) lgtd twr being erected 6.8 n mi S(201°T) at lat 46-06, long. 100-18. (5-6)

PAGE-HARTLEY ARPT: Two 200'(1481' MSL) lgtd twrs being erected 2.3 n mi ESE(123°T) at lat 47-08, long. 97-30. (5-6)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

[redacted]: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope unusable from MM to apch end rnwy 36 - acct roughness and inadequate clearance. (4-29)FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic--camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29)

FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory.(8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R.(11-17) Taxi guide signs now installed all taxiways. W taxiways reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)

[redacted]: COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9-turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone -maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules -Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (2-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.

DAYTON-RADIO: VOR has moderate roughness from 120°-200° at min en route alt. DME coverage 150°-220°, 30 n mi at 2400'. VOR has interference from 90° clockwise to 240°. This area not to be used for IFR opern acct unreliable course indication during period of interference.

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End of pavement and beginning of const areas mrkd by row of red lgts across ends rnwy 6-24. End of pavement rnwy 24 mrkd by row of red flags for daylgt opern.(1-7) Rnwy 6-24 clsd 0700-1800 until approx June 30. (4-29)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. 94-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor category temp changed to (3). (5-10)

LEBANON-J & J ARPT: Type "P"; lat 39-27, long. 84-15; lctd 3 mi NW; elev 880'; 1 rnwy; 2100' turf; 80 oct gas; remarks - P-line S. Rgt tfc lndg and tk-off N. Soft during spring thaw. (4-17)

MANSFIELD-RADIO: VOR has excessive roughness and course displacement(max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. Establish over station position by positive To-From indication. (1-17)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface face; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshhold lgts. Usable rnwy 4940'. (3-20)

OHIO: TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution-const NE/SW rnwy being extended to NE -flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600';344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000';270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr usable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
ARDMORE ARPT: KVSO-TV twr lctd 4.6 n mi (5°T) at lat 34-22-29, long. 97-08-23, destroyed by Tornado April 2. Replacement date has not been determined. (4-5)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint-use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operations.
GUYMON ARPT: N/S rnwy closed-due constr. Caution equip. on fld. (10-31)
HOBART-RADIO: About May 20, VOR will be shut down for approx. 3 days. (5-1)
**HUGO-WEDDINGTON ARPT: CLOSED-unsafe, not maintained, cattle on field. (4-4)
★LAWTON-RADIO: VOR monitoring category (3) from: 2300-0600, and is monitored in category (1) from 0600-2300. (5-8) Received too late for ANRA.
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy-use extreme caution. (3-11)
NOWATA ARPT: Caution-NE/SW rnwy under part-time construction. (9-25)
**OKLAHOMA CITY-WILL ROGERS FLD: Rnwy 08-26 perm clsd. (4-24) Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt. (2-3)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous-deep holes.
★TULSA-RADIO: May 9, VOR flgt-checked and cmsnd at relctn, lat 36-11-52, long. 95-47-17. Freq changed to 114.4 mc. Bear., dist Tulsa Mun Arpt: 260°, 4.8 n mi. About May 15, DME will be cmsnd. (5-9)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Suns-drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: AURORA FLIGHT STRIP: Caution-drag races will be conducted on the following dates: May 19, 26, June 9, 23, July 7, 21 August 4, 18, September 15, 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad- caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N end of rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)
**GATES-DAVIS ARPT: ABANDONED. (3-15)
HERMISTON-SPECIAL NOTICE: Demolition approx. 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20;S-lat 45-49-40;W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction--Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr. alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface-lctd 21' W of ctr intsxn. max depth 100'. (3-7)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343, radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd- not day marked. (1-29)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equipment on fld.
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04;lctd 2-1/2 mi SW;elev 4475'; 1 rnwy; 3200' gravel; remarks- Ctn-fence across both ends of field. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P May 26, June 23, July 21, Aug 18 and Sept 29 - caution. (4-10)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 nmi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not marked. Use rnwys only. (2-11)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution-N/S rnwy clsd-grading and construction in progress in areas adj to rnwy. Equipment occasionally cross rnwy. Areas marked. (12-27)
BRISTOL-3M ARPT: Caution-const equip. on S apch N/S rnwy-hazardous.
BUTLER-RADIO: H fac usable dist 17 to 26 n mi-due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx. 6.9 n mi NW, Mon Fri, 0800-1700. N bndry- lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd-const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)
**GALETON-CHERRY SPRINGS ARPT: Permanently closed. (3-26)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
GREENVILLE ARPT: Arpt now reopened. (5-10)
HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyone 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: VOR airborne receiver check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

PENNSYLVANIA: LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress.
LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd indefinitely. (3-15)
MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)
PHILADELPHIA-RADIO: About June 4, LFR will be shut down for approx two days for realignment N course from 180° to 160°. (3-8)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft operg under Radar Apch Control will under no circumstances reverse course or make a transition at the OM after having rcvd the final vector to the ILS course without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Rnwy 13 closed for lndgs. Rnwy 30 avail. for lndgs for acft under 25,000 lbs when wind exceeds 15 knots, not avail. under other conditions xcpt in emerg. Rnwy 30 clsd for take-offs. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway between runways 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation ans services avail., load and unload stops at Pier C, only avail. for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
**PHILADELPHIA-WINGS ARPT: Lctd 12 mi NW. (Formerly carried under Ambler).
PHILIPSBURG-ALBERT ARPT: Closed.
PITTSBURGH-ALLEGHENY CO. ARPT: 842' (2042' MSL) lgtd twr being erected 7.5 n mi NW (336° T) at lat 40-27-47, long. 80-00-17. (4-23) Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 29 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. 10-27)
PITTSBURGH-GREATER PITTSBURGH (RIVER)- RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5.
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
SLATINGTON ARPT: Arpt reported. 40-46N, 75-36W; lctd 1 mi N; 80 oct gas; remarks - limited facs. (5-3)
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVULLE ARPT: S third rnwy soft, fld rough. (12-14)
WASHINGTON ARPT: Clsd due const until about Sept 1.
WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip. on rnwy and fld. (4-1)
YARDLEY-RADIO: May 2, VOR operg on test basis. Freq: 108.8 mc. Ident: ARD, Lctd at lat 40-15-11, long. 74-54-31. (5-3)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Rnwy 5L-23R restricted to air carrier, multi-engine and mil type acft operns under VFR conditions as follows: No lndgs rnwy 5L. No take-offs rnwy 23R. Normal operns rnwy 5R-23L. Jet acft practice operns prohibited. Trans mil acft practice operns prohibited.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR operg test basis. During test opern Temp MEA SAV to MYR via V-1, 3000'; CAE to CHS via V-53, 3000'; FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intersections satisfactory for use as indicated: Jamestown Intxsn FLO 183/ MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/ NW course CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable. (4-23)
CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men and equip. installing taxiway lgtg in close proximity all taxiways. Open ditches marked days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21)
CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)
COLUMBIA-RADIO: About May 20, VOR will be shut down until approx June 17 - modern. (4-8) During shutdown arwys V-53 SPA to CHS MEA 4000'; V-58 AGS to FLO MEA 3000', V-37 CLT to SAV MEA 6000'. V-18 AGS to CHS via AGS 090° and HCS 302° MEA 3000'. Whiterock Intsxn temp redesignated SPA 149° and AGS 050°. Blythewood Intsxn temp redesignated AGS 055° and CLT 185°. North Intsxn, Burton Intsxn, and Adams Run Intsxn unusable. (4-18)
FLORENCE-RADIO: VOR radials 225°-250° out of tolerance - roughness and bends.
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop.
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked.
MYRTLE BEACH AFB/MUN ARPT: All acft use extreme caution in Myrtle Beach area. Rdo equipped acft ctc MYR AFB twr on 126.18 or 121.5 mc for lndg. Acft without radio circle arpt for visual signal from twr before attempting to land. (3-25)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy clsd to acft weighing more than 6 tons. 200' N end N/S rnwy clsd to all operns. (5-8)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at alt 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lft acft at pilots' discretion. (4-25)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
PIERRE-RADIO: April 18, VOR shut down until approx May 30. (4-18)
RELIANCE-FLETCHER ARPT: About May 6, 711' (2883' MSL) lgtd twr will be erected 6.2 n mi NNW (346° T) at lat 43-57-55, long. 99-36-11. (4-15)
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. LFR operg as homing fac. (5-8)
CHATTANOOGA-LOVELL FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and rcvr capable of rcvg instructions from ctl twr; durg daylgt, all acft must be equipped with rcvr capable of rcvg instructions from ctl twr.
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg on test basis.
MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)

TENNESSEE: NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy fld.(2-19)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ADDISON ARPT: Arpt reported: Type "L"; longest rnwy 2000'; remarks - work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN - MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. (4-15) During this period, ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstn on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown pdint ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: About June 1, ILS will be cmsnd. Lclzr freq: 109.5 mc, ident: BUJ. Glide slope freq: 332.6 mc. Apch bear: 113°. LMM freq: 206 kc; ident: UJ. LOM freq 236 kc; ident BU. MM lctd 0.4 mi. OM 4.8 mi from apch end rnwy. (4-30) FLD: Rnwy 11-29 clsd - construction. (9-19) Due non-visiblity twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 8 - relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEAs remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear. from BGS LFR. Mustang Int use 266° bear. from BGS LFR. (4-5)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNWOOD ARPT: 500' (2000'MSL) lgtd twr being erected 5 n mi SSW (218°T) at lat 31-43-45, long. 99-01-00. (5-3)

COLLEGE STATION-RADIO: DME coverage 60°to90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. Expected to re-open about June 1. (4-23)

CULBERSON-RADIO: About May 20, VOR/DME will be shut down until approx June 20. (4-5) During shutdown, following MEAs authorized on V-66, V-79 using HUP VOR. HUP VOR to CXN VOR 10,000'. CXN to Arno Int 12,500'. Arno Int to Monohans Int 14,500'. Courses as charted. Gore Int CNM radial 177° in lieu CXN 360°. MRA 10,000'. (4-22)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation take-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EAGLE LAKE-RADIO: About May 20 VOR will be shut down until approx June 20. (4-5) During shutdown VOR flgts authorized to use following temp MEAs, Routes and Fixes: (1) TEXAS: GLS 278 or HOU 262 and CLL 165° radials authorized as ELA fix in lieu VOR. MEA 4000'. (2) V180 SIH to ELA not usable. Temp route SIH to Int V198 (HOU 262° radial) via AUS 125° radial authorized. MEA 5000'. (3) V180 ELA fix to Richmond VOR Int. authorized via GLS 278° radial MEA 4000'. Richmond VOR Int to Arcola VOR Int. authorized via GLS 278° radial MEA 2000'. (4) V198 Seguin VOR Int. to ELA fix authorized via SAT 080° and HOU 262° radials. MEA 5000'. (5) Route Dacus VOR Int to Courtney Int not usable. Temp route Keenan VOR Int. to V15 authorized via LFK 213° radial MEA 5000'. (6) Courtney and Cypress VOR Ints not usable. Following fixes temp redesignated: Dacus VOR Int Hou 330° and CLL 085° radials; Gulf Coast VOR Int HOU 345° radial and 125° mag bear to MNU rbn; Fairbanks VOR Int HOU 315° radial and NE course RIC LFR; Richmond VOR Int GLS 278° and HOU 247° radials. No change in MRA's except Richmond VOR Int. which is 2000'.

**EL PASO INTNL ARPT: 110' water tank lctd just SSW admin bldg has been dismantled. Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in clt zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail.

✱FORT STOCKTON-RADIO: May 9, VOR cmsnd. Freq: 112.8 mc, Ident: FST. Lctd lat 30-57-20, long. 102-58-33. Monitoring category (1). (5-9) Rcvd too late for ANRA page.

FORT WORTH-CARTER FLD: 274' (824'MSL) lgtd twr being erected 8 n mi SSE (169°T) at lat 32-41-42, long. 97-01-15. (4-23) Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and menwill be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly mrkd. (3-21)

★FT. WORTH-MEACHAM FLD-TOWER: About June 3, ILS lclzr and glide slope will be shut down until approx Aug 3. (5-1) Effect May 1, twr hrs opern: 0700-2200. (4-15)

GREENVILLE-MAJORS ARPT: Rnwys 18R and 35L clsd until June 6 due to const. Men and equip. working during daylgt hrs. Other rnwys will be clsd intermittently until further notice. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (5-10)

GUTHRIE-RADIO: April 22, VOR shut down until approx May 22. (4-22) During shutdown, GTH VOR, flgts authorized to use V-102 LBB VOR-SPS VOR MEA 6000' MSL. (3-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No.1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° raidal.

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd wind sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for take-offs to E only - no lndgs. (3-11)

HUECO MOUNTAIN-RADIO: About May 31, MHW will be cmsnd. Freq: 317 kc. Ident: HCO. Lctd lat 31-49-06, long. 105-59-42. (4-22)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordncance Paint approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

TEXAS: KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement. (1-21)
KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)
LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)
**LUBBOCK ARPT-SPECIAL NOTICE: ILS procedure #1, straight-in minima 400-1 until further notice. (3-2)
LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Sept 1. (2-25)
FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)
LUFKIN-RADIO: DME coverage 017° 2400'MSL 34 n mi; 032° 2400' MSL 35 n mi; 090° 2000'MSL 21 n mi; 17° 1600'MSL 40 n mi; 190° 1600'MSL 40 n mi; 310° 2500' MSL 25 n mi.
MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Suns. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-off and lndg. (11-26)
McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW.
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)
NEWMAN-RADIO: About May 31, MHW will be decmsnd and relctd at Hueco Mountain.
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)
**PANHANDLE ARPT: Abandoned - land use changed. (4-18)
PORT ISABEL ARPT: Clsd all operns - const. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'. (5-9)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
★SNOOK-RADIO: USAF H fac cmsnd. Freq 371 kc. Ident: SOK, lctd: lat 30-29-00, long. 96-29-25. Class: MHW. Bear. & dist to Bryan AFB: 355°, 8.0 n mi. (1-29)
SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip 2800' long. (1-28)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - acct of severe scalloping and roughness.
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
**WAXAHACHIE-STOCKHAM DUSTING ARPT: Abandoned. (4-19)
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2)
MYTON-RADIO: About June 15, VOR will be cmsnd. Freq: 117.0 mc. Ident: MTU. Lctd lat 40-09-43, long. 110-06-25. Elev: 5330'. Class: VORW. (5-7)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const.
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235° 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355°-95° and 185°-235° from stn unreliable below 15,000' MSL. Area 95°-135° from stn unreliable all alt.
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi; at 13,000'MSL from 145°-155°, 35 n mi; and 275°-295°, 30 n mi. Course roughness exists over mountain ridges N thru E btwn 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel. CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 270°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25)
CAPE CHARLES-RADIO: May 10, VOR operg test-basis only. Freq: 112.4 mc. Ident: CCV. Lctd lat 37-20-54, long. 76-00-00. Class: VORW. (5-10)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20';1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct gas. (4-15)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and rngs controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
LANGLEY AIR FORCE BASE: Lndg and take-off prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndg and take-off. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd-old strip laying parallel & S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICH HENRY ARPT-TOWER: About May 15, ILS lclzr and glide slope will be shut down until approx June 15. (5-16) FLD: Exten const in progress apch end rnwy 20. Caution - const - men and equip operg NE portion of fld approx 150' N and parallel to rnwy 24 from head of rnwy to the E/W taxi strip. Rnwy 6-24 will be closed for approx one month on or about May 15 - rnwy widening in progress. Rnwy 2-20 ext will be avail for use on or about May 15. N end of rnwy 2-20 extended 1500'. Rnwy length of 2-20 will be 5000'. (4-24)
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK ARPT: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip on fld daylgt hrs. (4-26)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (12-19)
RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft reqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)

VIRGINIA: ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx. midway E/W strip. Men and equip adj all rnwys and taxiways- caution.

WAVERLY ARPT: Unattended until further notice- no services avail- land at own risk.

WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx. 900'; 1 rnwy; 3500' long(graded dirt- shale); remarks-telephone line parallel to rnwy 100' to one side.(3-8)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BANDERA ARPT: Closed - due snow. (12-7)

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy closed to heavy traffic. (11-19)

**BELMONT-BLACKS RANCH ARPT: ABANDONED. (4-3)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227,-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inoperative. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

**KENT ARPT: Now private arpt-use at own risk. Tk-offs and landings limited to oiled strip along E side. (3-22)

**LATAH ARPT: ABANDONED. (4-3)

LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)

LESTER ARPT: Closed - due snow. (12-7)

MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop-due power cable trouble. (10-26)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon Intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution-unlgtd power line approx. 50' high E end - unmarked.

PACKWOOD ARPT: Closed - due snow. (12-7)

**PULLMAN-MOSCOW REGIONAL ARPT: Formerly carried as PULLMAN-Moscow. (4-15) Rnwy lgts avail. on request. W taxiway closed. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about March 15, 1958, const in progress- use rnwys and taxiways only. (3-11)

RIMROCK-TIETON ARPT: Closed - due snow. (12-7)

SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30(short rnwy)E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 15 mi except V2,V2S, V4, V4S and G2 are unreliable MEA beyond 27 mi. (5-9) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lights at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

SKYKOMISH ARPT: Closed - due snow. (12-7)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on field.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260,, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, lclzr and glide slope shut down for an indefinite period-relctn and rnwy extension. (3-29)

WASHINGTON: FLD: 40" high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 and 7-25 clsd for const until about June 22. (3-20)

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18). Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution-const of new taxi strip and parking area. (5-6)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Acft fuel and servg.avail. 0600-2400E daily. Other hours by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31). DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (5-3)

GLEN DALE ARPT: Two 601'(1250'MSL) unlgtd stacks being erected 6.5 n mi SSW(209°T) at lat 39-50-47, long. 80-19-14. (4-9) Ditch under construction across N/S rnwy 700' N of S boundary. Will be marked by flags. Rnwy length reduced to 2200' until further advised. (12-13)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.

PARKERSBURG-STEWART ARPT: 600'(1227'MSL) unlgtd control chimney being erected 25 n mi SSW(211°T) at lat 38-56-15, long. 81-49-30 & being completed about July.(4-9)

PRINCE-SPECIAL NOTICE: April 19 until approx. May 24, U.S. Army will conduct rocket firing practice across New River from bottom of Batoff Mountain lctd approx. 8 mi NE Beckley along route 19 and 41. Rockets may attain height of 1000'. Area should be avoided. (4-19)

WISCONSIN: FOND DU LAC ARPT: Caution-use center of rnwys-due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from station.(11-3)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi;1 strip-(E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

**LONE ROCK-BCN SITE 16, CHI-MSP: Bcn site discontinued. (5-6)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22,26,31. E taxiway N of Admin Bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. (10-17)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq. make the first contact with Milwaukee apch ctl on 124.9mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld-use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

RHINELANDER-ONEIDA CO. ARPT: Arpt bcn will be inop due relctn. (4-18)

**THREE LAKES ARPT: Correct elevation is 1637'. (4-8)

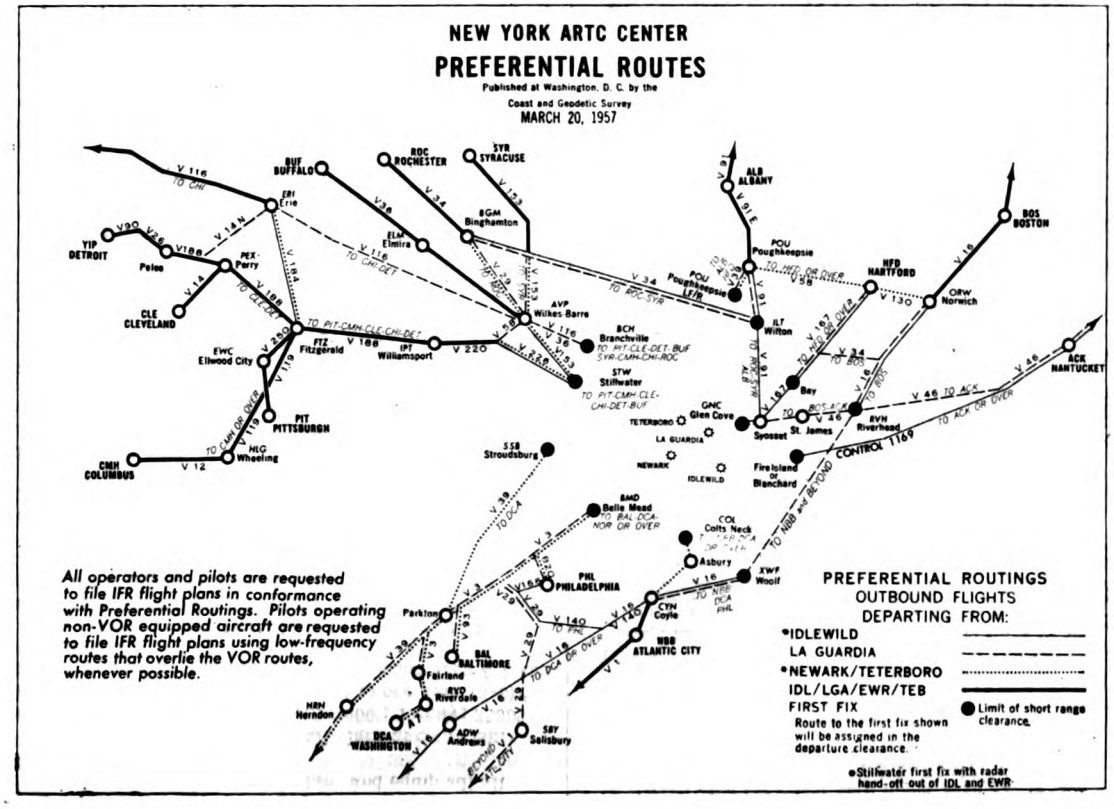
WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)

WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

WYOMING: CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
CHEROKEE-RADIO: May 8, VOR/DME flgt-checked, opern normal.
CHEYENNE ARPT: Overrun lgts (apch lgts) rnwy 26 inop. (10-18)
CRAZYWOMAN-RADIO: About May 13, VOR will be shut down until approx June 10. During this period, the following arwys will be unusable. V19 and V19E Sheridan to Casper. V247 Crazywoman to Douglas. (5-13)
GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000';225°-300°, 26 n mi at 15,000'.
**RIVERTON ARPT: 2 rnwys avail - (10-28) 6200' hard surface, (N/S) 3200' sod; storage, minor acft and eng repairs avail; unicom. (4-8)
ROCKRIVER-RADIO: DME coverage 360°-40°, 43 n mi at 11,000';40°-110°, 43 n mi at 11,300'; 110°-160°, 43 n mi at 11,000'; 160°-230°, 43 n mi at 15,000';230°-360°, 43 n mi at 12,000'. About May 6, VOR/DME will be shut down until approx June 3. During this period the following will be unusable. V118 LAR-RKR; V-138 and 138N RKR-CYS; V-196 RKR-Wheatland Int; V-85 and 85W RKR-CPR; V-6 CKW-SNY; V-6N RKR-CKW. The following Ints will be unusable: Bear Creek and Albion. (4-16)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM & LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end rnwy 12-30 clsd - mrkd. (3-21)

WYOMING: SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept 30. (4-11)
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)
SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7)

ARIZONA: **PHOENIX-SKY HARBOR ARPT: LFR missed apch: Right climbing turn, proceed direct PHX LFR climbing to 5000' on E crs within 20 mi in accordance with established shuttle procedure. VOR missed apch: Right climbing turn, proceed direct PHX VOR on radial 258 climbing to 5000' on radial 078 within 20 mi. (5-7)



REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL., Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

EL PASO, TEXAS-INTERNATIONAL ARPT: LFR, Proced. #1, Amdt. 11, Effective 25 May 1957: Delete the runway number "26" after "A-dn" in column 5 "Condition".

SPOKANE, WASH. - GEIGER FIELD: VOR, Proced. #1, Amdt. 5, Effective 1 June 1957: Change procedure turn to read in part "207 Outbound, 027 Inbound".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
185	060	within 20 mi	2500	Precision approach			
				S-dn 13R	300-¾	300-¾	300-¾
060	185	within 20 mi	2000	A-dn	600-2	600-2	600-2
				Surveillance approach			
				T-dn	300-1	300-1	200-½
				C or S-d*	400-1	500-1	500-1½
				C or S-n*	400-1½	500-1½	500-1½
				C or S-d**	600-1	600-1	600-1½
				C or S-n**	600-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Radar term. area trans. altitudes - all brngs are from the radar site with sector azimuths progressing clockwise.
*Dual runways 4, 9, 13, 18, 27, 31, 36. **Dual runways 22R & L.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 2300' and proceed to Peotone VOR inbound on R-001.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	Midway Radar	1, Amdt 5, 6 Jun 57	4, 15 Mar 55

	Surveillance Approach			
→ Minimum altitude- 5000' within 30 miles or minimum enroute altitude for	T-dn*	300-1	300-1	200-½
→ approved routes to San Francisco area. After identification, aircraft may be	S-dn 19L-R	500-1	500-1	500-1 ←
→ vectored and descended in accordance with Radar approach patterns.	S-dn 28L-R	400-1	400-1	400-1 ←
	C-dn #	500-1	600-1	600-1½
	A-dn	800-2	800-2	800-2

* 300-1 required for take-off runways 19 L-R. # Runways 19 L-R, 28 L-R.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
(1) for runways 28 L-R, climb to 3000 on northwest course SFO LFR within 25 miles;
(2) for runways 19 L-R, turn left and home on SFO LOM climbing to 2000.
CAUTION: Circling minimums do not provide standard clearance west and southwest of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, Calif	Int'l 11'	San Francisco Radar	1, Amdt 2, 22 Jun 57	1, 29 May 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots

TerVOR Nos. 4R-L, 9R-L, 22R-L, 27R-L, 31L and 36L, all Amdts Orig, dated 15 Mar 55, and Ter VOR No. 18R, Amdt 1, dated 8 Oct 55, CANCELLED effective 15 May 57. Reported out of tolerance and operationally unuseable by Air Navigation Facilities Division.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	VOR MDW	(See above)	

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
Howell Int	EDZ-RBn	direct	2000	C-n	400-1½	500-1½	500-1½
Joliet VOR	EDZ-RBn	direct	2000	S-dn-31L,R	400-1	400-1	400-1
Big Run Int	EDZ-RBn	Direct	2000	A-dn	800-2	800-2	800-2
API VOR	EDZ-RBn	direct	2300				
Downers Grove Int	EDZ-RBn	direct	2300				
MDW LFR	EDZ-RBn	direct	2000				
Lake Shore Int (LF)	EDZ-RBn	direct	2500				
Crib Int (LF)	EDZ-RBn	direct	2000				
CGT VOR	EDZ-RBn	direct	2000				
CGT VOR	EDZ-RBn (Final)	direct	1500				
Radar Vectors 60° clockwise to 185° from EDZ RBN	EDZ-RBn	within 20 mi	2000				
Ditto, 185° clockwise to 060°	EDZ-RBn	"	2500				

Procedure turn, E side of crs, 132 Outbnd, 312 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 312-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.3 miles, climb to 2500' or higher altitude specified by ATC on crs 312 and proceed to Chicago Midway
→ LOM, or as directed by ATC as follows: make left turn, climbing to 2300', proceed to Peotone VOR inbound on R-001.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	MDW EDZ	2, Amdt 9, 6 Jun 57	8, 25 Feb 56

Fort Jones LFR	SIY-BH	Direct	9000	T-d	1500-2	1500-2	1500-2
Fort Jones VOR	SIY-BH	Direct	9000	T-n	1500-3	1500-3	1500-3
				C-d	2500-2	2500-2	2500-2
				C-n	2500-3	2500-3	2500-3
				A-d	2500-2	2500-2	2500-2 ←
				A-n	2500-3	2500-3	2500-3

Procedure turn E side crs, 160 Outbnd, 340 Inbnd, 6500' within 10 mi. NA beyond 10 mi
Minimum Altitude over facility on final approach crs, 5100'
Crs and distance, facility to airport, 350-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 9000' on crs 160 Outbnd, 340 Inbnd, within 10 mi of SIY BH.
NOTE: In no case will procedure turn be accomplished S of the E crs of Ft Jones LFR.
NOTE: Procedure not authorized during severe storm conditions.
AIR CARRIER NOTE: Sliding scale not applicable.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Montague, Calif	Siskiyou County 2647'	BH SIY	1, Amdt 6, 15 Jun 57	5, 16 Aug 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Wilson Int (Final)	MDW-LFR	Direct	1500	T-dn	300-1	300-1	200-½
Radar Terminal Area Transition Altitudes:				C-d	400-1	500-1	500-1½
From 185 clockwise to 060 within 20 mi	MDW-LFR		2500	C-n	400-1½	500-1½	500-1½
From 060 clockwise to 185 within 20 mi	MDW-LFR		2000	S-dn-13R&L	400-1	500-1	500-1
(Bearings and distances are from Radar site)				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 332 Outbnd, 152 Inbnd, 2200' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'.
Crs and distance, facility to airport, 152-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.9 mi, climb to 2000' on SE crs Chicago LFR proceeding to Lansing Int.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	Midway 618'	SBRAZ MDW	1, Amdt 8, 6 Jun 57	7, 25 Feb 56

Procedure CANCELLED 6 June 1957 due to decommissioning of LOU LFR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Bowman Field 549'	SBMRLZ LOU	1, Amdt 4 28 Apr 1956	3 22 Jan 51

Procedure CANCELLED 6 June 1957 due to decommissioning of LOU LFR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Standiford 497'	SBMRLZ LOU	1, Amdt 5 5 May 1956	4 22 Jan 51

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Findlay "H"	FDY-VOR	Direct	2000	T-dn	300-1	300-1	200-½
				C-d	700-1½	700-1½	700-1½ ←
				C-n	700-2	700-2	700-2 ←
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 220 Outbnd, 040 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 040-9.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 9.1 mi, make a climbing left turn, return to Findlay VOR at 2000' Hold SW on R-220 in a one-minute right hand pattern.
CAUTION: Radio tower 1080' MSL 1.5 mi ESE of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Findlay, Ohio	Findlay 800'	VOR FDY	1, Amdt 3, 22 Jun 57	2, 29 Dec 56

				T-dn	300-1	300-1	200-½
Clermont Int	LOU-VOR	direct	2000	C-dn	600-2	600-2	600-2
Bourbon Int	LOU-VOR	direct	2000	S-dn-29	600-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 120 Outbnd, 300 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 300-8.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.4 miles, climb to 2500 on 300 R within 20 miles, of LOU-VOR. Alternate missed approach, when requested by ATC, make a right climbing turn, return to VOR at 2000'.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Standiford Fld 497'	BVOR LOU	1, Amdt 3, 6 Jun 57	2, 21 Jan 56

Muscle Shoals LFR	MSL-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-29	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn N side crs, 107 Outbnd, 287 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
→ Crs and distance, facility to airport, 287-6.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.0 miles, climb to 2000' on R-287 within 20 miles.
CAUTION: Transmission line poles 654' MSL located 1.5 mi E of approach end of Runway 29.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Muscle Shoals, Ala	Muscle Shoals 548'	BVOR MSL	1, Amdt 8, 15 Jun 57 (or com. date of relocated fac.)	7, 28 Jun 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charlotte LFR	LOM	direct	2100	T-dn	300-1	300-1	200-½
Int N crs Charlotte LFR & SW crs ILS	LOM	direct	2200	C-dn	400-1	500-1	500-1½
				S-dn-5 ILS*	200-½	200-½	200-½
→ Union Int	Clover Int**	direct	2300	ADF	400-1	400-1	400-1
Charlotte VOR	Clover Int**	direct	2300	A-dn ILS	600-2	600-2	600-2
Clover Int** ILS	LOM (Final)	direct	2300	ADF	800-2	800-2	800-2
Clover Int** ADF	LOM (Final)	direct	1500				
→ York Int	Clover Int**	direct	2300				

*400-¾ required when glide slope not utilized.
**Clover Int, Int R-328 CLT & CLT-ILS-SW crs, (To be shown on A-L Chart only)

Procedure turn S side of SW crs, 229 Outbnd, 049 Inbnd, 2300 within 10 miles
Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 2290-4.6, at MM 950-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi of LOM, climb to 2200' on NE crs ILS (049 from LOM) within 20 miles, or when directed by ATC, turn left, climb to 2500 on N crs LFR (358°) within 20 miles.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Charlotte, N.C	Douglas 748'	ILS-CLT LOM-CL	1, Amdt 11, 22 Jun 57 Comb ILS & ADF	10, 17 Nov 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Louisville VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-01* ILS	200-½	200-½	200-½
				ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Bardstown Int	LOM	Direct	2100				
Bourbon Int	LOM	Direct	2100				
Elizabeth Int	LOM	Direct	2100				

* 400-¾ required with glide slope inoperative.
Procedure turn W side S crs, 190 Outbnd, 010 Inbnd, 2100' within 6 mi. NA beyond 6 mi to avoid Godman Restricted Are
Minimum altitude at glide slope int inbnd, 2000' ILS. Min. alt. over LOM inbnd final - 1600' ADF.
Altitude of glide slope & distance to approach end of rny at OM 2080-5.4; at MM 690-0.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.4 mi after passing LOM (ADF), turn left as soon as practical, climbing to 2600' on R-309 LOU within
→ 20 mi, or when directed by ATC, turn right as soon as practical, climbing to 2200' and proceed to LOU VOR at 2200'
CAUTION: Obstruction 1060' 4 mi N of Standiford Field.

★ City and State: Louisville, Ky | Airport Name & Elev.: Standiford 497' | Fac. Class & Ident.: ILS-SDF, LOM-SD | Procedure No. & Eff. Date: 1, Amdt 15, 6 Jun 57 | Sup. Amdt. No. Dated: 14, 10 Nov 56

Comb. ILS-ADF

				T-dn	300-1	300-1	200-½
→ Louisville VOR	Jeffersonville Int	Direct	2000	C-dn	500-1	500-1	500-1½
Nabb Int	Jeffersonville Int	Direct	2000	S-dn-19**	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2
Jeffersonville Int	Harbor Int # (Final)	Direct	2000				
Radar terminal area transitions	Radar site	within 25 mi	2500				

→ ** Do not descend below 1100' MSL until past Cave Hill Int.
Procedure turn E side N crs, 010 Outbnd, 190 Inbnd, 2000' within 10 mi N of Jeffersonville Int* (nonstandard due to obstructions)
No glide slope or markers. Alt over Harbor Int # 2000'; Descend to landing minimums after passing Harbor Int #
→ Crs & distance, Harbor Int# to Runway 19, 190-5.3
Harbor Int - N crs of ILS & Louisville VOR radial 327.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 mi after passing Harbor Int, climb to 2100' on S crs of ILS to LOM.
NOTE: ADF approach not authorized. This procedure authorized only for aircraft equipped to receive ILS and VOR simultaneously.

★ City and State: Louisville, Ky | Airport Name & Elev.: Standiford 497' | Fac. Class & Ident.: ILS SDF | Procedure No. & Eff. Date: 2, Amdt 2, 6 Jun 57 | Sup. Amdt. No. Dated: 1, 17 Nov 56

Langley LFR	LOM	Direct	1100	T-dn	300-1	300-1	200-½
Norfolk LFR	LOM	Direct	1500	C-dn	400-1	500-1	500-1½
→ Bacons Castle MHW	LOM (Final)	Direct	1100	S-dn-6 ILS	400-¾	400-¾	400-¾
Yorktown MHW	LOM	Direct	1300	ADF	400-1	400-1	400-1
Norfolk Radar NW quadrant of Langley LFR	Radar site	within 10 mi	1500	A-dn	800-2	800-2	800-2
All other quadrants	Radar site	15 mi	1500				

Procedure turn W side SW crs, 244 Outbnd, 064 Inbnd, 1100' within 5 mi (nonstandard due to traffic)
Minimum altitude at glide slope int inbnd - 1100' ILS. Min. alt. inbnd final - 800' ADF.
Altitude of glide slope & distance to approach end of rny at OM - 965-2.7; no middle marker or LMM.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.7 mi after passing LOM (ADF), make a left climbing turn to 300 M and proceed to Charles City Int via SE crs Richmond, Va LFR at 1500'.
AIR CARRIER NOTE: 400-1 required when installed ILS components are inoperative.

★ City and State: Newport News, Va | Airport Name & Elev.: Patrick Henry 41' | Fac. Class & Ident.: ILS-PHF, LOM-PH | Procedure No. & Eff. Date: 1, Amdt 6, 22 Jun 57 | Sup. Amdt. No. Dated: 5, 8 Jun 57

Comb. ILS-ADF

Scotland MHW	OM (Final)	Direct	1000	T-dn	300-1	300-1	200-½
Colts Neck VOR via R-063	ILS SW crs	Direct	1400	C-dn	400-1	500-1	500-1½
Radar terminal area transitions:				S-dn-4 ILS	200-½	200-½	200-½
	All directions	within 25 mi.	2500	ADF	400-1	400-1	400-1 ←
				A-dn ILS	600-2	600-2	600-2
	E of NE-SW crs of LGA-LFR	15 mi	1500	ADF	800-2	800-2	800-2 ←

Procedure turn S side SW crs ILS, 223 Outbnd, 043 Inbnd, 1200' within 10 mi of OM.
Minimum altitude at glide slope int inbnd, 1000'
Altitude of glide slope & distance to approach end of rny at OM - 770-2.4; at MM - 230-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 500' on NE crs ILS, make a climbing right turn to 1500' on 130°, intersecting SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
CAUTION: Circling landing minimums do not provide std clrnc over arpt cont twr and stack 278' 1.7 mi SSE rny 1R.

★ City and State: New York, N Y | Airport Name & Elev.: International 12' | Fac. Class & Ident.: ILS IDL; OM-H IDL | Procedure No. & Eff. Date: 1, Amdt 13, 22 Jun 57 | Sup. Amdt. No. Dated: 12, 11 Apr 57

Comb ILS-ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
La Guardia LFR	LOM	direct	2500	T-dn	300-1	300-1	200-½
→Glen Cove MHW	LOM	direct	2500	C-dn	500-1	600-1	600-1½
				*S-dn-4 ILS	400-¾	400-¾	400-¾
→Flatbush FM	LOM (Final)	direct	1500	ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→Radar vectors may be substituted for the above transitions
*500-1 required with any component of the ILS inoperative.

Procedure turn S side SW crs, 224 Outbnd, 044 Inbnd, 1500' S of Flatbush FM but within 10 mi of LOM
Minimum Altitude at G.S. int inbnd ILS 1500, minimum altitude over LOM inbnd final 1200 ADF
Altitude of G.S. and distance to appr end of rny at OM 1310-3.9, at MM 295-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi of LOM, climb to 1500 on NE crs LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing right turn to 1500 and return to Flatbush FM. LaGuardia LFR must be monitored during ADF approach.
CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
*New York, N Y	LaGuardia 20'	ILS-LGA, LOM-LG	1, Amdt 12, 15 Jun 57 Comb ILS-ADF	11, 16 Jun 56

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
LaGuardia LFR	RWC MHW	direct	1500	S-dn-22 ILS	400-1	400-1	400-1
Port Chester FM	RWC MHW (Final)	direct	1000	ADF	500-1	500-1	500-1
→Glen Cove MHW	RWC MHW	direct	1500	A-dn-ILS	600-2	600-2	600-2
→Meadowbrook Int	RWC MHW	direct	1900	ADF	800-2	800-2	800-2

→Radar vectors may be substituted for the above transitions.

Procedure turn W side NE crs, 044 Outbnd, 224 Inbnd, 1500 within 10 mi of New Rochelle MHW
No glide slope or markers. Final approach altitudes and distances to Runway 22 from RWC MHW 1000', 7.7 mi; from LGA LFR 800' 2.8 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi after passing LGA LFR, climb to 1500 on SW crs LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing left turn to 1500' return to RCW MHW, or (4) if unable to proceed from RWC MHW with 3 mi visibility and clear of all clouds make a climbing right turn to 1500' and return to RWC MHW holding pattern.
CAUTION: Standard clearance not provided over obstructions in final approach area, circling area of airport, and in missed approach area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
*New York, N Y	LaGuardia 20'	ILS-LGA, MHW-RWC	2, Amdt 6, 15 Jun 57 Comb. ILS-ADF	5, 16 Jun 56

Orlando LFR	LOM	Direct	1300	T-dn	300-1	300-1	200-½
Oviedo FM	LOM	Direct	1300	C-dn	400-1	500-1	500-1½
Orlando VOR	LOM	Direct	1300	S-dn-31#ILS	300-¾	300-¾	300-¾
Int of SE crs ILS & SW crs ORL LFR	LOM	Direct	1300	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

400-¾ required when glide slope not utilized.

Procedure turn N side crs 130 Outbnd, 310 Inbnd, 1300 within 10 miles
Minimum Altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 800 ADF
Altitude of G.S. and distance to approach end of rny at OM 1300-4.2, at MM 340-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 after passing LOM (ADF) climb to 1700 on NW crs ILS (310) within 20 mi, or when directed by ATC, climb to 1700' on SW crs ORL LFR or R-220 ORL, within 20 mi.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
*Orlando, Fla	Orlando 115'	ILS-IORL, LOM-OR	1, Amdt 6, 22 Jun 57 Comb ILS-ADF	5, 25 Dec 54

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS to private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --- -... .... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

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RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 30. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

✓ The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

FLIGHT ADVISORY AREA - SPOKANE RAPCON CENTER: Effective April 22, 1957, the Flight Advisory Area for the Spokane RAPCON Center will be as follows:

From a point 49°N 115°W southward to a point on Green 2, 25 miles E of Mullan Pass; thence S to 46°N 115°W; thence W to 46°N 117°30'W; thence NW to a point on the eastern boundary of Red 53, 25 miles NE of Walla Walla MF Radio Range; thence to a point on the W boundary of Victor 112, 25 miles NE of Lamar Intsxn; thence SW to the southeastern corner of Prohibited Area P-246; thence W and northwesterly along the southern and southwestern boundaries of Prohibited Area P-246; thence along the western boundary of Prohibited Area P-246 and the eastern boundary of Restricted Area R-247 to the northeastern corner of Restricted Area R-247; thence to a point on Green 2 and Victor 2, 25 miles E of the Ellensburg MF Range; thence N to 49°N 120°W; thence E along 49°N to point of beginning.

Also, note that the voice call is changed to Spokane center or Spokane approach control, whichever is applicable.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

✓ WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective July 4, 1957, unless otherwise advised, the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Green civil airway No. 5 (Los Angeles, Calif. to Boston, Mass.), is amended by changing the name "Jaskson, Tenn., rdo rng stn;" to read: "Jack's Creek, Tenn. rdo rng stn;"

(2) Red civil airway No. 10 (Amarillo, Tex. to Augusta, Ga.), caption changed and is amended by deleting the last portion which reads: "From the intsxn of the NE course of the Augusta, Ga. rdo rng and the NW course of the Charleston, S.C. rdo rng to the Charleston, S.C. rdo rng stn."

(3) VOR civil airway No. 1 (Charleston, S.C. to New York, N. Y.), is amended by changing the portion which reads; "Salisbury, Md. omnirng stn; intsxn of the Salisbury omnirng 038° T and the Coyle omnirng 203°T radials; Coyle, N.J. omnirng stn;" to read: "Salisbury, Md. omnirng stn; point of intsxn of the Woodstown, N.J. omnirng 154°T and the Coyle omnirng 203°T radials; Coyle, N.J. omnirng stn;" (Note: Redesignated V-1 between Salisbury VOR and Coyle VOR via the Wildwood Intsxn)

(4) VOR civil airway No. 4 (Seattle, Wash. to Washington, D. C.), is amended by changing the portion which reads: "Columbia, Mo. omnirng stn, including a N alternate from the Kansas City omnirng stn to the Columbia omnirng stn via the intsxn of the Kansas City omnirng 077°T and the Columbia omnirng 292°T radials and also a S alternate from the Topeka omnirng stn to the Columbia omnirng stn via the Blue Springs, Mo. omnirng stn thence via the intsxn of the Blue Springs omnirng 094°T and the Columbia omnirng 261°T radials;" to read: "Columbia, Mo. omnirng stn, including a N alternate from the Kansas City omnirng stn to the Columbia omnirng stn via the intsxn of the Kansas City omnirng 077°T and the Columbia omnirng 292°T radials and also a S alternate from the Topeka omnirng stn to the Columbia omnirng stn via the point of intsxn of the Topeka omnirng 099°T and the Blue Springs omnirng 268° T, the Blue Springs, Mo. omnirng stn and the intsxn of the Blue Springs omnirng 094°T and the Columbia omnirng 261°T radials;" (Note: Put dog-leg in V4S between Topeka VOR and Blue Springs VOR.)

(5) VOR civil airway No. 7 (Miami, Fla. to Green Bay, Wis.), is amended by changing the portion which reads: "Lakeland, Fla. omnirng stn, including an E alternate via the intsxn of the Fort Myers omnirng 035°T and the Lakeland omnirng 161°T radials;" to read: "Lakeland, Fla. omnirng stn;" (Note: Rescinded V7E between Ft. Myers VOR and Lakeland VOR.)

(6) VOR civil airway No. 9 (New Orleans, La. to Milwaukee, Wis.), is amended by changing the portion which reads: "Memphis, Tenn. omnirng stn, including an E alternate:" to read: "Memphis, Tenn. omnirng stn, including an E alternate via the intsxn of the Greenwood omnirng 027°T and the Memphis omnirng 160°T radials;" (Note: Redesignated V9E between Greenwood VOR and Memphis VOR).

(7) VOR civil airway No. 10 (Pueblo, Colo. to New York, N.Y.), is amended by changing the portion which reads: "intsxn of the Lamar omnirng 085° T radial" to read: "intsxn of the Lamar omnirng 084°T radial".

(8) VOR civil airway No. 13 (Houston, Tex. to Duluth, Minn.), is amended by changing the portion which reads: "Mason City, Iowa omnirng stn, including an E and a W alternate;" to read: "Mason City, Iowa omnirng stn, including an E alternate and also a W alternate from the Des Moines omnirng stn to the Mason City omnirng stn via the Fort Dodge, Iowa omnirng stn;" (Note: Redesignated V13W between Des Moines VOR and Mason City VOR via the Fort Dodge VOR.)

(9) VOR civil airway No. 16 (Los Angeles, Calif. to Boston, Mass.), is amended by changing the portion which reads: "Memphis, Tenn. omnirng stn, including a S alternate; Jackson, Tenn. omnirng stn, including a S alternate; Graham, Tenn. omnirng stn, including a S alternate;" to read: "Memphis, Tenn. omnirng stn, including a S alternate via the intsxn of the Pine Bluff omnirng 079°T and the Memphis omnirng 224°T radials; Jack's Creek, Tenn. omnirng stn; Graham, Tenn. omnirng stn, including a S alternate from the Memphis omnirng stn to the Graham omnirng stn via the intsxn of the Memphis omnirng 081°T and the Graham omnirng 238°T radials;" (Note: Redesignated V16S between Pine Bluff VOR and Memphis VOR. Designated V16S between Memphis VOR and Graham VOR. Rescinded V16S between Memphis VOR and Jack's Creek VOR and between Jack's Creek VOR and Graham VOR.)

(10) VOR civil airway No. 37 (Savannah, Ga. to Erie, Pa.), is amended by changing the portion which reads: "From the Savannah, Ga. omnirng stn via the Columbia, S. C. omnirng stn;" to read: "From the Savannah, Ga. omnirng stn via the Allendale, S.C. omnirng stn; Columbia, S.C. omnirng stn;" (Note: Redesignated V37 between Savannah VOR and Columbia VOR to include Allendale VOR.)

(11) VOR civil airway No. 39 (South Boston, Va. to Kennebunk, Maine), is amended by changing the portion which reads: "Poughkeepsie, N.Y. omnirng stn; Gardner, Mass. omnirng stn;" to read: "Poughkeepsie, N.Y. omnirng stn; point of intsxn of the Chester, Mass. omnirng 131°T and the Poughkeepsie omnirng 058°T radials; Gardner, Mass. omnirng stn:" (Note: Redesignated V39 between Poughkeepsie VOR and Gardner VOR via Westfield Intsxn).

(12) VOR civil airway No. 54 (Quitman, Tex. to Charlotte, N.C.), is amended by changing the portion which reads: "Muscle Shoals, Ala. omnirng stn;" to read: "Muscle Shoals, Ala. omnirng stn, including a S alternate;" (Note: Added V54S between Memphis VOR and Muscle Shoals VOR.)

(13) VOR civil airway No. 74 (Hugo, Colo. to Little Rock, Ark.), caption changed and is amended by changing all before the Tulsa, Okla. omnirng stn to read: "From the Hugo, Colo. omnirng stn via the Garden City, Kans. omnirng stn; Dodge City, Kans. omnirng stn; Anthony, Kans. omnirng stn; Ponca City, Okla. omnirng stn; Tulsa, Okla. omnirng stn, including a S alternate via the intsxn of the Ponca City omnirng 132°T and the Tulsa omnirng 260°T radials;" (Note: Added new portion to V74 from Hugo VOR to Dodge City VOR via Garden City VOR. A portion of this addition lies over segments of V10N and V10. Redesignated V74S between Ponca City VOR and Tulsa VOR).

(14) VOR civil airway No. 93 (Baltimore, Md. to Presque Isle, Maine), is amended by changing all before the Concord, N.H. omnirng stn to read: "That airspace over United States territory from the Baltimore, Md. omnirng stn via the intsxn of the Baltimore omnirng 015°T and the Allentown omnirng 228°T radials; to the Allentown, Pa. omnirng stn. From the Poughkeepsie, N.Y. omnirng stn via the Chester, Mass. omnirng stn; point of intsxn of the Albany, N.Y. omnirng 099°T and the Concord omnirng 231°T radials; Concord, N.H. omnirng stn;" (Note: Added new portion to V93 from Poughkeepsie VOR to Greenfield Intsxn via Chester VOR. Revoked V93 between Wilkes-Barre VOR and Albany VOR. Removed V93 number assignment between Allentown VOR and Wilkes-Barre VOR leaving this portion as V29.)

(15) VOR civil airway No. 97 (Miami, Fla. to Alexandria, Minn.), is amended by changing the portion which reads: "From the Miami, Fla. omnirng stn via the Tampa, Fla. omnirng stn;" to read: "From the Miami, Fla. omnirng stn via the La Belle, Fla. omnirng stn; Tampa, Fla. omnirng stn;"

(16) VOR civil airway No. 100 (North Platte, Nebr. to Detroit, Mich.), is amended by changing the portion which reads: "From the North Platte, Nebr. omnirng stn via the Sioux City, Iowa omnirng stn; Waterloo, Iowa omnirng stn; Rockford, Ill. omnirng stn;" to read: "From the North Platte, Nebr. omnirng stn via the Sioux City, Iowa omnirng stn; Fort Dodge, Iowa omnirng stn; Waterloo, Iowa omnirng stn; Dubuque, Iowa omnirng stn; Rockford, Ill. omnirng stn;" (Note: Redesignated V100 to include Fort Dodge VOR and Dubuque VOR.)

(17) VOR civil airway No. 106 (Charleston, W.Va. to Kennebunk, Maine), is amended by changing the portion which reads: "Poughkeepsie, N.Y. omnirng stn; Gardner, Mass. omnirng stn;" to read: "Poughkeepsie, N.Y. omnirng stn; point of intsxn of the Chester, Mass. omnirng 131°T and the Poughkeepsie omnirng 058°T radials; Gardner, Mass. omnirng stn;" (Note: Redesignated V106 between Poughkeepsie VOR and Gardner VOR via Westfield Intsxn).

(18) VOR civil airway No. 108 (Colorado Springs, Colo. to Salina, Kans), is added to read: "From Colorado Springs, Colo. non-directional rdo bcn via the Hugo, Colo. omnirng stn; Goodland, Kans. omnirng stn; Hill City, Kans. omnirng stn; intsxn of the Hill City omnirng 093°T and the Salina omnirng 286°T radials; to the Salina, Kans. omnirng stn. The portion of this arwy which overlaps the Camp Carson Restricted Area (R-194) is excluded." (Note: New arwy. Portion of this arwy Goodland VOR to Hill City VOR is also V4. Portion of this arwy Hill City VOR to Salina VOR was formerly V232).

(19) VOR civil airway No. 116 (Kansas City, Mo. to New York, N.Y.), is amended by changing the portion which reads: "From the Kansas City, Mo. omnirng stn via the Quincy, Ill. omnirng stn;" to read: "From the Kansas City, Mo. omnirng stn via the Macon, Mo. omnirng stn; Quincy, Ill. omnirng stn;" (Note: Redesignated V116 to include the Macon VOR).

(20) VOR civil airway No. 147 (Philadelphia, Pa. to Rochester, N.Y.), is amended by changing the portion which reads: "Allentown, Pa. omnirng stn;" to read: "Allentown, Pa. omnirng stn, including an E alternate from the Philadelphia Intnl Arpt ILS lclzr to the Allentown omnirng stn via the point of intsxn of the Pottstown omnirng 143°T and the Allentown omnirng 173°T radials;" (Note: Added V147E between Philadelphia ILS lclzr and Allentown VOR by-passing Pottstown VOR).

(21) VOR civil airway No. 158 (Waterloo, Iowa to Polo, Ill.), is amended to read: "From the Waterloo, Iowa omnirng stn via Dubuque, Iowa omnirng stn; to the Polo, Ill. omnirng stn." (Note: Redesignated V158 to include Dubuque VOR).

(22) VOR civil airway No. 203 (Norwich, Conn, to Massena, N.Y.), is amended to read: "From the Norwich, Conn. omnirng stn via the Chester, Mass. omnirng stn; point of intsxn of the Poughkeepsie, N.Y., omnirng 007°T and the Albany omnirng 140°T radials; Albany, N.Y. omnirng stn; to the Massena, N.Y. omnirng stn." (Note: Added new portion to V203 from Norwich VOR to Albany VOR. Portion Brainerd Intsxn to Albany VOR is part of existing V130).

(23) VOR civil airway No. 210 (Los Angeles, Calif. to Pueblo, Colo.), is amended to read: "From the Los Angeles, Calif. omnirng stn via the intsxn of the Los Angeles omnirng 057°T and the Daggett omnirng 235°T radials; Daggett, Calif. omnirng stn; Valle, Ariz. omnirng stn; Farmington, N. Mex. omnirng stn; to the Pueblo, Colo. omnirng stn." (Note: Added new portion to V210 from Daggett VOR to Pueblo VOR).

(24) VOR civil airway No. 225 (Key West, Fla. to Vero Beach, Fla.), is amended to read: "From the Key West, Fla. omnirng stn via the Fort Myers, Fla. omnirng stn; La Belle, Fla. omnirng stn; to the Vero Beach, Fla. omnirng stn. The portions of this arwy above 20,000 feet above MSL, which overlap the Key West Warning Area (W-173), are excluded. (Note: Added La Belle VOR to V225)

(25) VOR civil airway No. 232 (Hill City, Kans. to Salina, Kans.), is revoked.

(26) VOR civil airway No. 249 (Caldwell, N.J. to Utica, N.Y.), is amended to read: "From the Caldwell, N.J. omnirng stn via the Huguenot, N.Y. omnirng stn; De Lancey, N.Y. omnirng stn; to the Oneida County, N.Y. Arpt ILS outer mrkr."

(27) VOR civil airway No. 263 (Lamar, Colo. to Thurman, Colo.), is added to read: "From the Lamar, Colo. omnirng stn via the Hugo, Colo. omnirng stn; to the Thurman, Colo. omnirng stn." (Note: New arwy).

(28) VOR civil airway No. 270 (Binghamton, N.Y. to Chester, Mass.), is added to read: "From the Binghamton, N.Y. omnirng stn via the DeLancey, N.Y. omnirng stn; to the Chester, Mass. omnirng stn."

(29) VOR civil airway No. 273 (Downsville, N.Y. to Syracuse, N.Y.), is added to read: "From the DeLancey, N.Y. omnirng stn via the point of intsxn of the Binghamton, N.Y. omnirng 071°T and the Syracuse omnirng 149°T radials; to the Syracuse, N.Y. omnirng stn." (Note: New arwy.)

(30) VOR civil airway No. 1506 (San Francisco, Calif. to Washington, D. C.), is amended by changing the portion which reads: "From the Sioux City, Iowa omnirng stn via the Waterloo, Iowa omnirng stn; Rockford, Ill. omnirng stn;" to read: "From the Sioux City, Iowa omnirng stn via the Fort Dodge, Iowa omnirng stn; Waterloo, Iowa omnirng stn; Dubuque, Iowa omnirng stn; Rockford, Ill. omnirng stn;" (Note: Added Fort Dodge VOR and Dubuque VOR to V1506).

(31) VOR civil airway No. 1508 (Los Angeles, Calif. to New York, N.Y.), is amended by changing the portion which reads: "From the Sioux City, Iowa omnirng stn via the Waterloo, Iowa omnirng stn; Rockford, Ill. omnirng stn;" to read: "From the Sioux City, Iowa omnirng stn via the Fort Dodge, Iowa omnirng stn; Waterloo, Iowa omnirng stn; Dubuque, Iowa omnirng stn; Rockford, Ill. omnirng stn;" (Note: Added Fort Dodge VOR and Dubuque VOR to V1508).

(32) VOR civil airway No. 1510 (Los Angeles, Calif. to New York, N.Y.), is amended by changing the portion which reads: "Kremmling, Colo. omnirng stn; point of intsxn of the Kremmling omnirng 081°T and the Denver, Colo. omnirng 334°T radials; Akron, Colo omnirng stn;" to read: "Kremmling, Colo. omnirng stn; Denver, Colo. omnirng stn; Akron, Colo. omnirng stn;" (Note: Redesignated V1510 between Kremmling VOR and Akron VOR via Denver VOR).

(33) VOR civil airway No. 1512 (Los Angeles, Calif. to New York, N.Y.), is amended by changing the portion which reads: "Kansas City, Mo. omnirng stn; Quincy, Ill. omnirng stn;" to read: "Kansas City, Mo. omnirng stn; Macon, Mo. omnirng stn; Quincy, Ill. omnirng stn;" (Note: Added Macon VOR to V1512).

(34) VOR civil airway No. 1514 (San Francisco, Calif. to New York, N.Y.), is amended by changing the portion which reads: "Kansas City, Mo. omnirng stn, Quincy, Ill. omnirng stn" to read: "Kansas City, Mo. omnirng stn; Macon, Mo. omnirng stn; Quincy, Ill. omnirng stn;" (Note: Added Macon VOR to V1514).

CONTROL AREAS:

(1) Red civil airway No. 10 (Amarillo, Tex. to Augusta, Ga.), caption changed.

(2) VOR civil airway No. 13 (Houston, Tex. to Duluth, Minn.), is amended to read: "All of VOR civil arwy No. 13 including E and W alternates, but excluding the airspace between the main arwy and the W alternate from the Des Moines, Iowa omnirng stn to the Mason City, Iowa omnirng stn and also excluding the airspace between the main arwy and the W alternate from the Mason City, Iowa omnirng stn to the Minneapolis, Minn. omnirng stn."

(3) VOR civil airway No. 54 (Quitman, Tex. to Charlotte, N.C.), is amended to read: "All of VOR civil arwy No. 54 including N alternates and a S alternate."

(4) VOR civil airway No. 74 (Hugo, Colo. to Little Rock, Ark.), is amended to read: "All of VOR civil arwy No. 74 including a N alternate."

(5) VOR civil airway No. 108 (Colorado Springs, Colo. to Salina, Kans.), is added to read: "All of VOR civil arwy No. 108."

(6) VOR civil airway No. 147 (Philadelphia, Pa. to Rochester, N.Y.), is amended to read: "All of VOR civil arwy No. 147, including an E alternate."

(7) VOR civil airway No. 203 (Norwich, Conn. to Massena, N.Y.), is amended to read: "All of VOR civil arwy No. 203."

(8) VOR civil airway No. 210 (Los Angeles, Calif. to Pueblo, Colo.), is amended to read: "All of VOR civil arwy No. 210."

(9) VOR civil airway No. 232 (Hill City, Kans. to Salina, Kans.), is revoked.

(10) VOR civil airway No. 249 (Caldwell, N.J. to Utica, N.Y.), is amended to read: "All of VOR civil arwy No. 249."

(11) VOR civil airway No. 263 (Lamar, Colo. to Thurman, Colo.), is added to read: "All of VOR civil arwy No. 263."

(12) VOR civil airway No. 270 (Binghamton, N.Y. to Chester, Mass.), is added to read: "All of VOR civil arwy No. 270."

(13) VOR civil airway No. 273 (Downsville, N.Y. to Syracuse, N.Y.), is added to read: "All of VOR civil airway No. 273."

(14) CONTROL AREA EXTENSIONS

(1) (Little Rock, Ark.), is amended by adding the following portion to present control area extension: "That airspace SW of Little Rock bounded on the NW by VOR civil airway No. 54, on the SE by VOR civil arwy No. 16 and on the NE by the Little Rock 50-mile radius control area."

(2) (Memphis, Tenn.), is amended by adding the following portion to present control area extension: "That airspace SW of Memphis bounded on the SE by VOR civil arwy No. 16, on the W by VOR civil arwy No. 69, on the N by VOR civil arwy No. 54 and on the E by the Memphis 50-mile radius control area."

(3) (Fort Rucker, Ala.), is added to read: "Within a 35 mile radius of the Ozark AAF rdo rng stn, Fort Rucker, Ala., excluding the portion which overlaps restricted area (R-156), and excluding the portion above 19,000 ft MSL between sunset and sunrise which lies beneath and which conflicts with restricted area (R-336)."

(4) (Long Beach, Calif.), is amended to read: "That airspace within tangent lines drawn from the circumference of a circle 5 miles in radius centered on the Long Beach, Calif. omnirng stn to a circle 5 miles in radius centered at a point at lat 32-09-00N, long. 119-50-30W, to a circle 14 miles in radius centered at a point at lat 32-00-00N, long. 120-00-00W, thence to a circle 19 miles in radius centered at a point at lat 31-35-30N, long. 121-21-30W, the eastern bndry of the Oakland Oceanic Control Area, excluding the portion below 5000 ft MSL between a point 63 miles SW of the Long Beach omnirng stn at lat 33-06-50N, long. 118-48-00W and the eastern bndry of the Oakland Oceanic Control Area."

(5) (Miami, Fla.), is amended to read: "That airspace bounded by a line beginning on the eastern edge of Amber civil arwy No. 7 at lat 25-53-00, extending easterly to the western bndry of the Miami Oceanic/Nassau Control Area at lat 25-55-00, long. 79-00-00, thence due S along that bndry to lat 24-40-00, long. 79-00-00, thence southeasterly to lat 24-00-00, long. 78-03-00, thence due W to lat 24-00-00, long. 80-25-00, thence due N to the eastern edge of Amber civil arwy No. 7, thence along Amber civil airway No. 7 to lat 25-53-00, point of beginning, excluding the portion below 1000 ft MSL which lies outside the continental limits of the United States."

(6) (Valparaiso, Fla.), is amended to read: "That airspace bounded by a line beginning at a point at lat 30-43-00, long. 86-38-02; extending to lat 30-29-01, long. 86-38-02; thence to lat 30-29-01, long. 86-42-55; thence to lat 30-26-40, long. 86-45-38; thence to lat 30-20-30, long. 86-45-38; thence to lat 30-20-59, long. 86-38-49; thence to lat 30-09-41, long. 86-41-37; thence to lat 30-06-56, long. 86-26-57; thence to lat 30-25-00, long. 86-22-26; thence to lat 30-25-00, long. 86-25-00; thence to lat 30-33-00, long. 86-25-00; thence to lat 30-33-00, long. 86-25-30; thence to lat 30-37-00, long. 86-25-30; thence to lat 30-37-00, long. 86-27-37; thence to lat 30-43-10, long. 86-27-37, thence to point of beginning."

(7) (Brunswick, Maine), is amended by adding the following to present control area extension: "The portion of this control area which overlaps Brunswick, Me. caution area (C-516) is excluded."

(8) (Dallas, Tex.), (Dallas-Houston-Austin area), is amended to read: "All of that airspace bounded on the E by a line 5 miles E of and parallel to a line extending from the Dallas, Tex. omnirng stn via the Leona, Tex. omnirng stn to the Houston, Tex. omnirng stn, and by Red civil arwy No. 96, on the SW by Red civil arwy No. 32, and on the NW by Amber civil arwy No. 4 to the Waco, Tex. rdo rng stn and by Blue civil arwy No. 5 to the Dallas, Tex. rdo rng stn." (Note: Amended first portion between Dallas and Houston).

CONTROL ZONES:

(1) Five mile radius zones is amended by adding the following airport:

McAlester, Okla.,: McAlester Municipal Airport.

(2) (Boston, Mass.), is amended by adding the following portion to present control zone: "and within 2 miles either side of the 144°T radial of the Boston omnirng extending from the omnirng stn to a point 12 miles SE." (Note: Control zone extends to 5 miles beyond Hull Intsxn).

(3) (Atlanta, Ga.), is amended to read: "Within a 5 mile radius of the Municipal Arpt., within 2 miles either side of the SE course of the Atlanta rdo rng from the rdo rng stn to the Jonesboro FM, within 2 miles either side of the W (front) course of the ILS lclzr extending from the lclzr to a point 5 miles W of the ILS OM and within 2 miles either side of the E (back) course of the ILS lclzr extending from the lclzr to a point 13 miles E of the lclzr, and within 2 miles either side of the 017°T and 197°T radials of the Atlanta omnirng extending from the 5 mile radius zone to a point 5 miles S of the omnirng stn."

(4) (New York, N.Y.), is amended to read: "Within a 5 mile radius of New York Intnl Arpt including a 5 mile radius of Floyd Bennett NAS, within 2 miles either side of a line bearing 121°T extending from the Idlewild non-directional rdo bcn to its intsxn with the SW course of the Mitchel AFB rdo rng, within 2 miles either side of a line bearing 211°T extending from the Idlewild nondirectional rdo bcn to its intsxn with the NE course of the Philadelphia, Pa. rdo rng, and within 2 miles either side of a direct line extending from the Scotland, N.Y. nondirectional rdo bcn to the Floyd Bennett Naval Air Stn." (Note: No change in area. Put on True bearing from Idlewild H due to discontinuance of Idlewild rng.)

(5) (Oklahoma City, Okla.), is amended to read: "Within a 5 mile radius of Will Rogers Mun. Arpt. including the airspace within 2 miles either side of the W course of the Oklahoma City rdo rng extending from the rdo rng stn to the Mustang FM; within 2 miles either side of the S (front) course of the ILS lclzr extending to a point 5 miles S of the ILS OM and within 2 miles either side of the N (back) course of the ILS lclzr extending to a point 5 miles N of Tulakes nondirectional rdo bcn; within 2 miles either side of the 107°T and 287°T radials of the Oklahoma City omnirng extending from the 5 mile radius zone to a point 5 miles W of the

omnirng stn; within a 5 mile radius of Tulakes Arpt and within 2 miles either side of the 50°T radial of the Oklahoma City omnirng extending between the Tulakes Arpt 5 mile radius zone and the omnirng stn; within 2 miles either side of a direct line between the Will Rogers Mun Arpt. and Tinker Air Force Base including a 5 mile radius of Tinker AFB, and within 2-1/2 miles either side of the S and N courses of the Tinker AFB rdo rng extending from Tinker AFB to a point 2-1/2 miles N of the Spencer FM."

(6) (Abilene, Tex.), is amended to read: "Within a 5 mile radius of Abilene Mun Arpt. within 2 miles either side of the N course of the Abilene rdo rng extending from the rdo rng stn to a point 10 miles N; within 2 miles either side of a direct line extending from the Abilene rdo rng stn to and including a 5 mile radius of Dyess AFB; within 2 miles either side of the 292°T and 112°T radials of the Abilene omnirng extending from the Abilene Mun Arpt., 5 mi radius zone to a point 5 miles NW of the omnirng stn; within 2 miles either side of the 354°T radial of the Abilene omnirng extending from the omnirng stn to a point 10 miles N; and within 2 miles either side of the center line of Dyess AFB N/S rnwy 16-34 extending to a point 10 miles S of the end of the rnwy."

(7) (Rantoul, Ill.), is amended to read: "Within a 5 mile radius of Chanute AFB, Rantoul, Ill., and within 2 miles either side of the 270°T and 90°T radials of the Chanute omnirng extending from the 5 mile radius zone to a point 12 miles E of the omnirng stn."

(8) (Valparaiso, Fla.), is amended to read: "Within a 5 mile radius of Eglin AFB and within 2 miles either side of a line extending from the Eglin AFB through the Eglin AFB nondirectional rdo bcn to a point 2 miles S of the nondirectional rdo bcn."

(9) (Bryan, Tex.), is amended to read: "Within a 5 mile radius of Bryan AFB and within a 3 mile radius of Easterwood Arpt, College Station, Tex.; within 2 miles either side of the NW course of the Bryan rdo rng extending from the rdo rng stn to a point 10 miles NW; within 2 miles either side of the 107°T and 287°T radials of the College Station omnirng extending to points 10 miles NW and 12 miles SE of the omnirng stn, and within 2 miles either side of a line bearing 001°T from the Snook nondirectional rdo bcn extending from the Bryan AFB 5-mile radius zone to a point 7 miles S of the AFB."

(10) (Findlay, Ohio), is added to read: "Within a 5-mile radius of the Findlay Arpt. within 2 miles either side of a line bearing 178°T extending from the Findlay nondirectional rdo bcn to a point 10 miles S of the nondirectional rdo bcn, and within 2 miles either side of a line bearing 218°T extending from the Findlay nondirectional rdo bcn to a point 10 miles SW of the Findlay omnirng stn."

(11) (Hickory, N.C.), is added to read: "Within a 5 mile radius of the Hickory Arpt and within 2 miles either side of the 223°T and 043°T radials of the Hickory omnirng extending from the five-mile radius zone to a point 5 miles NE of the omnirng stn."

(12) (Fort Rucker, Ala.), is added to read: "Within a 5 mile radius of Ozark AAF, Fort Rucker, Ala. and within 2 miles either side of the SW course of the Ozark AAF rdo rng extending from the airfield to a point 10 miles SW of the rdo rng stn, excluding the portion which overlaps restricted area (R-156) and excluding the portion above 19,000 ft MSL between sunset and sunrise which lies beneath and which conflicts with restricted area (R-336)."

(13) (Harlingen, Tex.), is added to read: "Within a 5 mile radius of the Harlingen AFB and within 2 miles either side of lines bearing 179°T and 359°T from the Harlingen AFB nondirectional rdo bcn extending from the 5-mile radius zone to a point 5 miles N of the nondirectional rdo bcn."

(14) (Junction, Tex.), is added to read: "Within a 5 mile radius of Kimble County Arpt, Junction, Tex., and within 2 miles either side of the 150°T radial of the Junction omnirng extending from the 5-mile radius zone to the omnirng stn."

REPORTING POINTS:

(1) Green civil airway No. 3 (San Francisco, Calif to New York, N.Y.), is amended before "Goshen, Ind. rdo rng stn;" by adding the following reporting point: "the intsxn of the SE course of the Chicago, Ill. rdo rng and the W course of the Goshen, Ind. rdo rng;"

(2) Green civil airway No. 5 (Los Angeles, Calif. to Boston, Mass.), is amended by changing the name of the reporting point which reads: Jackson, Tenn. rdo rng stn;" to read: "Jack's Creek, Tenn. rdo rng stn;"

(3) Red civil airway No. 10 (Amarillo, Tex. to Augusta, Ga.), caption changed.

(4) Blue civil airway No. 1 (Miami, Fla. to Tampa, Fla.), is amended to read: "The intsxn of a line bearing 58°T from the Fort Myers, Fla. nondirectional rdo bcn and the SE course of the Tampa, Fla. rdo rng." (Note: Changes LaBelle LF Intsxn. Depict for all altitudes.)

(5) Blue civil airway No. 55 (Crestview, Fla. to Montgomery, Ala.), is amended to read: "The intsxn of the N course of the Crestview, Fla. rdo rng and the NE course of the Whiting NAS, Fla. rdo rng." (Note: Named "Andalusia Intsxn", Depict for all altitudes.)

VOR REPORTING POINTS:

(1) Domestic VOR reporting points is amended by adding the following reporting points:
(a) Francis Intsxn - the intsxn of the Oakland, Calif. omnirng 266°T (249° M) and the Point Reyes, Calif. omnirng 236°T (218° M) radials. (MRA 4000'. Depict for all altitudes.)
(b) Rainbow Intsxn - the intsxn of the Oakland, Calif. omnirng 234°T (217° M) and the Point Reyes, Calif. omnirng 195°T (177° M) radials. (MRA 4000'. Depict for all altitudes.)
(c) Sunset Intsxn - the intsxn of the Oakland, Calif. omnirng 234°T (217° M) and the Point Reyes, Calif. omnirng 207°T (189° M) radials. (MRA 8000'. Depict for all altitudes).
(d) Nabb, Ind., omnirng stn; (e) Jack's Creek, Tenn., omnirng stn; (f) De Lancey, N.Y. omnirng stn; (g) Chester, Mass., omnirng stn; (h) LaBelle, Fla., omnirng stn - depict for all alts.

(2) Domestic VOR reporting points is amended by changing the following reporting points to read: (a) Davenport Intsxn - the intsxn of the Agnew, Calif. omnirng 206°T (189° M), the Salinas, Calif. omnirng 300°T (283° M) and the Point Reyes, Calif. omnirng 155°T (137° M) radials. (Depict for below 15,200 ft.). (b) Marin Intsxn - the intsxn of the Point Reyes, Calif. omnirng 239°T (221° M), the Agnew, Calif. omnirng 304°T (287° M) and the Ukiah, Calif. omnirng 172°T (154° M) radials. (Depict for below 15,200 ft.).

(3) Domestic VOR reporting points is amended by revoking the following reporting points: (a) Jacksonville, Tenn. omnirng stn; (b) LaBelle Intsxn - the intsxn of the Miami, Fla. omnirng 316°T and the Fort Myers, Fla. omnirng 035°T radials.

✓ RESTRICTED AREA AMENDMENT: The following Restricted Areas shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 198)

Effective upon publication in the Federal Register:

Section 608.14, the Saline Valley, California area (R-485) amended February 26, 1955 in 20 F.R. 1208, is further amended by changing the "Designated Altitudes" column to read: "20,000 ft MSL to Unlimited."

Effective July 4, 1957:

Section 608.18, the Valparaiso, Florida area (R-383 formerly D-383) amended May 4, 1955 in 20 F.R. 2974, is further amended by changing the "Description by Geographical Coordinates" column to read: "Beginning at lat 30-33-40, long. 86-55-00; thence N to lat 30-38-45, long. 86-55-00; thence northeasterly along the L & N Railroad to lat 30-42-45, long. 86-45-45; thence E to lat 30-42-50, long. 86-38-02; thence S to lat 30-29-01, long. 86-38-02; thence W to lat 30-29-01, long. 86-42-55; thence SW to lat 30-26-40, long. 86-45-38; thence S to lat 30-20-30, long. 86-45-33; thence westerly and three (3) nautical miles from the shoreline to lat 30-20-15, long. 86-48-00; thence N to lat 30-25-00, long. 86-48-00; thence westerly along U.S. Highway 98 to lat 30-24-15, long. 86-52-00; thence along the Navarre - Milton Highway to lat 30-33-40, long. 86-55-00, the point of beginning."

Effective upon publication in the Federal Register:

Section 608.25, the Camp Breckenridge, Kentucky area (R-51) amended October 31, 1951 in 16 F.R. 11066, is further amended by changing the "Designated Altitudes" column to read: "From the surface to 30,000 ft MSL."

Effective June 9 thru June 22, 1957 and August 17 thru August 31, 1957:

Section 608.58, the Guernsey, Wyoming, Temporary Restricted Area amended May 24, 1955 in 20 F.R. 3583 is redesignated as follows: "Description by Geographical Coordinates: Beginning at lat 42-30-00, long. 104-54-30; thence to lat 42-30-00, long. 104-44-00; thence to lat 42-18-00, long. 104-44-00; thence to lat 42-18-00, long. 104-50-00; thence to lat 42-22-00, long. 104-53-30; thence to point of beginning. Designated Altitudes: Surface to 30,000 feet MSL. Time of Designation: Daily, 0700-2200 MST. Controlling Agency: Adjutant General, Wyoming National Guard, Cheyenne, Wyoming."

(Part 608 - Restricted Area - Amendment 199)
(Effective June 1, 1957)

Section 608.18, the Keystone, Florida Restricted Area (R-180 formerly D-180) amended April 9, 1955 in 20 F.R. 2301, is further amended by changing the "Description by Geographical Coordinates" column to read: "Within a five mile radius of lat 29-33-20, long. 82-00-25, excluding that area one mile either side of a 220°T bearing and more than two miles from the center of the Restricted Area", and by changing the "Time of Designation" column to read: "Sunrise to sunset, seven days a week".

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 25 - New Orleans, La. Correct CAA telephone number to read: FR 3842.
(2) Page 27 - El Paso, Tex. Correct CAA telephone number to read: KEystone 2-2791.
(3) Page 29 - Tulsa, Okla. Correct ASDO, Air Carrier Safety telephone number to read: TEmple 5-1828 and/or TEmple 8-3361, Extension 205. (Tulsa, Okla. should be listed in "Region 2" column.)
(4) Page 98 - (Airborne) Delete Arcata, Calif. VOR rcvr check point.
(5) Page 100 - (Airborne) Add: Fortuna, Calif. VOR rcvr check point to read: 358°; over intersection of runways, Arcata Arpt; 500'.
(6) Page 104 (Ground) Add: Fort Stockton, Tex. VOR rcvr check point to read: 116°; on ramp N of terminal.
(7) Page 105 - (Ground) Delete: Topeka, Kans. VOR rcvr check point.
(8) Page 100 - (Airborne) Delete: Iowa City, Iowa VOR rcvr check point.

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective July 4, 1957:

Section 610.12 Green Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Grand Rapids, Mich.LFR	Clarksville INT, Mich.	2000
Clarksville INT, Mich.	*Lansing,Mich.LFR	2200

*2400 - MCA Lansing LFR, E-bound

Section 610.15 Green Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Memphis,Tenn.LFR	Jack's Creek,Tenn. LFR	2000
Jack's Creek, Tenn.LFR	Nashville,Tenn.LFR	3000

Section 610.18 Green Civil Airway 8
is amended to read in part:

FROM	TO	MEA
*Willow INT, Alaska	Matanuska INT, Alaska	7000
Matanuska INT, Alaska	Gulkana,Alaska LFR	10500

*6400 - MCA Willow INT, E-bound

Section 610.210 Red Civil Airway 10
is amended to delete:

FROM	TO	MEA
Aiken,S.C.LF/RBN	Charleston,Ga.LFR	1500

Section 610.272 Red Civil Airway 72
is amended to read in part:

FROM	TO	MEA
West Chester INT, Pa.	Valley Forge INT, Pa.	1900
Valley Forge INT, Pa.	Willow Grove,Pa. LFR	2000

Section 610.620 Blue Civil Airway 20
is amended to read in part:

FROM	TO	MEA
Philadelphia,Pa. LFR	Limerick INT,Pa.	2000
Limerick INT,Pa.	Allentown,Pa.LFR	2500

Section 610.646 Blue Civil Airway 46
is amended to read in part:

FROM	TO	MEA
Dyersburg,Tenn. LF/RBN	Paducah,Ky.LF/RBN	1600

Section 610.6004 VOR Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Apalona INT,Ind.	Louisville,Ky.VOR	2500
Excelsior INT,Mo. Via N alter.	*Tina INT,Mo. Via N alter.	3000

*3000 - MRA

VOR Civil Airway 4 - cont'd.

FROM	TO	MEA
Kansas City,Mo. VOR	Columbia,Mo.VOR	*3400

*2400 - MOCA

Topeka,Kans.VOR Via S alter.	*Shawnee INT,Kans. Via S alter.	2500

*3000 - MCA Shawnee INT, E-bound

Shawnee INT,Kans. Via S alter.	Blue Springs,Mo.VOR Via S alter.	3000

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Nashville,Tenn. VOR	Bowling Green,Ky. VOR	2300

Section 610.6007 VOR Civil Airway 7
is amended to delete:

FROM	TO	MEA
Ft.Myers,Fla.VOR Via E alter.	*LaBelle INT,Fla. Via E alter.	1300

*5000 - MRA

LaBelle INT,Fla. Via E alter.	Lakeland,Fla.VOR Via E alter.	*4000

*1300 - MOCA

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
*Taylor INT,Wis.	Oakwood INT,Wis.	**3500

*4500 - MCA Taylor INT, S-bound
**2100 - MOCA

Taylor INT,Wis. Via E alter.	Oakwood INT,Wis. Via E alter.	*3500
Ft.Myers,Fla.VOR	Lakeland,Fla.VOR	*2000

*1300 - MOCA

Section 610.6009 VOR Civil Airway 9
is amended to read in part:

FROM	TO	MEA
Greenwood,Miss. VOR Via E alter.	Memphis,Tenn.VOR Via E alter.	*5000

*1600 - MOCA

Section 610.6010 VOR Civil Airway 10
is amended to read in part:

FROM	TO	MEA
*Pomona INT,Kans.	Bonner Springs INT,Kans.	**2800

*2800 - MRA
**2500 - MOCA

Bonner Springs INT,Kans.	Kansas City,Mo.VOR	2500

Section 610.6012 VOR Civil Airway 12
is amended to read in part:

FROM	TO	MEA
Excelsior INT,Mo. Via N alter.	*Tina INT,Mo. Via N alter.	3000

*3000 - MRA

Kansas City,Mo. VOR	Columbia,Mo.VOR	*3400

*2400 - MOCA

*Pomona INT,Kans.	Bonner Springs INT,Kans.	**2800

*2800 - MRA
**2500 - MOCA

Bonner Springs INT,Kans.	Kansas City,Mo.VOR	2500

Section 610.6013 VOR Civil Airway 13
is amended to read in part:

FROM	TO	MEA
Des Moines,Iowa VOR	Ames INT,Iowa	*3000

*2600 - MOCA

Ames INT,Iowa	Alden INT,Iowa	*3000

*2300 - MOCA

Alden INT,Iowa	Mason City,Iowa VOR	2500
Des Moines,Iowa VOR Via W alter.	Ft.Dodge,Iowa VOR Via W alter.	*5000

*2800 - MOCA

Ft.Dodge,Iowa VOR Via W alter.	Mason City,Iowa VOR Via W alter.	*3500

*2600 - MOCA

Section 610.6016 VOR Civil Airway 16
is amended to delete:

FROM	TO	MEA
Memphis,Tenn.VOR Via S alter.	Jackson,Tenn.VOR Via S alter.	2000
Jackson,Tenn.VOR Via S alter.	Graham,Tenn.VOR Via S alter.	*2500

*2000 - MOCA

Section 610.6016 VOR Civil Airway 16
is amended by adding:

FROM	TO	MEA
Memphis,Tenn.VOR Via S alter.	Graham,Tenn.VOR Via S alter.	*4000

*2000 - MOCA

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Princeton INT, Tex. Via N alter.	Sulphur Springs, Tex.VOR Via N alter.	*2400

*1800 - MOCA

Pine Bluff,Ark. VOR Via S alter.	Memphis,Tenn.VOR Via S alter.	*3000

*1600 - MOCA

*Williston INT, Tenn.	Jack's Creek,Tenn. VOR	2000

*2500 - MRA

Jack's Creek, Tenn.VOR	Graham,Tenn.VOR	*2500

*2000 - MOCA

Section 610.6026 VOR Civil Airway 26
is amended to read in part:

FROM	TO	MEA
Sand Creek INT, Wyo.	Elk INT,S.D.	*13000

*10000 - MOCA

Elk INT,S.D.	*Keystone INT,S.D.	10000

*10000 - MRA

Keystone INT, S.D.	*Rapid City,S.D.VOR W-bound	10000
	E-bound	6000

*6000 - MCA Rapid City VOR, W-bound

*Hastings INT, Minn. Via S alter.	St.Croix INT,Wis. Via S alter.	**5000

*5000 - MRA
**2400 - MOCA

St.Croix INT,Wis. Via S alter.	Martell INT,Wis. Via S alter.	*3500

*2400 - MOCA

Section 610.6030 VOR Civil Airway 30
is amended to read in part:

FROM	TO	MEA
Oakwood INT,Wis. Via S alter.	Taylor INT,Wis. Via S alter.	*3500

*2100 - MOCA

Taylor INT,Wis. Via S alter.	Pullman,Mich.VOR Via S alter.	*3000

*2000 - MOCA

Section 610.6037 VOR Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Savannah,Ga.VOR	Allendale,S.C.VOR	1300
Allendale,S.C. VOR	*North INT,S.C.	1600

*2500 - MRA

North INT,S.C.	Columbia,S.C.VOR	1600

Section 610.6039 VOR Civil Airway 39
is amended to read in part:

FROM	TO	MEA
Poughkeepsie,N.Y. VOR	Gardner,Mass.VOR	3500

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Chattanooga,Tenn. VOR	Crossville,Tenn. VOR	5000
Crossville,Tenn. VOR	Highway INT,Tenn.	5000

Section 610.6053 VOR Civil Airway 53
is amended to read in part:

FROM	TO	MEA
Louisville,Ky.VOR	Banta INT,Ind.	2600

Section 610.6054 VOR Civil Airway 54
is amended by adding:

FROM	TO	MEA
Memphis,Tenn.VOR Via S alter.	Muscle Shoals,Ala. VOR Via S alter.	*3000

*1900 - MOCA

(28 May 1957)

Section 610.6055 VOR Civil Airway 55
is amended to read in part:

FROM	TO	MEA
Muskegon,Mich. VOR	Pentwater INT, Mich.	2300

Section 610.6063 VOR Civil Airway 63
is amended to read in part:

FROM	TO	MEA
Fayetteville,Ark. VOR	*Billings INT,Mo.	2600
*2800 - MRA		
Billings INT,Mo.	Springfield,Mo.VOR	2600

Section 610.6066 VOR Civil Airway 66
is amended to read in part:

FROM	TO	MEA
Princeton INT, Tex.	Sulphur Springs, Tex.VOR	*2400
*1800 - MOCA		

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	Johnson INT,Tex.	4400
Johnson INT,Tex.	*Sterling INT,Tex.	**5000
*5000 - MRA		
**3800 - MOCA		
Midland,Tex.VOR Via S alter.	*King INT,Tex. Via S alter.	4400
*8700 - MRA		
King INT,Tex. Via S alter.	San Angelo,Tex.VOR Via S alter.	*8700
*3900 - MOCA		

Section 610.6074 VOR Civil Airway 74
is amended by adding:

FROM	TO	MEA
Hugo,Colo.VOR	Tuttle INT,Kans.	6600
Tuttle INT,Kans.	Garden City,Kans. VOR	5500
Garden City,Kans. VOR	Dodge City,Kans. VOR	4000

Section 610.6089 VOR Civil Airway 89
is amended to read in part:

FROM	TO	MEA
Chadron,Nebr.VOR	*Fairburn INT,S.D.	5600
*6500 - MRA		
Fairburn INT,S.D.	Rapid City,S.D.VOR	5600

Section 610.6093 VOR Civil Airway 93

FROM	TO	MEA

is amended to delete:

Allentown,Pa.VOR	Wilkes-Barre Scranton,Pa.VOR	3500
Wilkes-Barre Scranton,Pa.VOR	Eddy INT,N.Y.	4500
Eddy INT,N.Y.	Albany,N.Y.VOR	5500
Albany,N.Y.VOR	*Greenfield INT, Mass.	5500
*5500 - MCA Greenfield INT, W-bound		
Grafton,N.Y.FM	Albany,N.Y.VOR W-bound only	3000

Section 610.6093 VOR Civil Airway 93
is amended by adding:

FROM	TO	MEA
Poughkeepsie,N.Y. VOR	Chester,Mass.VOR	3500
Chester,Mass.VOR	Greenfield INT, Mass.	3500

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Miami,Fla.VOR	Cypress INT,Fla.	1300
Cypress INT,Fla.	LaBelle,Fla.VOR	*2000
*1100 - MOCA		
LaBelle,Fla.VOR	Parrish INT,Fla.	*2000
*1200 - MOCA		
Parrish INT,Fla.	Tampa,Fla.VOR	1500

Section 610.6100 VOR Civil Airway 100
is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR	Ft.Dodge,Iowa VOR	*6000
*2500 - MOCA		
Ft.Dodge,Iowa VOR	Alden INT,Iowa	*3500
*2300 MOCA		
Alden INT,Iowa	Waterloo,Iowa VOR	*2500
*2300 - MOCA		
Waterloo,Iowa VOR	Dubuque,Iowa VOR	2500
Dubuque,Iowa VOR	Rockford,Ill.VOR	2500

Section 610.6105 VOR Civil Airway 105
is amended to read in part:

FROM	TO	MEA
Prescott,Ariz. VOR	*Hackberry INT, Ariz.	11000
*12000 - MRA		
Hackberry INT, Ariz.	*White Hills INT, Nev.	11000
*8700 - MCA White Hills INT, SE-bound		

Section 610.6106 VOR Civil Airway 106
is amended to read in part:

FROM	TO	MEA
Poughkeepsie,N.Y. VOR	Gardner,Mass.VOR	3500

Section 610.6108 VOR Civil Airway 108
is added to read:

FROM	TO	MEA
Colorado Springs, Colo. LF/RBN	Hugo,Colo.VOR	8000
Hugo,Colo.VOR	Goodland,Kans.VOR	6600
Goodland,Kans.VOR	Hill City,Kans.VOR	4700
Hill City,Kans. VOR	Salina,Kans.VOR	*7900
*3800 - MOCA		

Section 610.6116 VOR Civil Airway 116
is amended to read in part:

FROM	TO	MEA
Excelsior INT,Mo.	*Tina INT,Mo.	3000
*3000 - MRA		
Tina INT,Mo.	Macon,Mo.VOR	2000
Macon,Mo.VOR	Quincy,Mo.VOR	2000

Section 610.6123 VOR Civil Airway 123
is amended to read in part:

FROM	TO	MEA
Woodstown,N.J.VOR	Echelon INT,N.J.	2000

Section 610.6147 VOR Civil Airway 147
is amended by adding:

FROM	TO	MEA
Philadelphia,Pa. ILS loc. Via E alter.	Allentown,Pa.VOR Via E alter.	2500

Section 610.6158 VOR Civil Airway 158
is amended to read:

FROM	TO	MEA
Waterloo,Iowa VOR	Dubuque,Iowa VOR	2500
Dubuque,Iowa VOR	Polo,Ill.VOR	2500

Section 610.6169 VOR Civil Airway 169
is amended to read in part:

FROM	TO	MEA
Chadron,Nebr.VOR	*Fairburn INT,S.D.	5600
*6500 - MRA		
Fairburn INT,S.D.	Rapid City,S.D.VOR	5600

Section 610.6171 VOR Civil Airway 171
is amended to read in part:

FROM	TO	MEA
Louisville,Ky. VOR	*Mitchell INT, Ind.	**3000
*3000 - MRA		
**2600 - MOCA		

Section 610.6174 VOR Civil Airway 174
is amended to read in part:

FROM	TO	MEA
*Mitchell INT,Ind.	Louisville,Ky. VOR	**3000
*3000 - MRA		
**2600 - MOCA		

Section 610.6191 VOR Civil Airway 191
is amended to read in part:

FROM	TO	MEA
Taylor INT,Wis.	Oakwood INT,Wis.	*3500
*2100 - MOCA		

Section 610.6203 VOR Civil Airway 203
is amended by adding:

FROM	TO	MEA
Norwich,Conn.VOR	Chester,Mass.VOR	3500
Chester,Mass.VOR	Brainard INT,N.Y.	4000
Brainard INT,N.Y.	Albany,N.Y.VOR	3000

Section 610.6206 VOR Civil Airway 206
is amended to read in part:

FROM	TO	MEA
Lexington INT,Mo.	Tina INT,Mo.	3000
Tina INT,Mo.	Kirksville,Mo.VOR	*3100
*2400 - MOCA		

Section 610.6210 VOR Civil Airway 210
is amended by adding:

FROM	TO	MEA
Daggett,Calif.VOR	Valle,Ariz.VOR	19000
Valle,Ariz.VOR	Farmington,N.Mex. VOR	19000

VOR Civil Airway 210 - cont'd.

FROM	TO	MEA
Farmington,N.Mex. VOR	Pueblo,Colo.VOR	19000

Section 610.6216 VOR Civil Airway 216
is amended to read in part:

FROM	TO	MEA
Muskegon,Mich.VOR	Trufant INT,Mich.	*4000
*2400 - MOCA		
Trufant INT,Mich.	Saginaw,Mich. LF/RBN	*5500
*2400 - MOCA		

Section 610.6225 VOR Civil Airway 225
is amended to read in part:

FROM	TO	MEA
Ft.Myers,Fla.VOR	LaBelle,Fla.VOR	1300
LaBelle,Fla.VOR	*Dixie Ranch INT, Fla.	**1500
*4000 - MRA		
**1200 - MOCA		
Dixie Ranch INT, Fla.	Vero Beach,Fla. VOR	*1500
*1200 - MOCA		

Section 610.6227 VOR Civil Airway 227
is amended to read in part:

FROM	TO	MEA
Louisville,Ky. VOR	*Mitchell INT,Ind.	**3000
*3000 - MRA		
**2600 - MOCA		

Section 610.6232 VOR Civil Airway 232
is amended to delete:

FROM	TO	MEA
Hill City,Kans. VOR	Salina,Kans.VOR	*7900
*3800 - MOCA		

Section 610.6241 VOR Civil Airway 241
is amended to read in part:

FROM	TO	MEA
Columbus,Ga.VOR	Raymond INT,Ga.	2100
Raymond INT,Ga.	Atlanta,Ga.VOR	2000

Section 610.6249 VOR Civil Airway 249
is amended by adding:

FROM	TO	MEA
Huguenot,N.Y.VOR	DeLancey,N.Y.VOR	5000
DeLancey,N.Y.VOR	Oneida Co.,N.Y. ILS outer marker	4500

Section 610.6263 VOR Civil Airway 263
is added to read:

FROM	TO	MEA
Lamar,Colo.VOR	Hugo,Colo.VOR	6600
Hugo,Colo.VOR	Thurman,Colo.VOR	6600

Section 610.6270 VOR Civil Airway 270
is added to read:

FROM	TO	MEA
Binghamton,N.Y. VOR	DeLancey,N.Y.VOR	4500
DeLancey,N.Y.VOR	Chester,Mass.VOR	6000

Section 610.6273 VOR Civil Airway 273 is added to read:

FROM	TO	MEA
DeLancey,N.Y.VOR *4500 - MRA	*Sidney INT,N.Y.	4500
Sidney INT,N.Y. *4500 - MRA **3500 - MOCA	*Georgetown INT, N.Y.	**4500
Georgetown INT, N.Y. *3500 - MOCA	Syracuse,N.Y.VOR	*4500

Section 610.6606 VOR Civil Airway 1506 is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR *2500 - MOCA	Ft.Dodge,Iowa VOR	*6000
Ft.Dodge,Iowa VOR *2300 - MOCA	Alden INT,Iowa	*3500
Alden INT,Iowa *2300 - MOCA	Waterloo,Iowa VOR	*2500
Waterloo,Iowa VOR	Dubuque,Iowa VOR	2500
Dubuque,Iowa VOR	Rockford,Ill.VOR	2500

Section 610.6608 VOR Civil Airway 1508 is amended to read in part:

FROM	TO	MEA
Sioux City,Iowa VOR *2500 - MOCA	Ft.Dodge,Iowa VOR	*6000
Ft.Dodge,Iowa VOR *2300 - MOCA	Alden INT,Iowa	*3500
Alden INT,Iowa *2300 - MOCA	Waterloo,Iowa VOR	*2500
Waterloo,Iowa VOR	Dubuque,Iowa VOR	2500
Dubuque,Iowa VOR	Rockford,Ill.VOR	2500

Section 610.6610 VOR Civil Airway 1510 is amended to read in part:

FROM	TO	MEA
Kremmling,Colo. VOR *12600 - MCA Denver VOR, W-bound	*Denver,Colo.VOR	16000
Superior,Colo.FM	Denver,Colo.VOR E-bound only	10000
Denver,Colo.VOR	Akron,Colo.VOR	6600

Section 610.6612 VOR Civil Airway 1512 is amended to read in part:

FROM	TO	MEA
Excelsior INT, Mo. *3000 - MRA	*Tina INT,Mo.	3000
Tina INT,Mo.	Macon,Mo.VOR	2000
Macon,Mo.VOR	Quincy,Mo.VOR	2000
Kansas City,Mo. VOR	Columbia,Mo.VOR	
Via S alter. *2400 - MOCA	Via S alter.	*3400

Section 610.6614 VOR Civil Airway 1514 is amended to read in part:

FROM	TO	MEA
Excelsior INT, Mo. *3000 - MRA	*Tina INT,Mo.	3000
Tina INT,Mo.	Macon,Mo.VOR	2000
Macon,Mo.VOR	Quincy,Mo.VOR	2000
Kansas City,Mo. VOR	Columbia,Mo.VOR	
Via S alter. *2400 - MOCA	Via S alter.	*3400

Section 610.6618 VOR Civil Airway 1518 is amended to read in part:

FROM	TO	MEA
Doncaster INT, Md. *1500 - MOCA	Washington,D.C. TVOR	*2000

Section 610.6620 VOR Civil Airway 1520 is amended to read in part:

FROM	TO	MEA
*Williston INT, Tenn. *2500 - MRA	Jack's Creek,Tenn. VOR	[illegible]
Doncaster INT, Md. *1500 - MOCA	Washington,D.C. TVOR	*2000

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BSF	Bradshaw Field, Pohakuloa, Hawaii, T.H. (Assignment)
PUW	Pullman, Washington, Pullman-Moscow Regional Arpt. (Name Change)
TSD	Tobyhanna, Pa., Tobyhanna Signal Depot AAF (Assignment)

✓ IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

✓ AERONAUTICAL CHART CORRECTION: Revise Aircraft Position Chart 3071, 16th edition, dated November 1, 1956, as follows:

Atlantic City Consolan:

Change all 20 dot counts to 40 dashes; all 40 dot counts to 20 dashes; all 20 dash counts to 40 dots; and all 40 dash counts to 20 dots. No change in 60 dot and 60 dash markings.

Nantucket Consolan:

Change all dots to dashes and vice versa. No change in figures.

These Consolans are now operating on a test basis and should be used with caution. After they are commissioned a new edition of Chart 3071 will be issued with these facilities correctly portrayed.

✓ AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Phoenix	WAC 63	WAC 268
Mt. Whitney	WAC 186	WAC 269
Green Bay	WAC 215	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Boise	5-10-57	Los Angeles Local	5-10-57	WAC 363	5-15-57
Mt. Shasta	5-8-57	San Diego Local	5-8-57	WAC 469	5-10-57
Portland	5-15-57	WAC 193	5-13-57	JN 45	5-15-57
Sacramento	5-13-57				

Instrument Flight Charts
released since May 6, 1957

AL 122 RNG	Dothan Arpt., Ala.
AL 106 ADF-1/ILS/ADF-2/VOR (Rnwys 18 & 22)	Chicago Intnl (O'Hare Arpt.), Ill.
AL 202 ADF/ILS/RNG/VOR	Howes Arpt, S. Dak.
AL 203 RNG/ADF/ILS-1/VOR/ ILS-2	Indianapolis Arpt. (Weir-Cook), Ind.
AL 267 ADF/ILS	Bates Field, Ala.
AL 353 VOR/ILS/RNG	Rock Springs Arpt., Wyo.
AL 358 VOR/ILS-2	Sacramento Arpt., Calif.
AL 384 ADF-1/ADF-2/RNG-1/ RNG-2/VOR-1/VOR-2	Boeing Field, Wash.
AL 420 RNG/VOR	Texarkana Mun. Arpt., Ark.
AL 518 VOR-1/VOR-2/ADF/ILS	Capital Arpt. Ill.
AL 582 RNG-1/RNG-2/RNG-3/ RNG-4	Seattle Tacoma Intnl Arpt., Wash.
AL 610 VOR (Rnwys 4 & 22)	N.Y. International Arpt., N.Y.
AL 701 RNG	Grumman Arpt., N. Y.
RF 3	
RF Terminal Area - Detroit	
RF VOR Terminal Area - Detroit, Miami	
RF Dates of Latest Prints	

DISCONTINUED CHARTS

AL 81 VOR (Rnwys 22L-R)	Chicago, Ill., Chicago Midway
AL 81 VOR (Rnwys 31L)	" " " "
AL 81 VOR (Rnwys 18R & 27 LR)	" " " "
AL 81 VOR (Rnwys 9L-R, 4L-R & 36L)	" " " "
AL 610 RNG-1/RNG-2	New York, N. Y., N.Y Intnl.
AL 929 VOR/DME	College Station, Tex., Easterwood Arpt.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Bilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all airways and Ints based on Birmingham or Meridan VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18)

BIRMINGHAM ARPT-TOWER: About June 1 MM and LMM will be shut down-relctn. (4-25)

FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible for twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)

**HAMILTON-MARION CO. ARPT: New arpt: Type "L"; lctd 0.5 mi SW; 1 rnwy (N/S) - 8000' x 100' gravel; minor A & E. (6-1)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-BATES FLD-SPECIAL NOTICE: Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft. (4-22)

MOBILE-BATES FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approxly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) About June 6, W course LFR will be realigned from 102°-095°. (4-24) During shutdown, MSL LFR may be used in lieu of VOR. MEAs and Int remain as charted. (4-30) About June 24, VOR will be shut down until approx Aug 29 - relctn to lat 34-42-24, long. 87-29-27. (5-16)

ARIZONA: AJO ARPT: Bcn and lgts inoperative. (6-18)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail ngts upon prior req. Emerg only. (4-23)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FLORENCE-SPECIAL NOTICE: Temporary Controlled Firing Area within the following described area: bounded on the N by lat 33-07-30; E long. 111-20-00; S lat 33-03-30; W long. 111-22-30. Designated altitude: surface to 7200' MSL. Time of use: 0630-1600 hrs MST on or about 30 June 1957 only. Activities conducted: 4.2 inch Infantry Motar Firing high explosive and smoke shell. Using agency: Heavy Mortar Company, 158th Infantry, ARIZONA: National Guard of Arizona, Glendale, Arizona. (4-30)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. 2-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not sutiable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civilian acft have been endangered by failure to observe the requirements listed. (4-19)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 - 30 n mi on 247° radial and at 30-35 n mi on 106° radial. (1-4)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

PHOENIX-SPECIAL NOTICE: Extreme caution - area between Phoenix VOR and Hassayampa VOR on Victor arwy 16 and Green 5. Extensive high performance, jet acft cross these arwys when departing and arriving Luke AFB in connection with training conducted Gila Bend Restricted Area (R-309, R-308). This tfc generally crosses V 16 and Green 5 between Hassayampa VOR and town of Tolleson (11 mi W of Phoenix) at alts of 3000' MSL and below - 0715 - 1600, Mon-Fri. (3-1) All flgts operg thru this area maintain at least 4000' MSL. Flgts lndg or departing within area advised to exercise extreme caution below 4000' MSL. (5-7)

**PHOENIX-SKY HARBOR ARPT: LFR missed apch: Right climbing turn, proceed direct PHX LFR climbing to 5000' on E crs within 20 mi in accordance with established shuttle procedure. VOR missed apch: Right climbing turn, proceed direct PHX VOR on radial 258 climbing to 5000' on radial 076 within 20 mi. (5-7) Clsd to mil F-89 type acft or acft rqrg use of after burners of tk-off, xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185° 39 n mi at 10,000'.

SALOME, SITE # 27B, LAX-PHX: Caution - puncture vines. (6-18)

SAN SIMON-RADIO: About June 1, VOR will be cmsnd. Freq: 115.4 mc. Ident: SSO. Lctd lat 32-16-12, long. 109-15-45. Elev: 3607' MSL. Class: VORW. Disregard spurious signals.

SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°; 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)

TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz, to be conducted week-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-SPECIAL NOTICE: Aerial flares will be dropped from acft at 10,000' MSL in Kofa Mines Area, 60 mi NE, during evening hrs at irregular intervals until July 15. (5-17)

✱YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18) USAF homing fac ident changed from UMH to VNT. (5-17)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: BENTON ARPT: Temp closed to transient acft due hazardous conditions. (4-16)

**CAMDEN-HARRELL ARPT: NE/SW strip to be used in emerg only. (4-8)

PINE BLUFF-RADIO: VOR shut down until approx June 6. (5-10) During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR xcpt V-16S TXK to PBF unusable. Ints and alts as charted. (3-22)

★TEXARKANA-RADIO: VOR relctd to lat 33-30-50, long. 94-04-20. Bear., dist, Texarkana Arpt: 121°, DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi.

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip on fld. (4-26)

ARCATA ARPT-RADIO: April 2, ILS lclzr and glide slope shut down until approx June 4 - relctn lclzr. (5-24)

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLUE CANYON, SITE 13, SFO-SLC ARPT: Clsd due to snow. (1-15)

BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 35 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

CALIFORNIA: BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Clsd until June 20. Unlgtd until July 20. (4-22)
DIXON ARPT: Closed. (8-30)
**DOWNEY ARPT: Closed - land use changed. (3-14)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has light to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
**FREMONT-CENTER FLD: Formerly carried under Centerville as Fremont. Type "L".
FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°,5000';305°-340°, 7000';340°-040°, 12,000';040°-070°,8000'; 070°-100°,7000';100°-280°, 4000'. (9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230° true. (5-6) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1) Temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800'-caution. (3-22) Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only- 500'/1 mi. Daylgt opern of cranes with 80' booms adj to apch end rnwy 30. Tk-offs not affected. (3-28)
LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed weather bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-3)
LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi(4-19) About June 17, gnd ctl freq 121.9 mc will be change to 121.7 mc. (5-10) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd-avail. 30-min req thru twr. Equip. crossing rnwy. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or between LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)
LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.
MOFFETT FIELD-SPECIAL NOTICE: Caution - high performance acft performing high speed-high angle climb-out from tk-off rnwy. Possible hazard exists to other acft below 15,000' within radius of 10 mi under VFR conditions due to reduced pilot visibility high speed and high angle of climb. Recommend acft avoid this area. (5-17)
NATIONAL CITY ARPT: Extensive const around arpt. (7-19)

CALIFORNIA:**NEEDLES, 25A, LAX-AMA ARPT: Fuel no longer avail. (4-19)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility midbay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.(4-24)
OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)
OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°,17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000';350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTNL ARPT-SPECIAL NOTICE: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise ctn acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.
ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)
OXNARD-VENTURA CO. ARPT: Until approx July 31, 176' lgtd oil drilling derrick erected 1600' W and 2200' N of W end of rnwy 7. (4-30)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000';235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. About June 4, VOR and DME will be shut down until approx June 30. During this period the following arwys will be unusable: V27 SNS-SBA, V27W SNS-SBA, V25 Benito Int-SBA, V113 Panoche Int-PRB, V109 CLG-PRB, V209 PRB-Cuyama Int, V248 PRB-Belridge Int. Benito and Idria Intsxns on V137, also unusable.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
★SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads except 20 mi MEA from 310° to 330°.(9-17) San Diego TVOR name changed to San Diego-Lindbergh. (5-10)
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)

CALIFORNIA: SAN FRANCISCO INTNL ARPT-TOWER: About May 27, twr freq will be changed to 201 kc. (5-23) FLD: 130' high pile-driver lctd 2000' W of term bldg - mrkd day and night. (2-13) Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and night. (3-26) Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm. (5-18)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylgt hrs W end rnwy. (5-17)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during night use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (9-1)

SANTA YNEZ ARPT: Const in progress. Rnwy 8-26 being extended 1000' to the W. Duration of work approx one month. (4-5)

SHAFTER-KERN CO. #14 ARPT: Auto races being held June 1 & 2. During preparation and dismantling May 25 thru June 8, tk-off and lndg indicated by arrow in fenced area E side of fld mrkd "land here only." Tfc left lndg to N; right lndg to S. (5-6)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-1)

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045°, below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.

COLORADO: CHEYENNE WELLS ARPT: Closed for winter due dust. Land at own risk. (10-29)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)

★DENVER-STAPLETON FLD-TOWER: May 8, VHF/DF flight-checked and cmsnd. Freq coverage: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 121.5, 122.1, 126.18, 135.9, 137.88 mc. Commun unreliable at 40 mi below 14000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes right hand traffic. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L - flag mrkd day hrs, flashing red night hours. (3-26)

HUGO-RADIO: About July 1, VOR will be cmsnd. Freq: 108.2 mc. Ident: HGO. Lctd: lat 38-52-22, long. 103-24-12. Elev: 4932'. Class: VORW. (5-7)

PARSHALL - SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)

PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)

CONNECTICUT: ★BRIDGEPORT ARPT-TOWER: May 14, trans & rcvr 120.9 mc cmsnd; freq 121.3 mc decmsnd. , Freq 243 mc cmsnd. (5-24)

**HARTFORD-BRAINARD FLD: Rnwy 9-27 clsd. Only NE and extreme SW ends of dike lgtd.

**MONROE ARPT: Re-opened. (5-7)

CONNECTICUT: SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

★WILTON-RADIO: May 15, freq 122.2 mc and 122.1 mc decmsnd. VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'.

DELAWARE: ★DOVER-RADIO: May 15, VOR name and ident changed to Kenton, ENO, respectively. (4-17)

GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 4 for Washington, D. C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md.

WASHINGTON-RADIO-SPECIAL NOTICE: Effect. June 1, until approx Sept 1, all inbound acft to Washington National Arpt make initial contact with Washington Approach Control regardless of weather as follows: from a westerly direction on 118.3 mc in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall. (4-25)

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.

★WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area. Soon freq 323.2 mc will be cmsnd. May 23, 243.0, 378.8, 358.4 mc cmsnd. (5-23)

WASHINGTON NATIONAL ARPT: USAF, NAVY CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights requiring customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of Admin Bldg.

WASHINGTON NATIONAL ARPT: Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg sys serving rnwy 36 decm snd. Centerline hi-intensity apch lgtg sys cmsnd. Sys extends 3000' from rnwy pavement out into apch. Sys consists of green lgts across rnwy at threshold, a red bar lgt on each side of rnwy 100' from pavement, a red crossbar 50' long on rnwy centerline 200' from pavement, 28 clear bar lgts on rnwy centerline at 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. Intensity of lgts controlled by ctl twr as required by prevailing visibility conditions.

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)

CAMP BLANDING-SPECIAL NOTICE: Caution, low-flying acft. June 1 and 2, daylgt hrs, small arms and anti-aircraft firing will be conducted in restricted area R-180 and area inclosed by following coordinates: lat 29-52-30, long. 82-02-30; 29-48-00, 80-01-30; 29-52-30, 81-56-00; 29-54-30, 81-58-30. (5-22)

**CLEWISTON ARPT: Formerly carried as Sugarland. (5-7)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable all other courses unusable, acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAS remain as charted. (4-23)

CROSS CITY, 58, MEM-TPA ARPT: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

FLORIDA: DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

FT. MYERS-RADIO: VOR radial 131° unusable - excessive scalloping and bends. (5-13)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

**KEY WEST-SPECIAL NOTICE: Effective May 21, Warning Area W-173 revised as follows: Bounded on the N by a line extending from lat 25-44-40, long. 81-57-05, to lat 25-44-00, long. 81-25-35, on the E by a line 3 n mi from and parallel to the Florida coast line, on the SE by Victor 3 and Blue 19 arwys, on the W by Control Area 1228. Warning Area W-174 revised as follows: Beginning at lat 25-44-40, long. 82-06-55, thence SE to lat 24-49-00, long 81-55-00; to lat 24-37-30, long. 82-00-30; westerly to lat 24-37-30, long. 82-06-00; southerly to lat 24-28-30, long. 82-06-00; southerly to lat 24-25-00, long. 82-06-30; easterly to lat 24-25-00; long. 81-57-00; southwesterly to lat 23-30-00, long. 82-19-00; westerly to lat 23-30-00, long. 82-46-00; northwesterly to lat 23-53-30, long. 83-12-00; northwesterly to lat 24-38-00,1 ong 84-00-00; north to lat 25-25-00, long. 84-00-00; northeasterly to lat 25-45-00, long. 83-27-00 to point of beginning. (4-10)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. Caution - const, men, and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MAYPORT NAAS - SPECIAL NOTICE: Caution - special exercises conducted 1200-1700Z June 6 and 1600-1900Z June 7 in 5 mi area around NAAS. All unauthorized acft, xcpt IFR and Bull Arpt, Atlantic Beach tfc, stay clear of this area. (5-14)

MIAMI-RADIO: VOR radials 298°and 226° unusable - excessive roughness. (5-1)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long 80-15; elev 4; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for rgt lndgs and tk-offs to all acft. (2-12)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

★PENSACOLA-SAUFLEY FIELD NAAS: Navy LFR class changed to MRLZ. (5-17)

ST.AUGUSTINE-FAIRCHILD ARPT-TOWER: Ctl twr will be shut down May 30-31 and June 17 thru June 24. (5-21)

FLORIDA: **STARKE-CONWAY ARPT: Permanently closed. (3-27)

**STUART-WITHAM ARPT: 625'(650'MSL) lgtd twr erected 13.5 n mi SE(150°T) at lat 26-59-01, long. 80-05-42. (3-2)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

TALLAHASSEE-DALE MABRY ARPT: Lgtd steam generating plant being erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-offs and lndgs. Caution - unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particulary SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down. - modernization. During modification shutdown VOR flights are authorized to use the Alma LFR in lieu of the VOR on all airway segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int. MRA 5000'.

ALMA,SITE 43, MIA-ATL ARPT: Sod rnwys soft when wet - caution advised. (4-12)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high alt sector with jurisdiction over airspace 25,000' & above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances & to forward progress reports. Weather & other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends & roughness. (11-3)

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwys 33R-15L & 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until 1/31/58.

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-1)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SAVANNAH-TRAVIS FLD TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000' MSL. (3-19)

SWAINSBORO-THOMPSON ARPT: Closed - new runway under construction. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

**BURLEY ARPT: 204'(4413'MSL) lgtd temp twr erected 7.1 n mi WSW(254°T) at lat 42-30-19, long. 113-55-32. (5-21)

GRANGEVILLE-IDAHO COUNTY ARPT: Caution - E/W rnwy clsd; NE/SW rnwy soft on edges.

IDAHO FALLS-FANNING ARPT: Rnwy 16-34 clsd to ngt operns - unlgtd.(4-23) Threshold lgts rnwy 2 inop until approx July 15 - extending rnwy. (5-18)

IDAHO: JEROME-COUNTY ARPT: Clsd due thawing conditions. Fld muddy. (2-24)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOUNTAIN HOME-SPECIAL NOTICE: June 1-22, 1957, inclusive, a Temporary Controlled Firing Area establ in following described area: Beginning at lat 43-22-00, long. 116-08-00, thence to lat 43-13-00, long. 116-00-00; to lat 43-07-00, long. 116-12-00; to lat 43-17-00, long. 116-19-00; to lat 43-22-00, long. 116-19-00, thence to point of beginning. Limiting Altitudes: Surface to 14,000 ft. MSL. Time of Use: Daylgt hrs only. Activities Conducted: Artillery firing - gun, mortar and Howitzer. Controlling Agency: Idaho National Guard.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°.
**CARBONDALE-SOUTHERN ILLINOIS ARPT: Formerly carried as Murdale Arpt. (3-27)
CENTRALIA ARPT: Closed - const. (5-20)
**CHAMPAIGN ARPT: 20' poles erected approx 150 ft N and adj to E/W rnwy. (9-5) E/W rnwy perm clsd. (4-12)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)
CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected west of Orland Park, Ill thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill and 2.5 mi S of Governors Airpark. Unmarked, unlighted. (4-17)
CHICAGO AREA-SPECIAL NOTICE: Effect. Mar 31, all helicopter operns in the Chicago metropolitan area will be required to fly prescribed routes of flgt with the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEIGS FLD: 450' (1041'MSL) lgtd concrete chimney being erected 2.5 n mi WSW (252°T) at lat 41-51-02, long. 87-39-11. (3-8) Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. About June 3, ILS lclzr will be shut down for approx 3 days. FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at lat 41-47, long. 87-45 at NE intsxn of 55th St and Cicero Ave, adj to arpt. (3-8) 375' (968'MSL) lgtd steel stack being erected 2.5 n mi NNE (23°T) at lat 41-49-42, long. 87-43-23. (4-17)
CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to 122.6 mc. (3-22) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning

ILLINOIS: rdo capable of 2-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000' MSL. (6-12)
**CLINTON-THORP ARPT: Formerly carried as Clinton. (8-28)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld. (10-11)
DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area; bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25)
GILMAN ARPT: Closed. (10-11)
HARVEY-RADIO: About June 6, LFR will be decmsnd. (4-25)
HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)
JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965'MSL) lctd 2 mi SE - lgtd. (1-7)
KEWANEE ARPT: Men and equip on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Ngt attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100; width. Mrkd flags at ends.
MT. VERNON ARPT: Work in progress daylgt hrs. N/S, NE/SW rnwys clsd. No lgts until approx June 15. (5-6)
NORTHBROOK-SKYHARBOR ARPT: 178' (821' MSL) lgtd twr being erected 2.1 n mi NNE (34°T) at lat 42-11-10, long. 87-49-28. (3-21) Until June 1, well drilling machine with 57' mast operg 588' W of arpt bndry. Lctd 42-08-39 N, 87-51-33W - not mrkd, painted, or lgtd. Height 752' MSL. (3-1)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Until approx July 31, NW/SE rnwy clsd for reconst including paving, drainage, and lgtg. (4-8)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at MEA.
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
*SPRINGFIELD-CAPITAL ARPT-TOWER: Mar 20, UHF/DF cmsnd on 243.0, 305.4 mc. (3-21) Soon ILS glide slope will be shut down until approx July 15. During this period, lclzr will be inop daylgt hours Mon thru Fri. - rnwy const. (4-30) FLD: Until about July 15, const work in progress on 1000' overrun each end rnwy 4-22. (5-8)
STREATOR ARPT: 448' (1198'MSL) lgtd twr being erected 13 n mi WNW (299°T) at lat 41-14-02, long. 89-02-25. (5-17)
VANDALIA-RADIO: May 6, VOR/DME shut down until approx July 6. (5-6) During shut down the following MEA's can be utilized: V12, V14 from St. Louis VOR to Academy, Ill., Int, 2000'; Academy Int - Prairie Int, 2000'; Prairie Int - *Int R356 ENL and STL R-072 (Vandalia Int Temp), 4000'; *When proceeding eastbound to Terre Haute VOR, climb to 5500 prior to reaching Int. Int R356 ENL and STL R-072 (Vandalia Int temp) - *Union Center Int, 5500'; *Union Center, Ind., Int - Terre Haute, Ind., VOR, 2000'; *climb to 5500' westbound after departing Union Center Int. V72: Troy VOR - *Int R054 TOY and R356 ENL (Vandalia Int Temp), 4000' *Int R-054 TOY and R356 ENL (Vandalia Int Temp) - Arcola, Ind., Int, 12,500'; Arcola Int - State Line Int, 12,500'; State Line, Int-Lafayette, Ind., VOR 2000'; *climb to 12,500 prior to reaching Vandalia Int Temp NE bound on V72 and climb to 5500' prior to reaching Vandalia Int Temp E bound on V12-14. (2-25)
INDIANA: SPECIAL NOTICE: The atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd approx 29 s mi N of the Terre Haute LFR between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area. (28 May 1957)

INDIANA: COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise-below 3000' and 010°-250° below 2500'. (8-18)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) 160'(419'MSL) tank and 37' bldg being erected at lat 38-01-15, long. 87-31-49; 1/2 mi SE; not lgtd, painted or marked. (4-8)

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD:
** Rnwy 4-22 now 7000'- day or night; 829' NE end overrun-not lgtd. Hi-intensity apch lgts cmsnd rnwy 4. Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)

FORT WAYNE-SMITH ARPT: 1183'MSL lgtd twr being erected 1.5 n mi SSE(165°T) at lat 41-07-10, long. 85-08-11. (3-22) 770'(1589'MSL) lgtd twr being erected 2.5 n mi SSW (223°T) at lat 41-06-03, long. 85-11-00. (4-8)

GARY MUN ARPT: Pole-line lctd approx. 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd-not painted or lgtd. (1-24)

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7mc, ident: IEX. Weir Cook VORW freq 112.3mc, Ident: IAX. TVOR freq 111.4mc, ident: IDX, with voice ident. Lclzr freq 109.1mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, Mode C. Directional lclzr 110.3mc serving E/W rnwy. One VORW on 112.9mc testing intermittently. (12-17)

INDIANAPOLIS-SHANK ARPT-SPECIAL NOTICE: Race day operns. Left-hand tfc, land at own discretion, follow flagman to parking area. In and out flgt plans required. Parking fee $3.00. CAA-WBO representatives W side fld. Direct bus to track. (5-1)

INDIANAPOLIS-WEIR COOK ARPT-SPECIAL NOTICE: Race day operns. Rcvr required days; 2-way rdo ngts. Enter left-hand tfc, maintain rdo silence. Listen for instructions twr freqs plus lgt gun. In and out flgt plans required. Parking N side fld. Fee $3.00. CAA-WBO representatives at parking area. Transportation to track. Suggest transients other than race tfc use Sky Harbor acct service delays. (5-1)

**INDIANAPOLIS-WEIR COOK ARPT: About June 1, 300'(984'MSL) lgtd twr will be erected 4.9 n mi E(96°T) at lat 39-43-23, long. 86-10-25 & being completed approx. July 15.(4-29) 110' twr erected one half mile NW(332°T) at lat 39-44-17, long. 86-16-51. (5-13) All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

**KOKOMO-RUZICKA ARPT: E/W rnwy discontinued. N/S rnwy 2000' x 200' available. (5-18)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx. 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MUNCIE ARPT: Caution-arpt under const until about Nov 1. Ngt flying discontd- no lgtg facs. One 2500' turf rnwy useable daylgt hrs only. (4-23)

NABB-RADIO: About June 6, VOR will be cmsnd. Freq: 113.5mc. Ident: ABB. Lctd lat 38-35-15, long. 85-37-45. Elev: 713 MSL. Monitor. category (1) and controlled from Louisville, Ky. Mag var: 1°E. Class: BVOR. (4-29)

**ROSELAWN-ZORO AIRPARK: New arpt: Type "L";41-09N, 87-19W; lctd 1 mi W; elev 655'; 1 rnwy (E/W) 2200' x 100' turf; 80/87 oct fuel; remarks-Trees E, p-line W. (10-8)

SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat: 39-34-40, long. 85-48-00; elev: 800'. No. of rnwys: 2; N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N, E, W.

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

TERRE HAUTE-COX ARPT: About July 1, 550'(1005'MSL) smoke stack will be erected 13 n mi SSW(211°T) at lat 39-14, long. 87-34. (5-8) Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration-during summer months.

TILDEN-RADIO: See Indianapolis, Indiana.

**WABASH ARPT: ABANDONED. (3-14)

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

IOWA: BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 s mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)

**DALLAS CENTER-HUSBAND ARPT: N 1000' N/S rnwy unusable when wet. No snow removal during winter months. (3-19)

**DENISON-CHAMBERLAIN ARPT: ABANDONED-rnwys will be plowed up. (4-9)

DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area estabd NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

NEWTON MUN ARPT: Fld very soft. Use extreme caution during thaw. (2-11)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

SHELDON ARPT: Clsd for const-machinery on fld. (5-3)

SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4-relctn of lclzr. (5-9) FLD: Due to non-visibility twr unable to ctl ramp trc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29)

SPENCER ARPT: Until about June 2, const of new NW/SE rnwy and taxiway to ramp in progress-men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)

TROY MILLS-CARSON ARPT: 1358'(2398'MSL) lgtd twr being erected 8 n mi WSW(256°T) at lat 42-17-39, long. 91-53-10. (3-4)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - construction E/W strip closed. (8-22)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: 683'(3473'MSL) lgtd twr being erected 19 n mi WSW(245°T) at lat 37-38-26, long. 100-20-33. (3-5)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)

GARDEN CITY-RADIO: VOR course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (4-4)

GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)

GREAT BEND ARPT: N 2000' N/S rnwy and NE 2000' NE/SW rnwy clsd until approx June 7 for reconst. Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600'AGL;hvy acft 1000' AGL. (5-10)

✈HUTCHINSON ARPT-TOWER: About May 28, trans and rcvr 132.3mc will be decmsnd. Delete trans & rcvr 348.6mc. (5-15)

JUNCTION CITY ARPT: 73'(1250'MSL) water tank being erected 1 mi E on U.S. 40, lgtd.

KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas(14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)

RUSSELL ARPT: Caution-ditch NEof intsxn rnwy 16-34 and 3-21 marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)

**TOPEKA ARPT: Permanently closed. (3-7)

TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable.

KANSAS: TOPEKA-WILSON ARPT: New lndg strip reported. Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd. A&E by appointment; 80/87 oct. fuel. (4-9)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe.

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo-equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 mc or 125.7 mc or rng voice channels. (8-20)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn.

✱CORBIN-RADIO: VAR N visual course has moderate roughness 3 to 6 n mi and S course 2 to 3 n mi from stn. (9-14) May 20, BJ fac on 263 kc changed to London BMH lctd at lat 37-05-25, long. 84-04-30.

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)

HOPKINSVILLE-CAMPBELL AFB-RADIO: About May 31, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4-19)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

★LONDON-RADIO: May 20, H fac cmsnd. Freq: 263 kc. Ident: LOZ. Lctd: lat 37-05-25, long. 84-04-30. Class: BMH. (5-20)

LOUISVILLE-RADIO: VOR area 45° clockwise thru 100° unusable for instrument opern.

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: ILS glide slope relctd and MM will resume opern about June 17. Glide slope freq: 335 mc. lctd 1170' from S end N/S rnwy and 400' E of centerline; MM lctd 3500' from S end of N/S rnwy. Lat 38-09-25, long. 85-44-28. (5-10) FLD: On or about June 17, a 3000' hi-intensity apch lgtg system avail. as either configuration A or B , serving rnwy 1 will be cmsnd. (5-10) Due to non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Apch lgts system shut down for rnwy extension. Const equip. on fld. Caution advised.

PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)

YORK-RADIO: VOR has moderate bends 4 to 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500' MSL. (5-14)

LOUISIANA: SPECIAL NOTICE: Effective March 1 thru June 1, the King Cole Caution Area estab within the following described area: along US highway 190 from its junction with the US highway 165 W along US 190 to the Sabine River near Deweyville; thence N along the Sabine River to Logansport, La.; thence along State Highway 38 to Gloster, La.; thence along State Highway 171 to Shreveport, La.; thence E along the southern boundary of Civil Airway Red 10 to Monroe, La.; thence S along US Highway 165 to point of beginning. Altitude: From surface to 50,000 ft. MSL. Activities Conducted: Cover and ground support aircraft. Time of Use: Continuous only under VFR weather conditions. Controlling Agency: Manuever Director, Camp Polk, La. (2-13)

**ALEXANDRIA-MYERS ARPT #2: New arpt: Type P; 31-22-48N, 92-34-20W; lctd 9 mi NW; elev 75'; 1 rnwy (N/S) 3000' x 100'; minor A&E; 80 oct fuel; remarks - P-line S.

BATON ROUGE-RYAN FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts.

LOUISIANA: BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy. (4-4)

BRUNSWICK-SPECIAL NOTICE: Effect. 0001, July 4, 1957, Caution Area (C-516) will be established in area bounded by following coordinates: Beginning at lat 43-42-10, long. 69-49-30, to lat 43-43-00, long. 69-46-00; lat 43-38-30, long. 69-46-00; lat 43-38-30, long. 69-49-30, to point of beginning. Altitude: Surface to 3000'. VFR conditions only. Activities Conducted: Aerial Minelaying. Time of Use: Continuous. Using Agency: Commander Fleet Air Detachment, Brunswick, Me. (4-9&10)

**EASTON ARPT: 200' MSL twr, 13.8 n mi S (187° T) at lat 38-34-38, long. 76-05-11 dismantled May 13. (5-13) 212' MSL lgtd twr erected 11.5 n mi NE (64°T) at lat 38-53-09, long. 75-50-15. (5-17)

LAKE CHARLES-RADIO: May 20, VOR shut down until approx June 20. During shutdown flgts authorized to use LCH LFR in lieu VOR. Intsxns and alts as charted. (4-18)

**LAKE CHARLES-McFILLEN ARPK: New arpt; Type "P". lat 30-07, long. 93-10; lctd 4.0 mi S; elev: 17'. 1 rnwy (N/S - 2600' - sod); minor A&E; 80/87 oct. fuel. (3-29)

MANY-HART ARPT: Use with caution.

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188° T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL; V-18 N Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson, Miss. 1600' MSL; V-18S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys mrkd with white crosses. Arpt now owned by U. S. Navy. (2-13)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

✱NEW ORLEANS-AIR ROUTE TRAFFIC CONTROL CENTER: May 17, trans & rcvr 118.9 & 119.7 mc cmsnd.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: About July 8, VOR will be shut down until approx July 26. (5-27)

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MEA. Roughness beyond 8 mi 360° clockwise to 060°. DME coverage 235°-260°, 35 n mi at 2500'. (3-15)

BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)

**EAST BALDWIN-BALDWIN ARPT: Abandoned - land reverted to agriculture. (3-22)

HOULTON ARPT: Rnwy 1-19 clsd to ngt operns due difficulties with ctc lgts. Few scattered rnwy lgts inop on rnwy 5-23. (5-10)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.

PHILLIPS-PLEASANT VALLEY FARMS: Caution - 300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. No lgtg avail. Rnwy now 2400' long. Approx 1200' of S end rnwy 02-20 clsd to acft below 5000 lbs due equip. crossing rnwy. New rnwy 11-29 under const. 20' embankment obstruction 200' from apch end of rnwy 33. Mrkd by lgt 250' from apch end of and in line with southerly edge of rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt. (10-3)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

**BALTIMORE-MARTIN ARPT: Rnwy flood lgts on prior request have been discontd. (3-20) Const - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. Two-way rdo required. (3-20) Rnwy 4-22 clsd - ditching thru rnwy. 1000' apch end rnwy 32 clsd - rnwy being extended and taxiway added. (5-7)

CAMBRIDGE ARPT: Airport reported - 1.5 mi SE; Elev: 20'; Lat 38-32-02, long. 76-01-45; Services: minor repairs; 80/87 oct. Unicom (122.8 mc); One rnwy. (NW/SE) 2500' x 100'. (12-10)

MARYLAND: CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operating for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Ident: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc, ident: CS. LOM freq: 303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from centerline and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy.

**COLUMBUS, 34, PHX-ELP, ARPT: Sale of aviation fuel perm discontinued. (3-27)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Light flag activity approx 2 mi from stn from 100°-160° and from 220°-320°. (1-5) May 10, VOR temp operg monitor category (3). (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn - const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)

BOSTON-SPECIAL NOTICE: Air Force apch control "VOLSCAN" equip will be evaluated from May 20-29, during hrs 1200-1600. Tests will be conducted under VFR conditions at all times and will involve from one to ten acft including jet and transport types. Operns will be concentrated in area E of Logan Arpt in Massachusetts Bay. (4-25)

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: all acft with pat speed below 110 mph, fly 900' MSL: all conventional acft with speed 110 mph and above, fly 1300' MSL; jet fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (4-2) FLD: Obstruction lights on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-off in northeasterly direction rnwy 4L and lndg in southwesterly direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndg and take-off rnwy 4L-22R and take-off rnwy 33 prohibited. Use mrkd hard surface runways and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to landing areas. All rnwy widths should be corrected to indicate width of 210' with elevated runway lgts 10' from usable rnwy edge. Lead-in lgtg sys rnwy 4R consists of green threshold lgts located 2502' NE of the SW end of rnwy 4R and bar lgts of clear white units spaced at 100' intervals on the extended rnwy centerline extending from 42' - 1100' SW end of runway 4R. Cluster of 6 alternate red and white bar lights located at the 1100' point replaced with single bar white lgt. Standard rnwy lgts btwn threshold lgts and bar lgts. Brightness of lgts is determined by prevailing wea conditions and is controlled by twr. Sequenced flashing lighting system serving rnwy 4R cmsnd. Clear flasher units are installed approx 100' intervals along extended rnwy centerline starting 1140' from end of rnwy pavement and ending 40' from end of rnwy pavement. This system will be operd under reduced visibility conditions in conjunction with existing lead-in lgtg sys. Caution - during daylgt hrs only, men and equip working outboard of rnwy lgts on rnwy 4R for the first 2600'. (11-23) Supplementary lgts added to existing apch lgtg sys serving rnwy 4R. Complete sys consists of green threshold lights 2502' NE of SW end of runway, 3 white lights on either side of rnwy spaced at approx 100' intervals btwn threshold lgts and SW end of rnwy, white bar lgts spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' SW of end of rnwy, sequenced flashing white lgts spaced at approx 100' along the extended rnwy centerline starting from a point 1142' SW of end of rnwy pavement and ending 42' SW of end of rnwy pavement. Opern of lgts is determined by prevailing weather conditions and is controlled by twr. (1-29) First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L

MASSACHUSETTS: is clsd for current emerg repairs, ~~the provisions~~ of SAMB special regulation dated May 27, 1955, restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or rnwy heading 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time.

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylight hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

CHESTER-RADIO: About June 6, VOR will be cmsnd. Freq: 108.6 mc. Ident: CTR. Lctd lat 42-17-29, long. 72-57-00. Elev: 1603' MSL. Monitoring category (1) and controlled from Windsor Locks, Conn. Var 14°W. Class: BVOR. (4-29)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quads below 4000' beyond 40 n mi. (11-4)

FALMOUTH-COONAMESSETT RANCH: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior to entering Otic RAPCON area. (8-28)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip on all fld areas during daylgt hrs. Equip or hazards obstn lgtd at ngt. Caution. (4-15)

**NANTUCKET MEMORIAL ARPT: 67' (160' MSL) lgtd pole lctd 1.7 mi NNE removed. (4-24) No fuel, storage, service avail until June 15. (4-26)

ORANGE ARPT: Clsd 1:00 pm to 6:00 pm June 16, July 21, Aug 18, Sept 15, and Oct 20 for drag races - fld marked with "X" at rnwy intsxn during clsd period. (5-22)

WESTFIELD-RADIO: About June 11, LFR will be shut down until approx June 25. Class will be: SBMRLZ. The SE course will be realigned from 302°-293°. (4-12)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip on fld - days. Trees above obstn lgts on SE edge fld. (3-29) On June 15, work will begin on erecting 126' high (1056' MSL) water twr at 42-18N, 85-14W (on fld) - twr will be marked, painted, and lighted.

BAY CITY-CLEMENTS ARPT: 260' (846' MSL) water twr and 350' (936' MSL) chimney being erected 6.9 n mi NNE (24°T) at lat 43-38, long. 83-50 and being completed approx Nov 1. Both lighted. (4-18)

BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28) Exten ramp paving from term area to W side of N/S rnwy. Hvy machinery in area. Area mrkd flare pots ngts. Taxi with caution. (5-8)

BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft during spring thaw. (3-15)

CAMP LUCAS-SPECIAL NOTICE: May 9 to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Mich. (5-8)

CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilots' request.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25) Ramp const directly in front of main term bldg. Men and equip on or adj to ramp. (2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. (3-11)

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

★GRAND RAPIDS-KENT CO. ARPT-TOWER: Hrs opern: 0700-2300. (5-10) FLD: 250' (1554' MSL) unlgtd reinforced concrete chimney being erected 6.5 n mi WNW (293°T) at lat 47-15-38, long. 93-39-10 and being completed approx July 15. (5-15) Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwy 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd to all tfc.

GREENVILLE ARPT: Clsd for const until approx July 17. (4-18)

MICHIGAN: HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)
IONIA COUNTY ARPT: 319'(1181'MSL) lgtd antenna being erected 5 n mi SW(232°T) at lat 42-53-08, long. 85-09-12. (4-22)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgt silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. (3-19) USAF homing fac on 365 kc unreliable. (3-19)
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise, at MEA. (4-29)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 & for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, & lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
NEWPORT-MARSHALL ARPT: Mar. 11, 77'(659'MSL) reactor containment vessel & 182' lgtd derrick being erected 1.8 n mi ENE(85°T) at lat 41-57-36, long. 83-15-30. (2-25)
NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01;lat 45-39, long 86-35; lat 45-50, long 86-12; lat 45-17, long 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4)
PONTIAC MUN ARPT: Const W of fld. (8-21) 34' high power line being erected approx 500'S.
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.(11-2)
PORT HURON-ST. CLAIR COUNTY ARPT: 425'(1007'MSL) smokestack & 215'(797'MSL)bldg being erected 9 n mi SSE(168°T) at lat 42-45-52, long.82-28-20, lgtd. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° & 265°-306°, 35 n mi at MEA
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
ST IGNACE-MACKINAC CO. ARPT: E/W rnwy clsd due const. Caution on N/S rnwy. (5-15)
SAULT STE MARIE-KINROSS AFB-RADIO: Effect. May 1, ILS glide slope and lclzr inop 0700-1800 daily except Sun. (4-23) June 1 to Aug 1 glide slope & lclzr inop. (5-10)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
**ALEXANDRIA ARPT: 91 and 100 oct gas discontinued. (4-30)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr., 1958. Not mrkd, painted or lgtd. (2-1)
BRAINERD ARPT: N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days.
MINNEAPOLIS-ST. PAUL INTNL(WOLD-CHAMBERLAIN FLD) TOWER: About July 5 - PAR will be shut down until approx Sept. 1. FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)
REDWOOD FALLS ARPT: Temp 25' high p-line constructed across SW end of the NE/SW rnwy. (3-22)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
MINNESOTA: **ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt. (4-29)
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
ST. PAUL-LAKE ELMO ARPT: About June 12, four 306'(1320'MSL) lgtd twrs will be erected 3.1 n mi SSE(166°T) at lat 44-56-38, long. 92-55-52. (5-20)
TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)
**WHITE BEAR LAKE-NORTHPORT ARPT: New aprt: Type "P"; 45-05N, 95-57W; 4 mi E; elev 1022'; 2 rnwys; longest rnwy and facs 21-S3;80/87 oct fuel; remarks - P-line N.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: **BILOXI-ART'S ARPT: Formerly carried as Rogers. (4-25)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: April 8, VOR shut down until approx June 1. (5-7) Durong shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 kc unreliable due to excessive interference. (2-14)
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt. 1000. (6-20) Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved. (10-30)
**INDIANOLA-VALLEY FLYING SERVICE ARPT: Formerly carried as Indianola. Type"P"; elev 120'; attended 0800-1700 xcpt wk-ends. (10-24)
JACKSON-HAWKINS ARPT: Rnwy 16R-34L clsd due repairs. (5-24)
McCOMB-PIKE CO. &C, MSY-STL ARPT: 356'(749'MSL) lgtd twr being erected 14.9 n mi E(92°T) at lat 31-14-30, long. 90-11-30. (4-24) NE/SW landing strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDAN-RADIO: VOR/DME relctd and oprg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long 88-48-12. (12-19) Caution - all rnwys and Ints based on Birmingham and Meridan VORs are not usable for navigational purposes until the stns are cmsnd. (4-18)
MERIDIAN-KEY FLD RADIO: April 29, ILS glide slope shut down until approx August 29. (5-1)
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) VOR airborne rcvr check point inop. (3-19)
RIPLEY ARPT: Clsd - construction. (5-16)
UNIVERSITY-OXFORD ARPT: New arpt reported.: Type "L"; 34-23N, 89-33W; lctd 1 mi N; elev 445'; 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. Caution - men and equip. on fld. No service avail. Telephone service on fld. (5-14)
MISSOURI: BELTON-LAMAR ARPT: 403'(1333'MSL) lgtd twr being erected 9.2 n mi SE(153°T) at lat 38-37-20, long. 94-30-30. (4-22)
CLINTON-SPORTSMAN'S ARPK: 250'(1007'MSL) lgtd chimney being erected 9 n mi SW(239° T) at lat 38-18-42, long. 93-55-59. (4-5)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: 38-08N, 90-33W; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360°overhead tfc pat. Movements of mil acft ctld & will give way to cvil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd. (10-12)
JOPLIN ARPT-RADIO: ILS glide slope shut down, all other components remain in opern. (4-24)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side operation. (5-10)
KANSAS CITY ARPT: 263'(1273'MSL) lgtd twr being erected 9 n mi SE(140°T) at lat 39-00-40 long. 94-28-00. (4-5)Due non-visibility twr unable to control tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300'NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23)

MISSOURI: KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)
LEXINGTON ARPT: 383'(1238'MSL) lgtd twr being erected 9.5 n mi SE(153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE(159°T) at lat 39-10-27, long. 93-54-55. S twr (998'MSL) Middle twr (972'MSL) & N twr (858'MSL). S twr only, lighted. (5-2)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
MARCELINE ARPT: About June 10, 303'(1048'MSL) lgtd twr will be erected 5.8 n mi SSW (220°T) at lat 39-39-40, long. 93-02-05. (4-24)
MARSHALL MEM'L ARPT: About June 6, 343'(1023'MSL) lgtd twr will be erected 20 n mi NW(321°T) at lat 39-21-25, long. 93-29-00. (4-24)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
**POPLAR BLUFF-FIELD'S MEM'L ARPT: Type changed to "L". Unattended during daylgt hrs - fuel and service unavailable. (5-6)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 SSE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx. November 7 - relocation of localizer. (4-29)
ST. JOSEPH-ROSECRANS MEM'L ARPT: N/S instrument rnwy clsd for major const. 1600' NE portion of NE/SW rnwy clsd and neon apch lgts lctd on inbound heading to rnwy 35 removed from service. Const areas flagged and lgtd day and night- caution. (5-9)
ST. LOUIS-RADIO: Soon, VHF/DF will be cmsnd using following freq: 118.3, 119.5, 121.5, 122.5, 126.18 mc. (4-24)
ST. LOUIS-LAMBERT FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx. 200' E of taxistrip 34, 600' N of taxistrip. (1-17) Const in progress on power line on 100' steel twrs approx. 5/8 mi E. (2-1)
ST. LOUIS-PARKS METROPOLITAN -SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'MSL. (4-22)
ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: June 9 and 23, July 7 and 26, Aug 4 and 18, Sept 8 and 22, Oct 6 and 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
ST. LOUIS-WEISS ARPT: 350'(769'MSL) lgtd stack being erected 9.5 n mi SE(145°T) at lat 38-24-08, long. 90-20-10. (3-20)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
WARRENSBURG-SKY HAVEN ARPT: 1290'MSL lgtd twr erected 13.3 n mi NNE(28°T) at lat 38-59-27, long. 93-40-30. (2-18)
MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd. E/W taxiway immediately N admin bldg clsd.
BOZEMAN-RADIO: About June 4, VOR/DME will be shut down until Approx June 28. The follow. arwys will be unusable: V2 Helena-Livingston & V86 Whitehall-Bozeman. (5-27)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000';352°-20°, 35 n mi at 10,500';20°-68°, 26 n mi at 10,500';68°-80°, 35 n mi at 10,500';80°-118°, 43 n mi at 10,500';118°-135°, 35 n mi at 11,000';135°-157°, 43 n mi at 11,500';157°-164°, 35 n mi at 11,000';164°-176°, 26 n mi at 11,000';176°-198°, 17 n mi at 10,500';198°-220°, 26 n mi at 11,000';220°-248°, 35 n mi at 11,000';248°-264°, 26 n mi at 11,000';264°-317°, 35 n mi at 11,000'..
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi;55°-70°, 26 n mi;70°-110°, 35 n mi at 9000';110°-150°, 17 n mi;150°-260°, 26 n mi at 10,000';260°-290°, 17 n mi at 9000';290°-320°, 26 n mi at 10,000'.
FORT BENTON ARPT: Field lights inoperative. (11-27)
HELENA-SPECIAL NOTICE: Effect. June 17-29, 1957, Temporary Controlled Firing Area will be estab in following described area: bounded on N by lat 36-30-00; E by long. 112-52-00; S by lat 46-20-00; W by long. 113-00-00. Designated altitude: Surface to 16,000 feet MSL. Activities Conducted: Artillery firing, 105 and 155 mm Howitzer and 76 mm guns. Controlling Agency: Montana National Guard. (5-22)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwy 7-25 clsd from intsxn to E end. Remainder of 7-25 restricted to 10,000 lbs GWT. Rnwy 5-23 restricted to 10,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs single-wheel or 70,000 lbs dual-wheel. (3-5)
LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000';15°-85°, 43 n mi at 9000';85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H facility. (4-9)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000';40°-70°, 26 n mi at 11,000';70°-110°, 17 n mi at 9000';110°-125°, 26 n mi at 11,000';125°-160°, 35 n mi at 11,000';160°-175°, 26 n mi at 9000';175°-195°, 17 n mi at 9000';195°-220°, 26 n mi at 11,000';220°-235°, 17 n mi at 9000';235°-270°, 26 n mi at 11,000';270°-290°, 35 n mi at 9000';290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST. IGNATIUS ARPT: Rnwy lights inoperative.
WHITEHALL-RADIO: DME and VOR coverage 330°-260°, 26 n mi at 10,500';360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000';118°-164°, 17 n mi at 11,500';164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway clsd.
OMAHA ARPT: 583(1746'MSL) lgtd twr being erected 3.9 n mi SW(225°T) at lat 41-15-30, long. 95-57-04. (3-15) Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx. 7.8 n mi NNW during daylgt hours, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi; 125°-170°, 17 n mi;170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Field soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in dindrow 3' high along W edge of rnwy 12-30.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 300 n mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000';240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000';130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000';110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000';280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'. About June 17, VOR/DME will be shut down until approx July 15. During this period the following V-arwys will be unuseable: V-200 Sutter Buttes Int-RNO, V6 Tahoe Int-LOL, V6N AUN Int-RNO, V28, V113, V150 West Point Int-RNO. (5-22)

NEVADA: RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on in-bound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flight-checked on airway radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flight call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flight call Concord Rdo).

CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325° 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'.

**CONCORD ARPT: Hi-intensity lights installed runway 17-35. Work in progress on arpt removing old taxi strips. Trucks mrkd by orange and white flags moving along and crossing runways. Duration of work expected to last until May or June. Rnwy lights on rnwy 12-30 inop. (5-10)

HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)

KEENE-DILLANT-HOPKINS ARPT: 666'(1626'MSL) lgtd twr being erected 10.7 n mi SSW (221°T) at lat 42-45-35, long. 72-26-01. (4-30) Caution - construction of 500' extension S end runway 02-20. Use runway 14-32 whenever possible. (5-20)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylight hours - spray equip testing. Safety strips SW side of runway unsafe. Caution - nights - green rng lights are set so touchdown area is 300' beyond rng lights SE end runway. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. (5-12)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylight hours. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)

✱CALDWELL-RADIO: May 15, freq 122.2 mc and 122.1 mc decmsnd. VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)

★COLT'S NECK-RADIO: May 15, freq 122.2 mc and 122.1 mc decmsnd.

MILLVILLE ARPT: Non-military glider operns week-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

★NEWARK-RADIO: May 15, freq 122.2 mc and 122.1 mc decmsnd.

NEWARK-RADIO: LF rng has strong multiples three to four degrees SW of SE course. Light multiples other courses. About August 1, LFR freq will be changed to : 379 kc.

NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type aircraft and aircraft over 150,000 lbs. 2-way radio required. Rotary wing aircraft operating at terminal, NATCC preferential runway system in effect. Unusable landing area runway 29 marked with red lights. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operating in seaport area E of apch end runway 29. (8-16) Soon, a 3000' standard hi-intensity centerline approach system configuration A serving runway 22 will be cmsnd. (1-11) Amber screens on ctc lights on both ends of runway 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end runway 11 marked days and lowered nights.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - used paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Construction at E end of runway S side; pile drivers 60' high, along with barges on water on S side of river, lgtd.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

NEW JERSEY: STILLWATER-RADIO: May 10, VOR monitor, category temp changed to (3).

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use runways only. Extreme caution taxiing to and from runway 24 to apch end. Open ditch parallel to rnwy 6-24E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail nights only only on special req. Equip on fld -days. Const adj to all paved surfaces. Helicopter lndg are now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°230°and 344°radials 17 n mi at min inst alt, other azimuths 4 to 17 n mi with moderate to severe roughness. (10-18)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx June 1. FLD: Acft using rnwy 24 on tk-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING-RADIO: About June 1, VOR will be commissioned. Freq: 108.6 mc. Ident: DMN. Located lat 32-16-33, long. 107-34-12. Elevation: 4175' MSL. Class: VORW. Disregard spurious signals. (4-1)

DEMING ARPT: Rnwys 26L-8R and 17-35 closed to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lights inoperative. (4-4)

OTTO-RADIO: May 16, VOR shut down until approx June 13, modernization. During shutdown, the following arwys will be affected: V-12 MEA ABQ-ACH 12,000'; V-83 MEA SAF-CNX 10,000'; V-60 OTO-San Jose Int unusable; V-60S ABQ-OTO unusable. (5-16)

PINON-RADIO: About June 21, VOR will be commissioned. Freq: 110.4 mc, Ident: PIO. Located: latitude 32-31-44, longitude 105-18-20. Elevation: 6578' MSL. Class: VORW. (4-18)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of facility at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19)

FLD: Const equipment and men adj to and on W ramp daily during hangar const program. (10-4) Construction in progress in transient and freight ramp areas and adjacent taxiways-caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)

**BUFFALO ARPT: N/S rnwy (18-36) abandoned and clsd for all tfc xcpt taxiing. There will be no further use of this strip as a rnwy. (4-4)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)

DE LANCEY-RADIO: March 14, VOR operg test basis only. Freq: 110.2 mc. Ident: DNY. Lctd lat 42-10-40, long, 74-57-27. About June 6, VOR will be cmsnd. Class: BVOR.

DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)

★ELMIRA-RADIO: VOR has scalloping all quads. (3-14) Trans & rcvr 243.0 mc cmsnd.

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

NEW YORK: GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontd. Rnwy avail. for emerg. use - no snow removal. (11-29)

**HAUPPAGE-SMITHTOWN AVIATION COUNTRY CLUB ARPT: Permanently closed.

HEMPSTEAD-RADIO: In Sept., LFR will be shut down - modernization.

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA. May 10, VOR monitor. category temp changed to (3). (5-10)

✱IDLEWILD-RADIO: May 15, trans 122.2 and rcvr 122.1 mc decmsnd. VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt.

**ITHACA-TOMPKINS CO ARPT: Formerly carried as Cornell University. Now an airline stop.

**JAMESTOWN ARPT: N/S rnwy perm clsd. Rnwy 7-25 clsd to all tfc due major rehabilitation project until about Aug 15. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'. (5-17)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LIDO-RADIO: About June 28, MHW will be cmsnd. Freq: 239 kc. Ident: LDO. Lctd at lat 40-35-34, long. 73-35-34. (5-24)

MASSENA-RADIO: VOR radials 82°-230° have bends.

MIDDLETOWN-RANDALL'S ARPT: Fld clsd intermittently by "X" during spring wet season acct soft spots. Circle fld - if safe to lnd operator will remove "X". (3-26)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester County Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld., N.Y., and Newark Arpt., N.J.

**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float and skid type helicopters. (2-7)

✱NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About June 17, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev.: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. Alt over MM 240' MSL; OM 1500' MSL. May 16, Elmont FM on back course ILS serving rnwy 4, decmsnd. Concurrently, OM lctd 5.5 mi from NE end of NE/SW rnwy cmsnd. Elev: 75' MSL. About June 28, twr freq 239 kc will be decmsnd. (5-22) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on ofl bus. or flag rank or higher. Caution. Use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Centerline apch lgtg system serving rnwy 22 cmsnd. System extends 3000' from rnwy pavement out into apch. System consists of green lgts across rnwy at threshold, a red bar lgt on each each side of rnwy 100' from the pavement, a red bar lgt on rnwy centerline 200' from the pavement, 27 clear bar lgts on rnwy centerline at approx 100' spacings starting 300' from pavement and a clear crossbar 100' long on rnwy centerline 1000' from pavement. (4-11) Existing sequenced flashing lgt system serving rnwy 4 extended so that the entire sequenced

NEW YORK: flashing system is now 2300' long and ends 700' from the end of the rnwy.

✱NEW YORK-LA GUARDIA-RADIO: May 15, trans 122.2 and rcvr 122.1 mc decmsnd.

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail. for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft - days. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parked 250 ft from centerline of rnwys when not in use. (9-28) Soon, combination left lane apch lgtg system serving rnwy 4 consisting of 1500' hi-intensity lgts with 3600' neon lgts will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline apch lgtg system configuration A will be cmsnd. (1-11) Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at the apch end of rnwy 22 at a distance of 25'. (3-22) Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day, lgtd at ngt. (4-17)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quadrant, 4000' SE & SW quadrant and 4500' in NW quadrant. (6-22)

NIAGARA FALLS ARPT-TOWER: Lclzr and glide slope shut down. FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: Clsd due rnwy repairs. (2-23)

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'.

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo - equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

RIVERHEAD-RADIO: May 14, VOR mobile unit operg test basis. Freq: 116.2 mc. Lctd at lat 40-53-44, long. 72-54-41.

ROCHESTER-MONROE COUNTY ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270°, below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

✱SCHENECTADY-RADIO: May 17, H fac cmsnd. Freq: 284 kc. Ident: GVI. Lctd at lat 42-51-15, long. 73-55-45.

SCHENECTADY COUNTY ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. (5-17)

**SKANEATELES-SKAN AIR PARK: New arpt: Type "P"; 42-52N, 76-23W; lctd 2 mi E; Elev: 960'; 1 rnwy (E/W) 2000' x 60' turf; minor A&E; 80 oct fuel. (6-26)

SPITFIRE LAKE: Closed seaplane operns - xcpt emerg.

NEW YORK: SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
SYRACUSE-HANCOCK FLD: VOR ground rcvr check point unusable. (4-16)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist. 10 n mi from 270° clockwise to 360°. About June 3, LFR will be shut down until approx June 14 - repairs. (4-5)
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: **BLACK MOUNTAIN ARPT: Abandoned. (5-7)
CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
COFIELD-RADIO: VOR radials 250° thru 275° out of tolerance - roughness and bends (4-10)
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx July 1 -relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (3-26)
** FT FISHER ARPT: ABANDONED. (3-26)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due to excessive roughness and bends. (12-26)
HICKORY-RADIO: VOR radials 270° thru 285° and 150° thru 160° out of tolerance acct roughness and bends. (4-12)
**KANNAPOLIS ARPT: Abandoned. (5-1)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcft on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (3-13)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
SALISBURY ARPT: Bndry lgts inop. (2-16)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (4-9)
NORTH DAKOTA: ASHLEY ARPT: Two 200'(2424' MSL) lgtd twrs being erected 18 n mi E (88°T) at lat 46-02, long. 98-54. (5-6)
BISBEE-LYSTER ARPT: Two 200'(2018'MSL) lgtd twrs being erected 10.4 n mi SSW (221° T) at lat 48-30-15, long. 99-33-15. (5-6)
DRAKE ARPT: Two 200'(2496'MSL) lgtd twrs being erected 17.1 n mi WSW(246°T) at lat 47-49, long. 100-46. (5-6)
FARGO-RADIO: Victor 2 N arwy radial 104° has scalloping in excess of 2°. (2-28)
FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800'x 75') OK for DC-3 and smaller acft for lndg and tk-off. Flood lgts rnwy 21 inop. (4-8)
JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE(162°T) at lat 46-52, long. 98-39 & being completed approx. Sept. 1957. (4-15)
LINTON ARPT: 200'(2330'MSL) lgtd twr being erected 6.8 n mi S(201°T) at lat 46-06, long. 100-18. (5-6)
NORTH DAKOTA: PAGE-HARTLEY ARPT: Two 200'(1481'MSL) lgtd twrs being erected 2.3 n mi ESE(123°T) at lat 47-08, long. 97-30. (5-6)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
WILLISTON-SLOULIN ARPT: Caution - const. Portions of rnwy 11-29 and taxi strips clsd at times - mrkd days and lgtd nights. (5-14)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope unusable from MM to apch end rnwy36. June 17, lclzr&glide slope will be shut down until June 27. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030'; 1 rnwy-2000'x100'(sod); 80/87 oct gas; remarks-wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN.(2-23) DME coverage 60°-150°, 35 n mi at MEA. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N con-course in progress 800' N from main terminal. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6)
CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9-turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules -Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
DAYTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 90° clockwise to 240°-interference. DME coverage 150°-220°, 30 n mi at 2400'. New Dayton VOR, freq 115.0 mc Ident: DAY, lctd lat 40-00-59, long. 84-23-50, operg test basis only. (5-23)
DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const, area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End pavement rnwy 24 mrkd by row of red flags for daylgt opern. Rnwy 6-24 clsd 0700-1800E Mon-Fri xcpt during instrument wea. (5-21)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

OHIO: DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy clsd to all tfc. (8-31)
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to:(3). (5-10)
LEBANON-J & J ARPT: Type "P"; lat 39-27, long. 84-15; lctd 3 mi NW; elev 880'; 1 rnwy; 2100' turf; 80 oct gas; remarks - P-line S. Rgt tfc lndg and tk-off N. Soft during spring thaw. (4-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to 5 n mi from stn 100°-190°. Moderate roughness from 350°-100°. Moderate to severe roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. Establish over station position by positive To-From indication. (1-17)
MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.
PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)
PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end,,400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)
PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)
PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)
SIDNEY-RADIO: VOR operg test-basis. Freq: 108.2 mc. Ident: SIE. Lctd lat 40-17-15, long. 84-02-35. (5-23)
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
✱TIVERTON-RADIO: May 14, VOR operg test-basis. Freq: 110.2 mc. Ident: TVT. Lctd lat 40-27-30, long. 82-07-42. Class: VORW. (5-14)
TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION. ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3,000'MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
ZANESVILLE ARPT: Caution-const 1500' S of tetrahedron. (5-14)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
ARDMORE ARPT: KVSO-TV twr lctd 4.6 n mi N(5°T) at lat 34-22-29, long. 97-08-23, destroyed by tornado, April 2. Replacement date has not been determined. (4-5)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy closed - due const. Caution-equip. on fld. (10-31)
HOBART ARPT: Rnwy lgts inop. (5-20)

OKLAHOMA: **HUGO-WEDDINGTON ARPT: CLOSED - unsafe, not maintained, cattle on fld.
MOORE SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
**OKLAHOMA CITY-WILL ROGERS FLD: Rnwy 08-26 perm clsd. (4-24) Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NErnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt. (2-3)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
✱TULSA-RADIO: May 15 DME cmsnd. (5-20) DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: June 9, 23, July 7, 21, August 4, 18, Sept. 15, 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Temp threshold lgts installed 100' S of end of rnwy 16 reducing usable length of rnwy 16-34 by 250'. Partial grading for 1500' ext N end of rnwy 34-16 hazard mrkd. Land S of threshold lgts and painted rnwy number. Work in progress and excavations along E edge of taxiway 12 hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (1-23)
**GATES-DAVIS ARPT: Abandoned. (3-15)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri. 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelton Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (3-7)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain.
✱PORTLAND-INTERNATIONAL ARPT-TOWER: Soon Freq. 307.2 mc decmsnd and 238.2 mc cmsnd. (5-23) FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd not day mrkd. (1-29)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy; 3200' gravel; remarks - Ctn - fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat righ-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

OREGON: THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P-June 23, July 21, Aug 18, and Sept. 29- caution. (4-10)

WARRENTON-SPECIAL NOTICE: Effect June 15-29, 1957, a Temporary Controlled Firing Area will be estab within following described area: bounded on N by lat 46-10-04, E by long. 123-55-45; S by lat 46-01-00; W by long. 124-20-00. Designated Altitude: Surface to 20,000 feet MSL. Time of Use: 0800-1700 daily. Activities conducted: Drone operations, AAA firing(40 mm AW and 50 Cal. MG). Controlling Agency: Oregon National Guard, Camp Clatsop. (5-22)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-230°, 35 n mi at 4000';330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and runway 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not marked. Use rnwys only. (2-11)

BEAVER FALLS-BEAVER COUNTY ARPT: Caution-N/S rnwy clsd-grading and construction

BRADFORD-RADIO: About July 1, ATCS will be cmsnd. Trans:122.2, 126.7, 121.5, 255.4, 243.0, 135.0, 135.9mc. Rcvg:121.5, 122.1, 126.7, 255.4, 243.0, 135.9mc; 3023.5kc. Will control VOR & H

BRISTOL-3M ARPT: Caution-const equip. on S apch N/S rnwy-hazardous

BUTLER-RADIO: H fac usable dist 17 to 26 n mi-due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx. 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry- lat 40-01-00; S- lat 39-59-30; E- long. 77-47-00; W - long. 77-49-00.

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys: 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd- const of Terminal Bldg. Perimeter of const area flagged, lgtd. (10-3)

**GALETON-CHERRY SPRINGS ARPT: Permanently closed. (3-26)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

GETTYSBURG-DOERSOM'S ARPT: New arpt reported: 39-50-15N, 77-16-15W; lctd 2 mi W; 80 oct fuel; major repairs. (5-23)

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi;310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25) VOR airborne rcvr check point unusable. (3-6)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)

LINESVILLE-MERRY'S PYMATUNING ARPT: Closed indefinitely. (3-15)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

PHILADELPHIA-RADIO: About June 4, LFR will be shut down for approx. two days for realignment N course from 180° to 160°. (3-8)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having received the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed approach procedure for this field. (10-24)

PHILADELPHIA INTN'L ARPT-TOWER: About June 17, ASR-2 will be shut down until

**approximately July 29 - relocation. (5-14) FLD: Rnwy 12-30 perm decmsnd and clsd-avail. for taxi only. (5-23) Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys

PENNSYLVANIA: 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on river's edge-flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40'unlgtd p-line 950' W apch end rnwy 10.

**PHILADELPHIA-WINGS ARPT: Lctd 12 mi NW. (Formerly carried under Ambler).(4-19)

PHILIPSBURG-RADIO: About July 1, VOR will be shut down until approx July 6. (5-27)

PHILIPSBURG-ALBERT ARPT: Closed. (5-23)

PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr being erected 7.5 n mi NW(336°T) at lat 40-27-47, long. 80-00-17. (4-23) Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PITTSBURGH-GREATER PITTSBURGH ARPT.-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy distance markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH(RIVER) RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxistrip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100°, 35 n mi at 4000';100°-120°, 26 n mi at 4000';120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000';335°-005°, 26 n mi at 4000'. About July 1, ATCS will be decmsnd and Williamsport ATCS will ctl VOR and H fac. (5-27)

SLATINGTON ARPT: New arpt reported at lat 40-46, long75-36, 1 mi N. 80 oct. (5-3)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

WASHINGTON ARPT: Closed due construction until September 1. (4-2)

WILKINSBURG-PITTSBURG ARPT: Closed -heavy equipment on runway and field. (4-1)

YARDLEY-RADIO: May 2, VOR operg on test-basis. Freq: 108.8mc. Ident: ARD. Lctd lat 40-15-11, long. 74-54-31. (5-3)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution-exten const-turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

★QUONSET POINT NAS-RADIO: Navy VOR cmsnd. Freq: 112.5 mc. Ident: NCO. Lctd: lat 41-33-17, long. 71-21-55. Bear., & dist. to fld: 335°, 2.8 n mi. Class:BVOR. Var: 14°W.

SOUTH CAROLINA: ★BEAUFORT MCAAS-RADIO: Navy H fac cmsnd. Freq: 212kc. Ident: NBC. Lctd: lat 32-28-18, long. 80-42-52. Var: 0°. Oper cont. Class: HW. (5-22)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR operg test-basis. During test opern Temp MEA SAV to MYR via V-1, 3000'; CAE to CHS via V-53, 3000'; FLO to CHS via V-3, 3000'; all other arwys utilizing CHS VOR not usable. Following intsxns satisfactory for use as indicated: Jamestown Int. FLO 183/MYR 236, Lake Moultrie FLO 198/MYR 247, Holly Hill FLO 213/CAE 138, St. George SAV 032/NW Crs. CHS LFR, Adams Run CAE 154/SAV 047. All flag reception altitudes remain as charted. Kildare and Grays VHF intsxns in Savannah are unusable.

CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways closed for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inoperative. (5-21).

SOUTH CAROLINA: CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

COLUMBIA-RADIO: May 20, VOR shut down until approx June 17 - modernization. During shutdown temp MEAs as follows: V37 CLT 185 to Richburg 2000 as published. Richburg to Int AGS 070°, 4000'; V37 SAV 002° to Int AGS 070°, 6000'; V53 SPA to CHS 4000'; V56 AGS to FLO 3000'; V18 AGS to CHS via AGS 090° and CHS 302°, 3000'. Whiterock Int temp redesignated SPA 149° and AGS 050°, MRA 3000'. Blythwood Int Temp redesignated AGS 055° and CLT 185°, MRA 3500'. North, Burton and Adams Run Ints unusable during this period. (5-22)

FLORENCE-RADIO: VOR radials 225°-250° out of tolerance - roughness and bends. (3-7)

GEORGETOWN-COUNTY ARPT: Bcn, obtsn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

**MYRTLE BEACH AFB/MUN ARPT: 2-way rdo required. (5-23)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy clsd to acft weighing more than 6 tons. 200' N end N/S rnwy clsd to all operns. (5-8)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Odrnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

✱PIERRE-RADIO: May 23, VOR freq changed to 112.5 mc.

RELIANCE-FLETCHER ARPT: 711' (2883 MSL) lgtd twr being erected 6.2 n mi NNW (346° T) at lat 43-57-55, long. 99-36-11. (4-15)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17-22 n mi NW of LF range. LFR operg as homing fac. (5-8)

✱CHATTANOOGA-LOVELL FLD-TOWER: May 20, trans and rcvr 125.1 mc cmsnd. FLD: All acft within arpt tfc ctl zone between sunset-sunrise must be equipped with transmitter and rcvr capable of rcvg instructions from ctl twr; during daylgt, all acft must be equipped with rcvr capable of rcvg instruction from ctl twr. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis. (4-25)

✱MEMPHIS ARPT-TOWER: May 21, trans and rcvr 119.7 mc cmsnd. (5-24) FLD: Const in progress - men and equip on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via CYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

**NASHVILLE-BERRY FLD: 2-way rdo required. (5-17) Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway.

SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy fld. (2-19)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

TEXAS: ADDISON ARPT: Arpt reported: Type "L"; longest rnwy 2000'; remarks - work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S. F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)

AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. (4-15) During this period, ILS minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: About June 1, ILS will be cmsnd. Lclzr freq: 109.5 mc, ident: BUJ. Glide slope freq: 332.6 mc. Apch bear: 113°. LMM freq: 206 kc; ident: UJ. LOM freq 236 kc; ident BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. (4-30) FLD: Rnwy 11-29 clsd - construction. (9-19) Due non-visibility twr unable to control tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR weather exercise extreme caution due to intensive jet tfc. Alt below 5000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 8 - relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEAs remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear. from BGS LFR. Mustang Int use 266° bear. from BGS LFR. (4-5)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNWOOD ARPT: 500' (2000' MSL) lgtd twr being erected 5 n mi SSW (218°T) at lat 31-43-45, long. 99-01-00. (5-3)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

COLLEGE STATION-EASTERWOOD ARPT: Rnwy 4-22 clsd for maint. 0800-1700. (5-14)

CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. Expected to reopen about June 1. (4-23)

CULBERSON-RADIO: May 20, VOR/DME shut down until approx June 20. During shutdown, following MEAs authorized on V-66, V-79 using HUP VOR. HUP VOR to CXN VOR 10,000'. CXN to ARNO Int 12,500'. Arno Int to Monohans Int 14,500'. Courses as charted. Gore Int CNM radial 177° in lieu CXN 360°. MRA 10,000'. (4-22)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)

★DALLAS-LOVE FLD-TOWER: May 20, VHF/DF cmsnd. Freq: 118.1, 118.7, 119.5, 120.3, 121.1, 121.5, 122.1, 122.5, 126.7, 126.18, 135.9 mc. (5-21) FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-off not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions. (11-14)

EAGLE LAKE-RADIO: About May 20, VOR will be shut down until approx June 20. (4-5) During shutdown VOR flgts authorized to use following temp MEAs, routes and fixes: (1) GLS 278 or HOU 262 and CLL 165° radials authorized as ELA fix in lieu VOR. MEA 4000'. (2) V180 SIH to ELA not usable. Temp route SIH to Int V198 (HOU 262° radial) via AUS 125' radial authorized. MEA 5000'. (3) V180 ELA fix to Richmond VOR int authorized via GLS 278° radial MEA 4000'. Richmond VOR Int to Arcola VOR Int authorized via GLS 278° radial MEA 2000'. (4) V198 Seguin VOR Int to ELA fix authorized via SAT 080° and HOU 262° radials. MEA 5000'. (5) Route Dacus VOR Int to Courtney Int not usable. Temp route Keenan VOR Int to V15 authorized via LFK 213° radial. MEA 5000'. (6) Courtney and Cypress VOR Ints not usable. Following fixes temp redesignated: Dacus VOR Int HOU 330° and CLL 085° radials; Gulf Coast VOR Int HOU 345° radial and 125° mag bear to MNU rbn; Fairbanks VOR Int HOU 315° radial and NE crs RIC LFR; Richmond VOR Int GLS 278° and HOU 247° radials. No change in MRAs except Richmond VOR Int which is 2000'. (4-18)

TEXAS: EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail.

FORT WORTH-CARTER FLD: 274'(824'MSL) lgtd twr being erected 8 n mi SSE(169°T) at lat 32-41-42, long. 97-01-15. (4-23) Construction on a 2050' runway extension on SE end of rnwy 13-31. Heavy equipment and men will be in the area approximately 90 days. 500' SE end of runway 13-31 will be closed periodically during daylgt hrs when men and hazards will be properly mrkd. (3-21)

FT. WORTH-MEACHAM FLD-TOWER: About June 3, ILS lclzr and glide slope will be shut down until approx Aug 3. (5-1)

GAINESVILLE MUN ARPT: 315'(1233'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 33-45-05, long. 97-04-02. (5-13)

GREENVILLE-MAJORS ARPT: Rnwys 17R and 35L clsd until June 6 due to const. Men and equip. working during daylgt hrs. Other rnwys will be clsd intermittently until further notice. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not adviseable. (5-10)

GUTHRIE-RADIO: April 22, VOR shut down until approx June 15. (5-20) During shutdown, GTH VOR, flgts authorized to use V-102 LBB VOR - SPS VOR MEA 6000' MSL. (3-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd wind sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for tk-offs to E only; no lndgs. (3-11)

HUECO MOUNTAIN-RADIO: About May 31, MHW will be cmsnd. Freq: 317 kc. Ident: HCO. Lctd lat 31-49-06, long. 105-59-42. (4-22)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement. (1-21)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)

LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Sept 1. (2-25)
FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major construction and extension of runway. Rnwy 17 threshold lgts moved 1000' S. Men and heavy equipment working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)

LUFKIN-RADIO: DME coverage:017° 2400'MSL 34 n mi;032° 2400'MSL 35 n mi; 090° 2000' MSL 21 n mi; 170° 1600'MSL 40 n mi;190° 1600'MSL 40 n mi; 310° 2500'MSL 25 n mi.

MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc. (1-29)

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-28)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW. (7-18)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15

NEWMAN-RADIO: About May 31, MHW will be decmsnd and relctd at Hueco Mountain.(4-22)

**NIXON ARPT: New arpt: Type "L";29-16N, 97-44W; lctd 1.4 mi E;elev 380';2 rnwys; longest rnwy & facs 26; remarks - Soft - wet. (9-20)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

**PANHANDLE ARPT: Abandoned - land use changed. (4-18)

PORT ISABEL ARPT: Closed all operations-const. (7-26)

**ROBSTOWN-NUECES CO. ARPT: 724'(792'MSL) lgtd twr erected 2.5 n mi E(90°T) at lat 27-46-50, long. 97-38-03. (5-15)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be closed on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'. (5-9)

★SAN ANTONIO-AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvr 335.6 mc decmsnd and trans & rcvr 263.0 mc cmsnd. (5-23)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)

★SNOOK-RADIO: USAF H fac cmsnd. Freq 371 kc. Ident: SOK. Lctd: lat 30-29-00 long. 96-29-25. Class: MHW. Bear., dist to Bryan AFB: 355°, 8.0 n mi. (1-29)

SNYDER-WINSTON FLD: 150' (2577'MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TYLER-POUNDS FLD-TOWER: ILS glide slope out of tolerance from MM to touchdown - account of severe scalloping and roughness. (11-8)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300';290°-190°, 43 n mi at 2300'. Coverage over Restricted Area 219 and 443 not certified.

**WAXAHACHIE-STOCKHAM DUSTING ARPT: Abandoned. (4-19)

**WEATHERFORD ARPT: Closed. (5-9) 316'(1456'MSL) lighted tower being erected 9.4 nautical miles ENE(73°T) at latitude 32-47-46, longitude 97-38-27. (5-14)

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

JORDAN NARROWS-SPECIAL NOTICE: For Temp Controlled Firing Area, effective June 9 to 23 inclusive, see chart page 33 . (4-30)

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26) About June 4, VOR will be shut down until approx June 15. During this period Victor 6 arwy between LWL VOR and Promontory Point will be unusable. (5-24)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at min en route alt.

MYTON-RADIO: About June 15, VOR will be cmsnd. Freq: 117.0 mc. Ident: MTU. Lctd lat 40-09-43, long. 110-06-25. Elev: 5330'. Class: VORW. (5-7)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL;180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

SALT LAKE CITY MUN #1 ARPT-TOWER: U HF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000'MSL. Area 95° to 135° from stn unreliable all alt. (4-25)

UTAH: UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040° 36 n mi, 40° thru 50° 30 n mi, 50°-85° 40 n mi; at 13,000' MSL from 145° thru 155° 35 n mi, and 275° thru 295° 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-356° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: BROOKE-RADIO: May 23, VOR operg test basis. Freq 109.2 mc. Ident: BRV. Lctd lat 38-20-10, long. 77-21-10.

CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vnnty. Ctc Blackstone Rdo for advisory info. (7-25)

CAPE CHARLES-RADIO: May 10, VOR operg test-basis only. Freq: 112.4 mc. Ident: CCV. Lctd lat 37-20-54, long. 76-00-00. Class: VORW. (5-10)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present.

DANVILLE ARPT: Caution-const. Men & equip on rnwys & ramp area Mon-Fri, mrkd.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.

HOPEWELL-RADIO: May 14, VOR operg test basis. Freq: 109.4 mc. Ident: HPW. Lctd lat 37-19-45, long. 77-07-03. Class: VORW. (5-14)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 mi MEA. (7-23)

LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)

LEXINGTON ARPT: Land at own risk. Unattended-no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 100°-220°, 35 n mi at MEA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: Soon ILS lclzr and glide slope will be shut down until approx June 15. (5-6) FLD: Caution - const - men and equip. operg NE portion of fld approx 150' N and parallel to rnwy 24 from head of rnwy to the E/W taxi strip. Soon rnwy 6-24 will be clsd for approx one month - rnwy widening in progress. Soon 2-20 ext will be avail. for use. N. end of rnwy 2-20 extended 1500'. Rnwy length of 2-20 will be 5000'. (4-24)

NORFOLK-RADIO: Visual courses VAR slightly rough.

NORFOLK ARPT: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at min instr alt. DME coverage 10°-40°, 35 n mi at 6000'; 40° 120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (12-19)

RICHMOND-BYRD FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)

ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.

WAVERLY ARPT: Unattended until further notice - no services avail -land at own risk.

WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side. (3-8)

WASHINGTON: SPECIAL NOTICE: Unmarked pole-lines across coves in Puget Sound area and lakes.

BANDERA ARPT: Closed - due snow. (12-7)

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the single shadow areas imposed by intervening high terrain.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

**BELMONT-BLACKS RANCH ARPT: Abandoned. (4-3)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

HOQUIAM-RADIO: About June 4, VOR/DME will be shut down until approx June 28. During this period the following arwys will be unusable: V-27 Shelton Int-Newport VOR, V-204 Hoquiam VOR-Olympia VOR-Astoria Int. (5-24)

**KENT ARPT: Now private arpt-use at own risk. Tk-offs and lndgs lmtd to oiled strip along E side. (3-22)

**LATAH ARPT: Abandoned. (4-3)

LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)

LESTER ARPT: Closed -due snow. (12-7)

MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PARKWOOD ARPT: Closed - due snow. (12-7)

**PULLMAN-MOSCOW REGIONAL ARPT: Formerly carried as Pullman-Moscow. (4-15) Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only. (3-11)

RIMROCK-TIETON ARPT: Closed - due snow. (12-7)

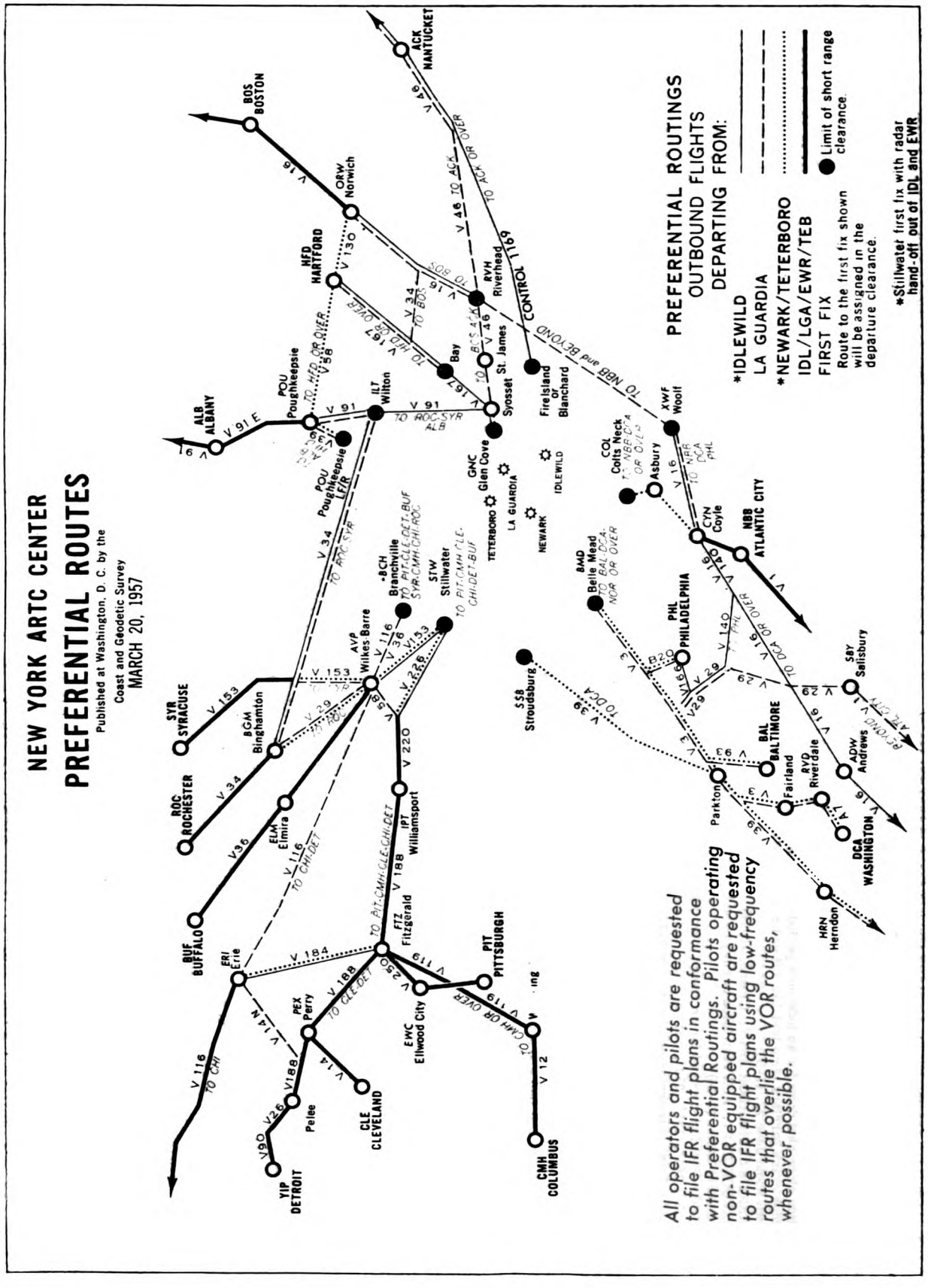
SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apporach. All daylight VFR operations of single-engine acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Traffic pattern E of airport at 1000'. If equipped with retractable landing gear drop gear prior to entering tfc pattern. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flight Center. W taxiway closed to traffic until further notice. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 15 mi except V2, V2S, V4, V4S and G2 are unreliable MEA beyond 27 mi. (5-9)

WASHINGTON: SEATTLE-TACOMA INTNL ARPT: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34 First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SKYKOMISH ARPT: Closed - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000';153°-224°, 43 n mi at 5000';225°-264°, 43 n mi at 6000';265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on field.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, lclzr and glide slope shut down for an indefinite period- relctn & rnwy extension. (3-29) FLD: 40" high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 and 7-25 clsd for const until about June 22. (3-20)
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)
WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution-const of new taxi strip and parking area.
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (5-3)
GLEN DALE ARPT: Two 601'(1250'MSL) unlgtd stacks being erected 6.5 n mi SSW(209°T) at lat 39-50-47, long. 80-19-14. (4-9) Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised.
MARTINSBURG - RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-STEWART ARPT: 600'(1227'MSL) unlgtd control chimney being erected 25 n mi SSW(211°T) at lat 38-56-15, long. 81-49-30 & being completed about July. (4-9)
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.
POINT PLEASANT-RADIO: May 22, VOR mobile unit operg test basis. Freq 112.3 mc. Lctd: Lat 38-45-12, long. 82-01-36.
PRINCE-SPECIAL NOTICE: April 19 until approx May 24, U.S. Army will conduct rocket firing practice across New River from bottom of Batoff Mountain lctd approx 8 mi NE Beckley along route 19 and 41. Rockets may attain height of 1000'. Area should be avoided.
WISCONSIN: FOND DU LAC ARPT:: Caution-use center of rnwys-due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)
LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)
LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip-(E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. (10-17)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) FLD: Rnwy 7L-

WISCONSIN: 25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)
OSHKOSH-WINNEBAGO CO. ARPT: Caution- bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
RHINELANDER-ONEIDA CO. ARPT: Arpt bcn inop due relctn. (4-18)
**THREE LAKES ARPT: Correct elev is 1637'. (4-8)
WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)
WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)
WYOMING: CAMP GUERNSEY-SPECIAL NOTICE: Effect. June 14 and 15, Temp Controlled Firing Area will be established within following described area: beginning at lat 42-16-00, long. 104-45-00, thence to lat 42-16-00, long. 104-42-00; to lat 42-12-00, long. 104-42-00; to lat 42-12-00, long. 104-45-00, to point of beginning. Designated Alt: surface to 6000'MSL Activities Conducted: 155mm Howitzer firing demonstration. Time of Use: 1000-1700. Controlling Agency: Adjutant General,Wyoming National Guard, Cheyenne, Wyo. (4-30)
CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
CRAZYWOMAN-RADIO: VOR shut down until approx June 10. During this period, the following arwys will be unusable: V19 and V19E Sheridan to Casper. V247 Crazywoman to Douglas. (5-13)
GILLETTE ARPT: 50'-75'W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15000'; 225°-300°, 26 n mi at 15000'.
**RIVERTON ARPT: 2 rnwys avail - (10-28) 6200' hard surface,(N/S) 3200' sod; storage, minor acft and eng repairs avail; unicom. (4-8)
ROCK RIVER-RADIO: May 14, VOR/DME shut down until approx June 10. During this period the following will be unusable: V-118 LAR-RKR; V-138 and 138N RKR-CYS; V-196 RKR-Wheatland Int; V-85 and 85W RKR-CPR; V-6 CKW-SNY; V-6N RKR-CKW. The following Ints will be unusable: Bear Creek and Albion. (5-14)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500' NW end rnwy 12-30 clsd - mrkd. (3-21)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution -1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept. 30. (4-11)
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)
SAN JUAN-PUERTO INTNL ARPT: Parking circles 2,3,4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)


NEW YORK ARTC CENTER
PREFERENTIAL ROUTES
Published at Washington, D. C. by the
Coast and Geodetic Survey
MARCH 20, 1957
PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:
*IDLEWILD
LA GUARDIA
*NEWARK/TETERBORO
IDL/LGA/EWR/TEB
FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.
Limit of short range clearance.
*Stillwater first fix with radar hand-off out of IDL and EWR
All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.
BOS BOSTON
ACK NANTUCKET
ORW Norwich
HFD HARTFORD
RYH Riverhead
CONTROL 1169
ALB ALBANY
POU Poughkeepsie
ILI Wilton
Bay
St. James
Syosset
Firelsland
Blanchard
XWF Woolf
Asbury
COL Colts Neck
GNC Glen Cove
TETERBORO
LA GUARDIA
NEWARK
IDLEWILD
SYR SYRACUSE
BGM Binghamton
AVP Wilkes Barre
-BCH Branchville
STW Stillwater
ROC ROCHESTER
ELM Elmira
IPT Williamsport
FIZ Fitzgerald
BUF BUFFALO
ERI Erie
PEX Perry
EWC Ellwood City
PIT PITTSBURGH
CLE CLEVELAND
Pelee
YIP DETROIT
CMH COLUMBUS
558 Stroudsburg
BMD Belle Mead
PHL PHILADELPHIA
CYN Coyle
NBB ATLANTIC CITY
SBY Salisbury
BAL BALTIMORE
Fairland
RYD Riverdale
ADW Andrews
DCA WASHINGTON
Parkton
HRN Herndon
V 116 TO CMH
V 116 TO CMH/DET
V 188 TO PIT/CMH/CLE/CHI/DET
V 188 TO CLE/DET
V 230 CMH OR OVER
V 119 TO CMH
V 34 TO ROC/SYR
V 91 TO ROC/SYR/ALB
V 91 TO HFD OR OVER
V 167 TO HFD OR OVER
V 34 TO BOS
V 46 TO ACK OR OVER
V 16 TO NBB and BEYOND
V 16 TO NBB/CYN/ACY OR OVER
V 140 TO PHL
V 29 TO DCA OR OVER
V 39 TO DCA
V 220
V 153
V 36
V 184
V 14
V 12
V 26
V 90
V 58
V 130
V 1
V 2
V 3
V 6
V 9
B 20

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
ALABAMA				
Birmingham, Birmingham	10.5 SW; 233°	1049	549	33-27-04; 86-55-18
Mobile, Bates	18.0 E; 95°	743	573	30-39-33; 87-53-33
Montgomery, Dannelly	17.4 S; 170°	1483	823	32-01-15; 86-20-56
ARIZONA				
ARKANSAS				
Little Rock, Adams	13.5 WNW; 285°	2215	1175	34-47-58; 92-29-58
CALIFORNIA				
Sacramento, Sacramento	4.4 N; 8°	574	553	38-35-16; 121-29-22
COLORADO				
Denver, Stapleton	16.0 W; 258°	8147	833	39-43-50; 105-14-07
CONNECTICUT				
DELAWARE				
Delaware City, New Castle Co.	5.0 SSW; 195°	560	500	39-35-37; 75-38-06
DIST. OF COLUMBIA				
FLORIDA				
Ft. Lauderdale, Broward Co. International	5.0 SSW; 200°	1005	1000	25-59-08; 80-11-34
Jacksonville, Imeson	7.0 SSW; 195°	995	994	30-18-47; 81-39-00
Hollywood, N. Perry	2.6 SE; 145°	999	994	25-57-49; 80-12-44
Tallahassee, Dale Mabry	14.5 NNE; 27°	909	669	30-39-46; 84-12-36
Tampa, Knight	7.2 E; 99°	868	828	27-53-55; 82-19-16
Tampa, Knight	11.0 ESE; 115°	1135	1058	27-50-25; 82-15-47
W. Palm Beach, Palm Beach County	13.4 N; 03°		555	26-49-07; 80-04-30
Jacksonville, Imeson	6.0 S; 187°	1000	996	30-19-22; 81-38-34
GEORGIA				
Atlanta, Atlanta	10.0 NNE; 28°	2049	1100	33-47-49; 84-20-00
IDAHO				
ILLINOIS				
Champaign, Univ. of Illinois	14.3 W; 260°	1224	550	39-59-56; 88-37-53
Chicago, Prosperi	2.7 W; 280°	1330	586	41-33-20; 87-50-50
Peoria, Greater Peoria	4.0 E; 100°	1295	603	40-39-13; 89-35-25
INDIANA				
Anderson, Ace	2.0 WNW; 290°	1591	500	40-03-22; 85-42-20
Auburn, Auburn	3.0 SSE; 167°	1780	910	41-20-10; 85-03-15
Indianapolis, Shank	4.8 N; 15°	1849	1019	39-53-59; 86-12-02
Lafayette, Halsmer	2.0 NW; 295°	1287	637	40-24-07; 86-50-59
Muncie, Muncie	5.0 S; 168°	1492	542	40-09-01; 85-22-45
New Albany, Haps	4.0 SSW; 219°	1010	550	38-16-00; 85-50-00
South Bend, St. Joseph Co.	8.0 SE; 145°	1383	538	41-36-26; 86-12-50
West Madison (Stacks) Meyers	2.6 SW; 225°	1148	683	38-45-00; 85-25-00
Anderson, Ace	2.0 WNW; 302°	1400	534	40-03-42; 85-42-33
Evansville, Dress Mem'l	8.0 ESE; 98°	1049	569	38-01-31; 87-21-43
IOWA				
Cedar Rapids, Hunter	7.5 N; 352°	1930	1079	42-03-18; 91-41-41
Independence, Independence	3.5 SSW; 212°	2081	1087	42-24-47; 92-00-42
Sioux City, Rickenbacker	5.2 ENE; 68°	2046	633	42-34-27; 96-22-11
Vinton, Milroy	10.0 NE; 48°	2398	1398	42-17-39; 91-53-10

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
KANSAS				
Great Bend, Great Bend	5.6 NE; 56°	2875	1006	38-25-54; 98-46-24
Wichita, Wichita	8.0 NW; 330°	2449	1079	37-46-54; 97-31-10
Liberal, Liberal	2.2 E; 87°	3504	680	37-02-00; 100-54-35
Dodge City, Dodge City	19.0 WSW; 245°	3473	683	37-38-26; 100-20-33
KENTUCKY				
Benton, Ky. Dam State Park	10.0 S; 170°	1040	540	36-50-27; 88-15-27
Lexington, Blue Grass	5.5 ENE; 70°	1601	651	38-03-56; 84-29-13
LOUISIANA				
Baton Rouge, Downtown	4.0 W; 257°	1002	954	30-25-57; 91-11-08
New Orleans, New Orleans	6.0 SSE; 145°	978	975	29-57-01; 89-57-28
Shreveport, Downtown	12.9 NW; 309°	1446	1192	32-40-29; 93-56-00
MAINE				
MARYLAND				
MASSACHUSETTS				
Boston, Logan	10.9 WSW; 252°	1349	1199	42-18-37; 71-14-14
MICHIGAN				
Cadillac, Cadillac	8.2 SSE; 155°	2986	1282	44-08-12; 85-20-33
Grand Rapids, Kent County	11.5 NE; 37°	1820	923	43-02-37; 85-31-08
Lansing, Davis	7.0 SE; 138°	1923	1023	42-41-14; 84-22-35
Saginaw, Tri-City	11.3 ESE; 112°	1647	1056	43-28-13; 83-50-35
MINNESOTA				
St. Paul, Holman	5.5 WNW; 302°	1549	562	44-59-54; 93-11-17
MISSISSIPPI				
Greenwood, Greenwood Mun.	3.0 NE; 44°	626	503	33-31-52; 90-08-36
Hattiesburg, Hattiesburg	10.0 N; 353°	732	537	31-27-12; 89-17-05
Tupelo, Tupelo	4.9 NNE; 35°	854	529	34-19-24; 88-42-39
MISSOURI				
Kansas City, Kansas City	2.2 SSE; 168°	2049	1049	39-04-14; 94-34-59
Lancaster, Kirksville	26.5 N; 10°	2014	1101	40-32-00; 92-26-33
Springfield, Springfield	8.5 E; 100°	2049	664	37-13-26; 93-14-33
Joplin, Joplin	5.0 SSW; 200°	1679	629	37-04-37; 94-32-10
MONTANA				
NEBRASKA				
Omaha, Omaha Municipal	3.9 SW; 225°	1746	583	41-15-30; 95-57-04
NEVADA				
NEW HAMPSHIRE				
Keene, Dillant-Hopkins	10.7 SSW; 221°	1626	666	42-45-35; 72-26-01
NEW JERSEY				
NEW MEXICO				
Clovis, Hillcrest	5.0 SSW; 198°	4825	542	34-24-54; 103-12-22
Hobbs, Lea Co.	5.8 E; 80°	4345	740	32-42-07; 103-05-21
Lovington, Lea County	33.0 NW; 321°	6086	1610	33-22-32; 103-46-05
Albuquerque, Kirtland AFB	5.0 SSE; 157°	5649	640	35-12-08; 106-36-38
NEW YORK				
NORTH CAROLINA				
Charlotte, Douglas	10.5 ENE; 74°	1932	1076	35-15-41; 80-43-38
Wilmington, New Hanover Co.	16.0 W; 281°	1049	999	34-19-15; 78-13-42

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE
NORTH CAROLINA				
Winston-Salem, Smith-Reynolds	15.0 NNW; 330°	3107	692	36-22-30; 80-22-21
Raleigh, Raleigh	6.2 ESE; 115°	1496	1156	35-40-37; 78-32-06
NORTH DAKOTA				
Dickinson, Dickinson	6.0 SW; 228°	3556	621	46-43-30; 102-54-58
Williston, Chandler	6.1 WSW; 267°	3221	878	48-08-02; 103-51-36
OHIO				
Columbus, Port Columbus	7.0 W; 260°	1549	839	39-58-14; 83-01-23
Zanesville, Zanesville	4.5 WSW; 255°	1420	506	39-55-42; 81-59-06
OKLAHOMA				
Tulsa, Tulsa Municipal	9.1 W; 265°	2147	1176	36-11-46; 96-05-53
Enid, Woodring	24.0 SSE; 168°	2516	1356	35-58-56; 97-41-45
OREGON				
Beaverton, Bernard	1.0 N; 13°	1811	649	45-31-22; 122-44-43
PENNSYLVANIA				
Pittsburgh, Greater Pittsburgh	9.0 E; 86°	2049	684	40-29-38; 80-01-10
Philadelphia, International	5.5 NE; 40°	627	587	39-57-04; 75-10-08
RHODE ISLAND				
Providence, Green	5.1 NW; 335°	849	557	41-48-18; 71-28-24
SOUTH CAROLINA				
SOUTH DAKOTA				
Florence, Watertown	18.5 WNW; 282°	2703	856	44-58-30; 97-34-28
Sioux Falls, Foss	7.0 SE; 140°	2442	1032	43-29-20; 96-38-10
Reliance, Fletcher	6.2 NNW; 346°	2883	711	43-57-55; 99-36-11
TENNESSEE				
Knoxville, Island	3.9 NW; 330°	2049	704	36-00-20; 83-56-22
Memphis, Martin	3.9 ENE; 77°	1349	1077	35-10-52; 89-49-56
Nashville, Berry	8.0 SW; 240°	2049	941	36-02-49; 86-49-49
TEXAS				
Austin, Mueller	4.4 W; 274°	1498	576	30-18-34; 97-47-34
Austin, Mueller	4.1 W; 280°	2049	1140	30-18-35; 97-47-33
Beaumont, Jefferson County	10.0 N; 15°	618	600	30-08-35; 93-58-36
Big Spring, Big Spring	1.0 SE; 130°	2960	500	32-15-16; 101-26-44
College Station, Easterwood	4.0 NNE; 15°	837	540	30-38-42; 96-20-20
Eastland, Eastland	1.1 SE; 145°	3168	1608	32-24-00; 98-48-17
Houston, Clover	3.3 S; 177°	1236	1196	29-27-57; 95-13-24
Midland, Midland Air Term.	6.5 ENE; 80°	3356	500	31-57-43; 102-04-00
San Antonio, Stinson	4.5 NNW; 345°	1187	548	29-25-20; 98-29-22
Sweetwater, Sweetwater	5.0 ENE; 75°	2754	689	32-29-03; 100-22-03
VERMONT				
VIRGINIA				
Richmond, Byrd	10.0 S; 176°	1049	979	37-20-33; 77-18-17
Richmond, Byrd	9.0 W; 270°	1000	790	37-30-23; 77-30-12
WASHINGTON				
WEST VIRGINIA				
Charleston, Kanawha Co.	14.9 W; 277°	2049	999	38-24-28; 81-54-14
WISCONSIN				
Madison, Traux	9.5 SW; 230°	1836	716	43-01-52; 89-30-18
Milwaukee, General Mitchell	9.5 N; 357°	1735	1135	43-06-38; 87-55-40
Milwaukee, Curtiss-Wright	7.0 NE; 42°	1746	1046	43-12-30; 87-55-19
WYOMING				

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods:(a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of 4° be indicated through use of the ground check or +6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 108.6 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)
Los Angeles(International 111.0mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, Louisiana
Alexandria, Minnesota
Alton, Illinois-Civil Memorial
(Troy, Illinois VOR)
Anderson, South Carolina
Anthony, Kans., 24, AMA-MKC

Ardmore, Oklahoma AFB
Asheville, N.C.-Asheville-Hendersonville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana - Ryan
Beaumont, Texas - Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho-Boise Air Terminal
Brownsville, Texas - Rio Grande
Valley International
Brunswick(St.Simons Is.)Ga., McKinnon
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Air Terminal
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Charlotte, N.C. - Douglas
Coalinga, California - Coalinga
Corpus Christi, Texas-Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, California - Daggett Intn'l
Dallas, Texas - Love Field
Danville, Virginia
Decatur, Alabama - Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan - Wayne-Major
(Carlton, Michigan VOR)
Dillon, Montana, 32, SLC-GTF
Douglas, Arizona-Bisbee-Douglas Intn'l

DuBois, Idaho, 23, SLC-GTF
El Dorado, Arkansas-Goodwin Field
Ellensburg, Washington - Bowers
El Paso, Texas - El Paso Intn'l
Ephrata, Washington
Eugene, Oregon - Mahlon-Sweet
Evansville, Indiana-Dress Memorial
Evergreen, Alabama - Middleton, 20,
MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Gage, Oklahoma
Galveston, Texas-Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., Bowerman Field
Houston, Texas - Andrau
Houston, Texas - Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, California
Imperial, Nebraska, 17A, DEN-GRI

Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia -Preston-Glenn
Malden, Missouri
Marysville, California -Yuba County
Massena, New York-Richards Field
McComb, Mississippi-Pike County
Meridian, Mississippi-Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota-Port O'Minot
Modesto, California - Modesto
Modesto, California -Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana-Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., Will Rogers
Old Town, Maine
(Bangor, Maine VOR)
Omaha, Nebraska

Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois- Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., -Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon-Portland Intn'l
Poughkeepsie, N.Y.-Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colorado-Pueblo Memorial
Raleigh, N.C., Raleigh-Durham
Rawlins, Wyoming - Rawlins
Red Bluff, California - Municipal
Rockford, Ill., Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., Rosecrans Mem'l
St. Louis, Missouri-Lambert
Sacramento, California
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California-Lindberg
San Francisco, Calif., International
(Oakland, California VOR)
Sayre, Oklahoma-Sayre
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman(Akron VOR), Colorado
Topeka, Kansas - Philip Billard
Tuscon, Arizona
Tyler, Texas-Pounds Field
(Quitman & Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Florida-Palm
Beach AFB
White Plains, N.Y.-Westchester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-
Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona - Yuma County

GROUND

Aberdeen, South Dakota-(Saunders)
Albany, Georgia
Albuquerque, N. Mex., Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., Allentown-Bethlehem-
Easton
Amarillo, Texas-Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas-Jefferson County
(Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Kentucky-Bowling
Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas-Rio Grande Valley Int.
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W.Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio(See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, South Carolina-Municipal
Columbus, Ohio-Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Florida
Cross City, Florida-MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elko, Nevada
Elmira, New York-Chemung County
Emporia, Kansas
Erie, Pa., Erie-Port Erie
Fillmore, California
Florence, South Carolina
Fort Myers, Florida-Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., New Garden City
Gila Bend, Ariz., Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., Austin-Straubel
Greensboro, North Carolina-High Point
Greenwood, Miss., Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Hobbs, New Mexico-Lea County
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson

Jamestown, North Dakota- Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas-Kimble County
Key West, Florida-Boca Chica
Key West, Florida-Key West Intn'l
Kirksville, Missouri, 12, MKC-CHI
Klamath Falls, Oregon-Klamath
Knoxville, Tenn., McGhee Tyson
La Crosse, Wisconsin
Lafayette, Indiana - Purdue
Lafayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan- Capital City
Laramie, Wyoming - Brees Field
Laredo, Texas
Las Vegas, Nevada-McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas-Gregg County
Los Angeles, California
Louisville, Kentucky-Bowman
Louisville Kentucky-Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama-Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts-Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana-Moisant
North Platte, Nebraska-Lee Bird
Olympia, Washington
Orlando, Florida
Paducah, Kentucky - Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois-Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas - Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois-Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N.Y., Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

Roswell, New Mexico
St. Petersburg, Fla., Pinellas Co. Int.
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyoming-Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota-Municipal
South Bend, Ind., St. Joseph County
Spartanburg, South Carolina-Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Florida - Dale Mabry
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California

Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama-Van De Graaf
Twin Falls, Idaho - Joslin Field
Valdosta, Georgia
Vandalia, Illinois
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C.-Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
W. Palm Beach, Fla., Palm Beach Intn'l
Wheeling, W. Va., Wheeling-Ohio County
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER
Columbus, Ga. -Muscogee County
Roanoke, Va., Woodrum Field
Ft. Stockton, Texas

Temporary Controlled Firing Area – Jordan Narrows, Utah

Firing to cease upon approach of aircraft over firing area.

Designated Altitude – Surface to 15,000 ft. above terrain.

Time of Use – Daylight hours only during period of June 9-23, 1957 inclusive

Activity – Artillery firing

Using Agency – Utah National Guard

Firing to be conducted in accordance with the following restrictions:

1. Visual surveillance will be continuously maintained over the entire area by safety officers during firing operations to detect approaching aircraft and communication will be established with gun positions to order cessation of firing upon the approach of aircraft.

2. Firing will be conducted only when there are no clouds below 16,000 ft. greater than scattered clouds and when visibility is at least 10 miles.

3. No projectile shall enter or pass through any clouds.

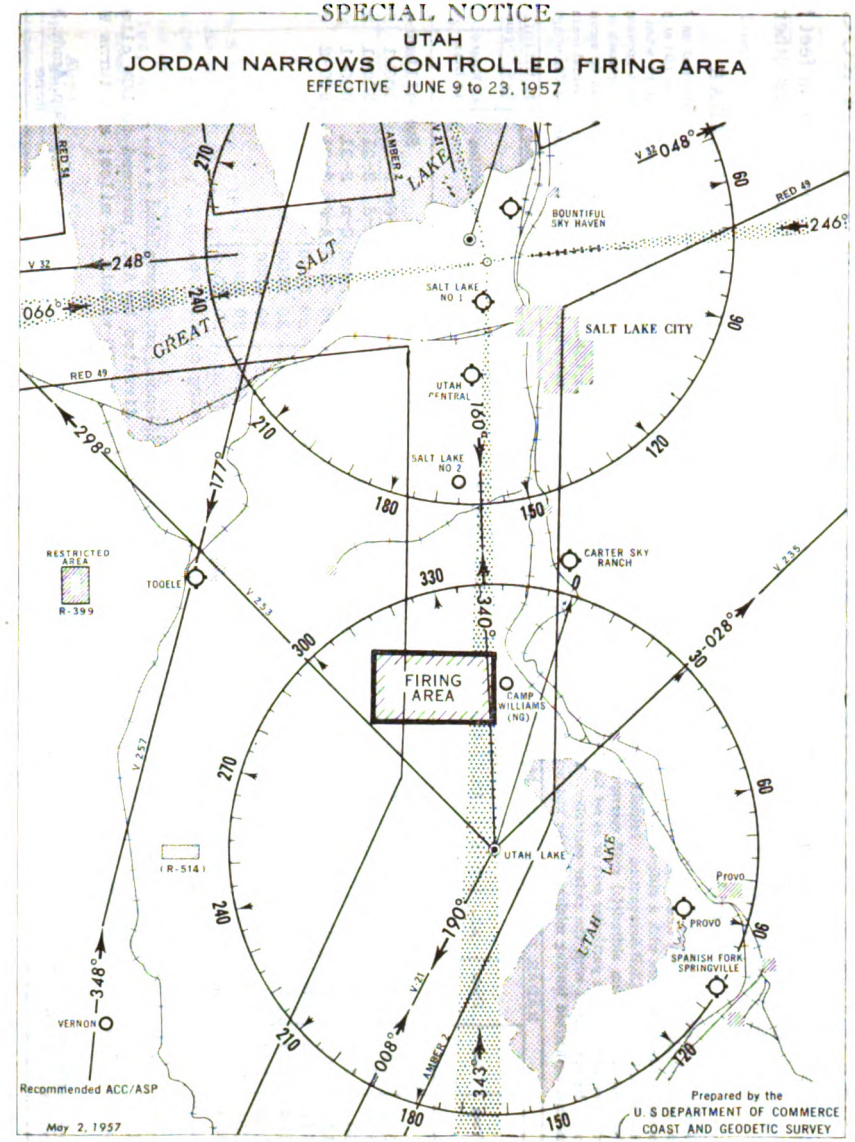
4. All firing to be conducted to the west.

5. The nearest Civil Aeronautics Administration Air Traffic Communication Station Station (Salt Lake City ATCS) shall be advised at least 24 hours in advance of firing activities in order that adequate NOTAMS may be issued. During all scheduled periods of firing, as evidenced by the issuance of a NOTAM, the Civil Aeronautics Administration Interstate Airways Communication Stations at Salt Lake City and Delta, Utah will suggest to all aircraft contacting them that the aircraft follow the east side of the south course of Salt Lake Radio Range while in the vicinity of the Controlled Firing Area.

6. Radar surveillance of the Jordan Narrows Valley will be provided during all periods of firing.

7. Provision will be made for the placarding of all airports in the vicinity of Jordan Narrows, particularly small airports, sufficiently in advance to warn area and transient private pilots of the controlled firing area and the dates of its utilization.

8. Notice of firing will be broadcast by ATCS in the area at the time weather forecasts are transmitted.



REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES														CEILING AND VISIBILITY MINIMUMS			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
															Surveillance approach		
0	60	5	3500	10	4000	15	5000	20	5000	25	5000	30	7000	T-dn 3-21	300-1	300-1	200-½
60	90	5	3500	10	4000	15	5000	20	5800	25	6500	30	6500	C-d 3-21	500-1	500-1	500-1½
90	157	5	4000	10	4000	15	4000	20	4000	25	4500	30	5000	C-n 3-21	600-1	600-1	600-1½
157	177	5	4000	10	4000	15	4000	20	4000	25	4000	30	4000	A-dn 3-21	800-2	800-2	800-2
177	193	5	4000	10	4000	15	4000	20	4000	25	4500	30	5000				
193	213	5	4000	10	4000	15	4000	20	4500	25	5000	30	5500				
213	270	5	4000	10	4000	15	4000	20	4000	25	4000	30	4000				
270	300	5	3500	10	4000	15	4000	20	4000	25	5000	30	5000				
300	360	5	3500	10	4000	15	5000	20	5000	25	5000	30	5500				

All bearings are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 4500' on North crs Spokane LFR within 20 miles, or when directed by ATC, proceed to LOM climbing to 4000': hold on 205 crs from LOM within 20 miles; or climb to 4500' on R-360 GEG within 20 miles; all turns West side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Spokane, Wash	Geiger Field 2372'	Fairchild AFB RAPCON	1, Orig, 29 Jun 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Billings LFR	BIL-VOR	Direct	5000	T-dn*	300-1	300-1	200-½ ←
Park City FM	BIL-VOR	Direct	5200	C-dn	400-1	500-1	500-1½ ←
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ *Take-off below 300-1 prohibited on all runways except 9-27.

Procedure turn S side crs, 250 Outbnd, 070 Inbnd, 5200' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 4700'
Crs and distance, facility to airport, 070-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 mi, climb to 5200' on R-055 within 20 mi.
→ CAUTION: 4183' msl tower 3 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Billings, Mont	Billings Municipal 3612'	BVOR BIL	1, Amdt 3, 6 Jul 57	2, 19 Jan 57

Windsor LFR	Windsor VOR	Direct	2700	T-dn@	500-1	500-1	500-1
				C-dn#	700-1	700-1	700-1½
				A-dn#	800-2	800-2	800-2

@300-1 take-off authorized Rny-33 only.

Procedure turn East side of course, 170 Outbnd, 350 Inbnd, 2700' within 10 miles.
Minimum Altitude over QG VOR on final approach, 2700'
#Maintain 2700' until passing Int*, after which descend to authorized minimums.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles after passing Int*, climb to 2300' on NW crs Windsor LFR to Warren Int.
*Int. R-350 QG and R-081 YIP or brng 255 to RML LFR.
NOTE: Dual VOR or VOR and ADF receivers required for this procedure.
AIR CARRIER NOTE: Sliding scale not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Detroit, Mich	Detroit City 626'	BVOR QG	1, Orig, 29 Jun 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	
				C-dn	500-1	500-1	
				S-dn-24	500-1	500-1	
				A-dn	800-2	800-2	

→ Procedure turn N side of crs, 045 outbnd, 225 inbnd, 3500' within 10 mi..
→ Minimum altitude over HKY VOR on final approach crs, 2500'. Minimum altitude over Taylorsville FM on final
→ approach crs, 1900 *
→ Crs and distance, VOR to airport, 225-10.7. Crs and distance Taylorsville FM to airport, 225-5.7*
→ * If Taylorsville FM not received, descent below 1900' not authorized.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 10.7 miles after passing VOR, turn right, climb to 3500', returning to HKY VOR on R-225

★City and State: Hickory, N C — Airport Name & Elev.: Municipal 1167' — Fac. Class & Ident.: BVOR HKY — Procedure No. & Eff. Date: 1, Amdt 1, 29 May 57 — Sup. Amdt. No. Dated: Orig, 30 Mar 57

Miles City LFR	MLS-VOR	direct	4300	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½ ←
				S-dn-Rny4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn S side crs, 216 Outbnd, 036 Inbnd, 4300' within 10 mi.
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 036-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.2 miles, climb to 4500' on R-061 within 20 miles.
→ CAUTION: LFR tower 2800' m.s.l.

★City and State: Miles City, Mont — Airport Name & Elev.: Municipal 2631' — Fac. Class & Ident.: BVOR MLS — Procedure No. & Eff. Date: 1, Amdt 1, 6 Jul 57 — Sup. Amdt. No. Dated: Orig, 8 Jan 55

Oklahoma City LFR	OKC-VOR	direct	2500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
Radar Terminal Area Transition Altitudes:							
000	090	within	3800	S-dn-12	500-1	500-1	500-1
090	180	25 mi	2700	A-dn	800-2	800-2	800-2
180	270	of	2800				
270	360	Will	2800				
		Rogers					
		Airport					

Azimuths are from airport progressing clockwise.

Procedure turn S side crs, 277 Outbnd, 097 Inbnd, 2500 within 10 mi
→ Minimum Altitude over facility on final approach crs, 2000'
→ Crs and distance, facility to airport, 097-8.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.0 mi, climb to 2700' on R-097 within 20 miles.

★City and State: Oklahoma City, Oklahoma — Airport Name & Elev.: Will Rogers 1283' — Fac. Class & Ident.: BVOR OKC — Procedure No. & Eff. Date: 1, Amdt 2, 6 Jul 57 — Sup. Amdt. No. Dated: 1, 24 Sept 55

PUB LFR	PUB-VOR	direct	6600	T-dn*	300-1	300-1	200-½
COB LOM	PUB-VOR	direct	7000	C-d	600-1	600-1	600-1½
→ ELL MHW	PUB-VOR	direct	7500	C-n	600-1	600-2	600-2
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required for runways 26 and 35.

→ Procedure turn N side of crs, 076 Outbnd, 256 Inbnd, 6000' within 10 miles
Minimum Altitude over facility on final approach crs, 5400'
→ Crs and distance, facility to airport, 256-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.2 miles, make left climbing turn to 135 mag. hdg., intercept R-161 PUB VOR climbing to 7000' Outbnd on R-161 within 20 miles.
NOTE: Alternate missed approach when directed by ATC, make left climbing turn, return to PUB VOR,
→ continue climb to 6500' on R-348 PUB within 15 miles.

★City and State: Pueblo, Colo — Airport Name & Elev.: Pueblo Memorial 4725' — Fac. Class & Ident.: BVOR PUB — Procedure No. & Eff. Date: 1, Amdt 2, 29 Jun 57 — Sup. Amdt. No. Dated: 1, 24 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Wichita Falls LFR	SPS VOR	Direct	2300	T-dn	300-1		
				C-dn	500-2*		
				A-dn	NA	NA	NA

*Night landings NA unless requested and acknowledgement for runway lights has been recieved from Airport Manager.

Procedure turn W side of crs, 020 Outbnd, 200 Inbnd, 2300' within 10 mi.
Minimum Altitude over facility on final approach, 1600'
Crs and distance, facility to airport, 200-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 mi, climb to 2200' on R-206 within 20 mi
Air carrier use NA.
CAUTION: 1343' tower 2 mi. ENE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Wichita Falls,Tex	Gilchrist 1020'	BVOR SPS	1, Orig, 6 Jul 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Amarillo VOR	TDW-MHW	Direct	5000	T-dn	300-1	NA	NA
Amarillo LFR	TDW-MHW	Direct	5000	C-dn	700-1	NA	NA
Bivins Int.	TDW-MHW	Direct	5300	A-dn	NA	NA	NA
Panhandle Int	TDW-MHW	Direct	4900				
Conway Int	TDW-MHW	Direct	4900				
Claude Int	TDW-MHW	Direct	4900				
Palo Duro Int	TDW-MHW	Direct	4900				
Tower Int	TDW-MHW	Direct	5000				
Sam Int	TDW-MHW	Direct	5300				

Teardrop procedure turn, 095 outbnd, 257 inbnd, 4900' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach course, 4400'
Crs and distance, facility to airport, 254-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 mi after passing TDW, climb to 5000' on crs of 257° within 20 mi.
NOTE: Air carrier use Not Authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Amarillo,Tex	Tradewind 3636'	MHW TDW	1, Orig., 29 Jun 57	None

Int NE crs Greensboro LFR &				T-dn	300-1	300-1	200-½
327° Brng to DAN BMH	DAN BMH	direct	1600	C-dn	500-1	500-1	500-1½ ←
South Boston Int	DAN-BMH	direct	1600	A-dn	800-2	800-2	800-2
Int NE crs Greensboro LFR & 012							
Brng to DAN BMH	DAN BMH	direct	1600				
South Boston VOR	DAN-BMH	direct	1600				

Procedure turn N side of crs, 061 Outbnd, 241 Inbnd, 1600 within 10 miles
Minimum Altitude over facility on final approach crs, 1100'
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make a left turn, climbing to 2000' on a heading of 120; and return to Danville BMH

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Danville, Va	Danville 582'	BMH DAN	1, Amdt 4, 29 Jun 57	3, 8 Aug 54

Fort Jones LFR	SIY-BH	Direct	9000	T-d	1500-2	1500-2	1500-2
Fort Jones VOR	SIY-BH	Direct	9000	T-n	1500-3	1500-3	1500-3
				C-d	2500-2	2500-2	2500-2
				C-n	2500-3	2500-3	2500-3
				A-d	2500-2	2500-2	2500-2
				A-n	2500-3	2500-3	2500-3

Procedure turn E side crs, 160 Outbnd, 340 Inbnd, 6500' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 5100'
Crs and distance, facility to airport, 350-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 9000' on crs 160 Outbnd, 340 Inbnd, within 10 mi of SIY BH.
NOTE: In no case will procedure turn be accomplished S of the E crs of Ft Jones LFR.
→ NOTE: Due to surrounding terrain severe turbulence possible during storm conditions.
AIR CARRIER NOTE: Sliding scale not applicable.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Montague, Calif	Siskiyou County 2647'	BH SIY	1, Amdt 7, 6 Jul 57	6, 15 Jun 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→HUA VOR	HSV VOR	Direct	2500	T-dn	300-1	300-1	300-1
→HSV VOR	Ballard Int %	Direct	2200	S-d-17	500-1	500-1	500-1
→Ballard Int %	Rocket FM@ or abeam HUA RBn	Direct	2000	S-n-17	600-2	600-2	600-2
→Rocket FM@ or abeam HUA RBn	HUA VOR	Direct	1200	C-d	900-1	900-1	900-1½
				C-n	900-2	900-2	900-2
				A-dn	1000-2	1000-2	1000-2

→%Ballard Int: Int R-351 HUA & R-238 HSV
→@Rocket FM: Continuous dots on 400 cycles - located at Redstone (HUA) RBn site.

→Procedure turn W side of crs, 351 Outbnd, 171 Inbnd, 2500 within 10 miles N of Rocket FM@ or abeam HUA RBn.
→Minimum Altitude over facility on final approach crs, VOR 1200#. Distance, Rocket FM@ or abeam HUA-RBn to Rny, 3.2
→#Maintain 2000' MSL until after passing abeam HUA RBn or Rocket FM@ inbound on final.
Crs and distance, breakoff point to app end Rny 17, 167-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→over HUA VOR, turn right and climb to 2500' on R-351.
NOTE: Military authority required. Airport not available to the general public.

★City and State: Huntsville, Ala | Airport Name & Elev.: Redstone (Army) 679' | Fac. Class & Ident.: VOR HUA | Procedure No. & Eff. Date: TerVOR-17, Amdt 1, 29 Jun 57 | Sup. Amdt. No. Dated: Orig, 22 Dec 56

HSV VOR	HUA VOR	Direct	2500	T-dn	300-1	300-1	300-1
				S-d-35#	500-1	500-1	500-1
				S-n#	600-2	600-2	600-2
				C-d#	900-1	900-1	900-1½
				C-n#	900-2	900-2	900-2
				A-dn#	1000-2	1000-2	1000-2

#If Whitesburg FM not received, descent below 1800' MSL not authorized. Whitesburg FM transmits continuous dots on 3000 cycles and is located at 34-35-05 N, 86-40-05 W.

Procedure turn East side of crs, 166 Outbnd, 346 Inbnd, 2500' within 10 mi S of Whitesburg FM.
Minimum Altitude over Whitesburg FM on final approach, 1800#
Minimum Altitude over HUA VOR on final, 1200'. Distance, Whitesburg FM to HUA VOR, 5.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over HUA VOR, climb to 2500' on R-351 HUA.
NOTE: Military authority required. Airport not available to general public.

★City and State: Huntsville, Ala | Airport Name & Elev.: Redstone(Army) 679' | Fac. Class & Ident.: VOR HUA | Procedure No. & Eff. Date: TerVOR-35, Orig, 29 Jun 57 | Sup. Amdt. No. Dated: None

OAK-LFR	SJC-VOR	Direct	3000	*T-dn	300-1	300-1	300-1
SFO-LFR	SJC-VOR	Direct	2000	C-dn	600-1	600-1	600-1½
SFO-LOM	SJC-VOR	Direct	2000	S-dn	600-1	600-1	600-1
Moffett LFR	SJC-VOR	Direct	1700	A-dn	800-2	800-2	800-2
Evergreen FMHW	SJC-VOR	Direct	1700				
Saratoga Int	SJC-VOR	Direct	4500				
Mission Int	SJC-VOR	Direct	3000				
Campbell Int	SJC-VOR	Direct	1700				
Hillview Int	SJC-VOR	Direct	3500				
Int R-104 SFO, NE crs NUQ-LFR & R-311 SJC	SJC-VOR (Final)	Direct	700				

MANDATORY NOTE: Transitions to SJC-VOR above 2500' must descend to 2500' in one-minute, left turn holding pattern on R-131 before executing procedure turn.
*500-1 required when taking off on Rny 12.

Procedure turn West side of crs, 311° Outbnd, 131°Inbnd, 1600' within 7 miles. NA beyond 7 miles, due to conflict with SFO LOM holding pattern.
Minimum Altitude over facility on final approach, 700'
Crs and distance, break-off point to Rny 12, 122-.43
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2500' in a one-minute left turn holding pattern SE of San Jose VOR on R-131**
**CAUTION: 3000' terrain 12 mi S of SJC-VOR (one mile S of missed approach holding pattern)

★City and State: San Jose, Calif | Airport Name & Elev.: San Jose Mun 62' | Fac. Class & Ident.: VOR SJC | Procedure No. & Eff. Date: TerVOR-12, Orig, 29 Jun 57 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Columbia LFR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Columbia VOR	LOM	direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-5 ILS*	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-¾ required when glide slope not utilized

Procedure turn S side SW crs, 226 Outbnd, 046 Inbnd, 1500 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1000 ADF
→ Altitude of G.S. and distance to appr end of rny at OM 1440-3.9, MM 402-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles LOM (ADF) climb to 2000 on the W thenE crs of LFR or R-073 CAE within 20 miles, or when directed
→ by ATC, climb to 2000' on a crs of 046 from LOM. Intercept and proceed on NW crs LFR or R-005 VOR within 20 mi.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Columbia, S C	Columbia 244'	ILS-ICAE, LOM-CA	1, Amdt 2, 6 Jul 57 Comb ILS & ADF	Amdt 1, 10 Sept 55

Greenville LFR	LOM	direct	2300	T-dn	300-1	300-1	200-½
Reedy Int	LOM (Final) ILS	direct	2200	C-dn	500-1	500-1	500-1½
				S-dn-36*ILS	300-¾	300-¾	300-¾
Reedy Int	LOM (Final) ADF	direct	1600	ADF	400-1	400-1	400-1
Honea Int	LOM	direct	2200	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*No approach lights, 400-¾ required when glide slope not utilized.

Procedure turn W side S crs, 181 Outbnd, 001 Inbnd, 2200 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2200 ILS, minimum altitude over LOM inbnd final 1600 ADF
Altitude of G.S. and distance to appr end of rny at OM 2188-3.6, at MM 1213-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, after passing LOM (ADF) climb to 3200 on N crs ILS (001) within 10 miles, turn right
→ and return to LOM, or when directed by ATC, climb to 4000' on N crs ILS (001) within 13 miles.
CAUTION: Maximum angle glide slope, heavily obstructed missed approach area.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Greenville, S C	Greenville 1049'	ILS-IGRL, LOM-CR	1, Amdt 3, 6 Jul 57 Comb ILS-ADF	2, 9 June 56

Jackson VOR via R-211	OM	direct	1500	T-dn	300-1	300-1	200-½
Jackson LFR via crs 256	OM	direct	1500	C-dn	500-1	500-1	500-1½
Int W crs Jackson LFR & NW crs				S-dn*-11	200-½	200-½	200-½
ILS	OM	direct	1500	A-dn	600-2	600-2	600-2
Int S crs Jackson LFR & SE crs							
→ ILS	OM	direct	2100				

*400-¾ required when glide slope not utilized.

Procedure turn S side NW crs, 288 Outbnd, 108 Inbnd, 1500 within 10 miles.
Minimum Altitude at G.S. int inbnd, 1500
→ Altitude of G.S. and distance to appr end of rny at OM 1490-3.8, at MM 533-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ turn left, climb to 1800' on E crs JAN LFR or R-088 JAN within 20 miles, or when directed by ATC, turn right,
→ climb to 2100' on S crs JAN LFR or R-156 JAN within 20 mi.
NOTE: Tower 1051 MSL located 3.5 mi SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Jackson, Miss	Hawkins 343'	ILS I-JAN	1, Amdt 13, 29 Jun 57	12, 14 Jun 54

Medford LFR	LOM	Direct	6000	T-dn	300-1	300-1	300-1
Medford VOR	LOM	Direct	6000	C-dn	1000-2	1000-2	1000-2
Tiller FM via crs 165	ILS N crs (Final)	Direct	6000	S-dn-14	300-¾	300-¾	300-¾ ←
				A-dn	1000-2	1000-2	1000-2

Procedure turn E side N crs 319 Outbnd, 139 Inbnd, 6000' within 10 mi of Evans Creek FM (nonstandard due to terrain)
Minimum altitude at glide slope int inbnd; 6000'
Altitude of glide slope and distance to approach end of runway at OM - 2852-4.7; at MM - 1541-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 6000' on N crs ILS within 5 mi of LMM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Medford, Ore	Medford 1330'	ILS I-MFR	1, Amdt 2, 29 Jun 57	1, 1 Jan 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Lake Charles LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Lake Charles VOR	LOM	Direct	1500	C-dn	500-1	500-1	500-1½
				S-dn-15			
				ILS#	300-¾	300-¾	300-¾
				ADF*	500-1	500-1	500-1¼
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*ADF descent below 600' MSL not authorized until past LMM

#When ILS glide slope not used 500-¾ required, and descent below 600' MSL not authorized until past LMM.

Procedure turn W side NW crs, 326 Outbnd, 146 Inbnd, 1500' within 10 mi. NA beyond 10 mi.
Minimum Altitude at G.S. Int. inbnd, 1500' ILS. Minimum Altitude over LOM on final, 1000' ADF.
Altitude of G.S. and distance to approach end of Rny 15 at OM, 1515-5.4; at MM 205-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi after passing LOM (ADF), climb to 1300' on SE crs ILS (146) within 20 mi.
AIR CARRIER NOTE; No approach lights. 200-½ ILS straight-in landing minima authorized when the runway length available exceeds by 3000' the runway length required by the applicable aircraft performance requirements of the CAR's and the high intensity runway lights are operating on the entire length of the runway.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Lake Charles, La	Lake Charles AFB/Mun 19'	ILS I-LCH LOM LC	1, Orig, 29 Jun 57 Comb. ILS-ADF	"Special", Orig, 18 Nov 54

Oklahoma City LFR	TWO MHW	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO MHW	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO MHW	Direct	2400	S-dn-17 ILS	300-1	300-1	300-1
Mustang FM	TWO MHW	Direct	2500	ADF	400-1	400-1	400-1
Bethany Int	TWO MHW (Final)	Direct	2000	A-dn	800-2	800-2	800-2
Radar Terminal Area Transition Altitudes:							
000	090	within	3800				
090	180	20	2700				
180	270	miles	2800				
270	360	Will	2800				
		Rogers					
		Airport					

→ Azimuths are from airport progressing clockwise.

Procedure turn W side crs, 350 Outbnd, 170 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
No glide slope. Altitude over TWO on final, 2000'; Brng & distance to Rny 17, 170-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles climb to 2400' on S crs ILS within 20 mi or on crs 170° from TWO within 20 mi, or when directed
→ by ATC, turn right, climb to 2500' direct to OKC-VOR or direct to OKC-LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Oklahoma City Okla	Will Rogers 1283'	MHW TWO ILS ICKC	2, Amdt 1, 6 Jul 57 Comb. ILS-ADF	Orig, 4 May 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Abilene VOR	ABI-LFR	Direct	3100	T-dn	300-1	300-1	200-½
→ Phantom Hill Int#	ABI-LFR (Final)	Direct	2400	C-dn	400-1	500-1	500-1½
→ Holland Int@	ABI-LFR (Final)	Direct	2400	S-dn 17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ #Phantom Hill Int: Int N crs ABI-LFR & R-055 ABI
→ @Holland Int: Int N crs ABI-LFR & R-070 ABI

Procedure turn E side N crs, 001 Outbnd, 181 Inbnd, 3100 within 10 miles (non-standard due ATC)
Minimum Altitude over facility on final approach crs, 2400'
Crs and distance, facility to airport, 172-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.8 miles, climb to 3800 on S crs within 20 miles, or turn left, climb to 3000' on E crs within 20 mi.
CAUTION: 2778' MSL radio tower 10 miles S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Abilene, Tex	Municipal 1778'	SBRAZ ABI	1, Amdt 3, 6 Jul 57	2, 24 Dec 55

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
MLS-VOR	MLS-LFR	Direct	4500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½ ←
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 235 Outbnd, 055 Inbnd, 4500 within 10 miles
Minimum Altitude over facility on final approach crs, 3500'
Crs and distance, facility to airport, 055-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.9 miles, climb to 4500' E crs within 20 miles of MLS LFR

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Miles City, Mont	Municipal 2628'	SBMRAZ MLS	1, Amdt 8, 6 Jul 57	7, 26 Nov 54

Hadley Int	BAF-LFR (Final)	direct	2000	*T-d	700-1	700-1	700-1
				*T-n	700-2	700-2	700-2
				C-d	800-1	800-2	800-2
				C-n	800-2	800-2	800-2
				S-d-20	800-1	800-1½	800-1½
				S-n-20	800-2	800-2	800-2
				A-dn	1500-2	1500-2	1500-2

* 800-1 day, 800-2 night required for take-off to E on Runway 9 and SE on Runway 15.

Procedure turn W side N crs, 023 Outbnd, 203 Inbnd, 3000' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 203-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi, make a climbing right turn, continue to climb returning to the Westfield LFR, hold N 203 Inbnd, 023 Outbnd, right hand pattern at 3000'.
AIR CARRIER NOTE: No reduction for ceiling and visibility is authorized for take-offs or landings.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Westfield, Mass.	Barnes 270'	SBMRLZ BAF	1, Amdt 5, 29 Jun 57	4, 22 Dec 56

(28 May 1957)

U. S. GOVERNMENT PRINTING OFFICE : 1957

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JUN 24 1957
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SPECIAL NOTICE
AIRMAN'S GUIDE
PRICE REDUCED
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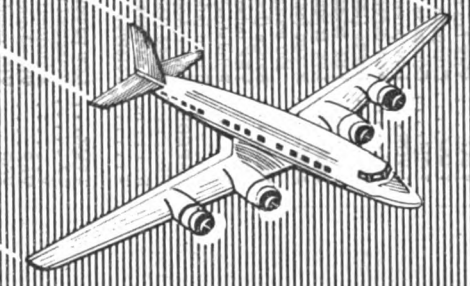
AIRMAN'S GUIDE



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VOL. 12, NO. 7 **JUNE 11, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•————	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•———	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CT. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 30 cents.

RADAR AVAILABLE : How and Where

(11 June 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.

Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.

Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.

Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
   "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
   The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.

Continued on next page.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18, 257.8,348.6,243.0,271.2,290.8,383.2,343.6	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 ,305.4,348.6,385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260;109.5,118.7,120.9,121.5,126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc Does not guard 122.5 mc
Chicago-Midway Arpt., Ill.	278,350;109.9,118.7,119.5,119.9,120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13 R, Gds 122.7mc;does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18,243.0, 257.8,285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8,243,269,291.6,307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278;116.7,109.5,121.1,121.3,121.5,126.5,126.18, 142.02,243.0, 257.8,263.0,274.3,136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278,341;110.3,113.5,118.7,119.5,121.1,121.5, 121.9,126.18,243.0, 257.8,290.3,307.2,312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8, 120.5, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257,118.7, 126.18,257.8,1181,382.2, 121.9,348.6,121.5,243.0,305.4,110.3,116.4	ASR	
Long Beach, Calif	233.242;110.3,119.5,121.9,123.8,126.18,173.75, 257.8,348.6,379.1,243.0	ASR	
Los Angeles Intnl Arpt., Calif	278;109.9,118.1,119.3,119.9,121.1,126.18,243.0, 257.8,291.6,348.6	ASR PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1,126.18,257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266, 278; 110.3, 118.7, 119.5, 126.18, 119.3, 243.0, 257.8, 263.0, 115.4, 305.4, 348.6	ASR - PAR	Runway 29L Arrival & Departure Control
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.5, 118.1, 118.7, 119.9,125.7,	ASR - PAR	Runway 4, Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 120.7, 126.18, 274.3, 140.22, 243.0, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278;109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (1190, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8,120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control Runway 16
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Arrival & Departure Control ASR apchs not authorized Does not guard 122.5 mc Guards 122.7 mc

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6,	ARSR	
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 353.9, 318.2, 362.3 , 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden - Hill AFB, Utah	120.1, 12 1.1, 121, 5, 124.1, 126.18, 134.1, 136.8, 13 7.88, 142.02, 236.6, 255.4, 263.0, 270.6 , 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, 2630, 3104 (on req 134.1, 136.8, 142.02, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4 (236.6, 327.4, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32 Arrival & Departure Control
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8, 2989		Arrival & Departure Control Gds: 3023.5; 122.5, 298.9
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5 125.7 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. Gds 3023.5; 122.5.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB. Gds: 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0, 3023.5

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.

(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:

(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)

(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).

(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).

(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).

(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

INSTRUMENT LANDING SYSTEMS

(11 June 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM ←
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-restricted
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) **(L7) - Hi-intensity Approach Lights** **W - Without voice** **BC - Back course** **BC-restricted = Not suitable for approaches**

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. + & − **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	43	0.63		5.5	353 IDL	LOM is MHW fac.
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course. BC-restricted - Not suitable for approaches

(11 June 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4 6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	219 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,3486, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	(3),#	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 102 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Huachuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8,3486	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	VNT	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,3486	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	261;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		
Camarillo	*SRAWZ	CAV	359		13 A 96 N 184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236,6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro INSACS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,123.8	3023.5,122.6,#	
"	VHF/DF		118.5,119.3,119.5,119.9,121.1,121.5,122.5,126.18,132.0		
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
"	VHF/DF			118.1 - 135.9	323.2
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside INSACS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Colton	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego-Lindbergh	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	3023.5;122.7,#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3) San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0, 255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) Denver	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,271.2,343.6,348.6	(2),#	
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2,120.7,338.2,118.1		290.8
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4,391	(3),#	
Ellicott	MHW	ELL	287		
(1) Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2554; 278;243.0,122.2,	(3),#	DME
(1) Kiowa	BVOR	IOC	112.6		ATCS-Denver
(1) Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1) Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.5,257.8,120.9243.0	2.#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1) Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3) Kenton	VORW	ENO	114.8		DME
Dover AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8,243.0	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,353.9,255.4 3014,3182 362.3,1205 121.5,243.0 378.8,3854	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1,121.5,126.18,257.8,348.6	(2),#	
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3,121.5	(2),#	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 119.3,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,348.6 126.18,257.8,243.0,250.2	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.5 120.9,121.5,269.0,311.8	#	
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 243.0 (126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,132.3,257.8,3486	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	MRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0	(1),#	35 A 110 N 215 A 290 N
St. Augustine Fairchild	CI		272;126.18	(2),#	(0800-1600 Mon-Fri)
St. Petersburg, Pinellas County	CI		317;118.3,257.8	(1),122.7,121.5,126.18,#	(07-24)
Sarasota (P)	MH	SRQ	263	126.18	
" Bradenton Arpt.	CI		121.3	#,122.5,121.5	(0700-1900)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Valpariso, Eglin AFB	MRLWZ	VPS	209		87 A 175 N 267 A 355 N
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1,126.18,121.5,257.8,243.0,3486	#,302.5,122.7	
" " Intnl AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

*(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 118.1,348.6,243.0,271.2,290.8,338.2,343.6	(2),#	
"	Center		118.9,120.3,121.5,132.3,243.0,301.4,307.9,324.7,353.7,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
" Fulton Co.	C(g.7)		245;125.7,121.5,257.8,348.6,243.0	(2),#	(0600-2200)
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Dales (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,2430	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4,348.6	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8 ,305.4,348.6	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5, 323.4,355.2,320.7,379.9,352.0
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5,243.0,362.3,378.8,385.4	
"	Center		1245,1209,3014,1251,123.7,123.9,1247,124.3,119.7,250.2,323.2,340.6,3539		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8,120.2,125.4	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2	(ATCS-Chicago)	DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119 .1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3, 119.7,120.1, 124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353, 319.8,125.3		
"	VHF/DF		118.1 ,118.5,119.9,121.1,121.5,122.1,122.5, 125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3,126.18,121.5,257.8,243.0	(2),#	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A. 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0, 255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;185,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-I	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),1215,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7, 255.4 243.0	(3),#	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;121.5,126.7, 122.2,255.4 243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0600-2200)
" Standiford	AC(g.7)		317;120.7,126.18,121.5,120.3, 257.8,243.0,381.6,119.0,319.2	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0; 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7,121.5,243.0	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3,1189,119.7	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8,120.4,381.4	(2),#	
" Martin	CI		317;126.18,121.3,236.6	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		ATCS-Morgantown, W.Va.
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	VORW	NHK	117.6		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;126.7, 121.5, 243.0 122.2,255.4	(3),#	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2 #		
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0,257.8,305.4,348.6	
" Logan	VHF/DF			118.1,118.3,120.5,121.5,122.5, 126.18,126.5,137.88	
" Logan	AC(g)		278;118.1,126.5,118.3,137.88, 121.5,120.5,126.18,257.8,263.0	(2),#	
Canton (P)	MHW	CTS	212		
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth,Otis AFB	MHW	FAL	362		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254;255.4,243.0	(3),#	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	MRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 302 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	125.7,269.2,121.5
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8 #		
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3,1184	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0700-2300)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9 121.5 257.8 243.0	(2),#	(0800-2400)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5 126.7 122.2 243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
(3) Bemidji (S)	TVOR	BJI	111.2	122.1	
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230 wk days 0 5-20 Sat 09-2030 Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4 243.0 126 183 486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		Test-basis
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0, 255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2, 255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(Q700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278 118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299 118.3,126 18,119.5,121.5, 118 1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7, ,243.0, 301 4,120.7,125.1 121.5,317.5,326.2,335 6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243,0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2, 255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121,53079,319,232,473,436	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3),#	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;183,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700 Oper 0700-1900)					
Norfolk (S)	TVOR	OFK	109.6	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,133,88,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,255.4	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]	[redacted]	[redacted]	[redacted]		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS - Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
" Lakewood	MHW	NEL	245		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	(2),#,126.18 Fri;Sat-Sun	0730-2230Mon-0730-2030.
Trenton (P)	*TVOR		111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0,348.6	(2),# 121.5,243.0	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
(1)Farmington	BVOR-DTV	FMN	115.3;V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
" Frazier AFB	HW	FZR	407		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,319.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2,243.0	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Glenville (P)	MHW	GVI	284		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 355.8,381.6,285.4,125.6,121.0,306.3,269.6	#	
" Idlewild	MHW - DTXV	IDL	353;V;122.2,126.7,255.4	(3),#	
(1)" Idlewild	BVOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3,269.2	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEW YORK					
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2, 255.4	(3),#	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 348.6,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	H	FTB	338		
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6,118.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVOR-DTVJ	HKY	113.1;V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2, 243.0, 255.4	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5,243.0,257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLWZ (voice ayail thru Navy Elizabeth City twr)	NFG	254		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2, 255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,142 74,243.0,257.8	30235,1227,#	
" "	UHF/DF		305.4,255.4 other freq on req		
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2, 255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7, 257.8,243.0, 285.6	(2),#	
" Lunken	C		227 121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,121.0, 121.5,126.18,257.8,243,269, 291.6,307	(2),# 250.2,	
	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;116.7,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,263.0,274.3,136.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
(1)Jefferson	VORW	JFN	115.2 243.0		ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7, 121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8, 243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2 Monitor Category (3) 2300-0600 Post twr gds 122.5mc		
" Post AAF	MHWZ	PFL	308 and (1) 0600-2300		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8,243.0,348.6	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4,255.4,243.0	(3),#	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8,284.6,290.3,238.2,348.6	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),# ,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2 382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;119.0,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 319,324.7,301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.3		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1) Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5	3486,263.0	DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8,	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18,121.5,257.8,3486,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,3486,125.9	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4,	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7	3486	DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348.6,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Bristol -- - ---	See Tri-City				
TENNESSEE					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486,125.1	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;121.5,122.2,255.4, 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			305.4,243.0	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486, 340.6,126.18,257.8,291.6,234.0,119.7	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1	243.0	DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0,255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2,243.0, 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6,2502	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,347.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6,3486,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7,121.1,121.5,243.0,126.18, 348.6,119.5,257.8,307.2,312.6,290.3	(2),#	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3,120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,3618,2362,3247	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;236;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1,118.3,118.7,126.18,290.3, 348.6,284.6,121.5,120.7,243.0,257.8	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278,199,121.5,126.18,2578	(2),#	
(1) Lometa	VORW	MTA	117.9		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4, 243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6,243.0, 121.5		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
(1) "	BVOR	EWM	112.4		ATCS-El Paso
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 3486		DME
SanAngeloMathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,3814,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1, 263.0, 121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
Smithville	MHW	SIH	203		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272;119.1,243.0, 2578,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
We st (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt #1	UHF/DF			305.4	
" "	AC(g)		278;118.3,119.5,126.18, 3486121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,3014,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,255.4	(3),#	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	34 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122 2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2).#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3).#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3, 285.4		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 257.8,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;1191,1215,2578,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;1207,121.5,126.18,257.8,383.8,243.0,118.5, [redacted]	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

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AIR NAVIGATION RADIO AIDS

(11 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.8,257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4,243.0	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272,118.3,121.5,243.0,257.8,3486	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(0600-2200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN
SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regiona Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --. -... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

RUNWAY VISUAL RANGE REPORTS AT NEWARK N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 52. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

(11 June 57)

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

✓ NEWARK CEILING-VISIBILITY EVALUATION PROGRAM: This program, being conducted at Newark Airport by the U.S. Weather Bureau, changed from furnishing threshold contact height estimates to APPROACH LIGHT CONTACT HEIGHT estimates on May 1, 1957. These estimates will be given out only by the CAA local controller on 118.3 mc at the time each pilot reaches the outer marker inbound for a straight-in ILS approach to rnwy 4. Evaluation of the accuracy and usefulness of these estimates is based solely on the report given by the pilot. Therefore it is important for the report "APPROACH LIGHTS" to be given on 118.3 mc the instant the approach lights are sighted. All pilots are urged to visit the project building adjacent to the control tower or telephone the project personnel at MItchell 2-4414 and give their opinion as to whether the approach light contact heights are of more value than the threshold contact lights.

✓ AIRMAN'S GUIDE PRICE CHANGE: Effective July 1, the annual subscription to the Airman's Guide is being reduced to $2.25 domestic ($3.25 foreign). The Flight Information Manual, which was formerly included in the subscription price to the Guide, is NOT included in the new price. However, all subscribers to the Guide will receive written notice from the Superintendent of Documents when the Manual is issued, giving the price and how it may be purchased. The Manual cost is expected to be approximately $0.50, so that the overall cost of Guide and Manual will remain about the same. The separation of the Guide and Manual is for bookkeeping purposes only; the Guide will continue to supplement the Manual as in the past.

ON REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective on July 4:

DESIGNATE:

(1) ARDMORE (VHF) INTSXN, PA - the intsxn of the 173°T radial of the Allentown, Pa. VOR and the 074°T radial of the West Chester, Pa. VOR.

(2) AZALEA (VHF) INTSXN - the intsxn of the 195°T radial of the Wilmington, N.C. VOR and the 112°T radial of the Charleston, S.C. VOR.

(3) BALBOA, CALIF. (VHF) INTSXN - the intsxn of the 234°T radial of the Oakland, Calif. VOR and the 184°T radial of the Point Reyes, Calif. VOR.

(4) BALLARD, ALA. (VHF) INTSXN - the intsxn of the 354°T radial of the Redstone, Ala. TVOR and the 241°T radial of the Huntsville, Ala. VOR.

(5) BILLINGS, MO. (VHF) INTSXN - the intsxn of the 074°T radial of the Neosho, Mo. VOR and the 210°T radial of the Springfield, Mo. VOR.

(6) BROWNSON (INTEGRATED) INTSXN - the intsxn of the 036°M radial Ramey AFB, P. R. and the 306°M bearing from the San Juan, P. R. LFR.

(7) CANNON FALLS, MINN. (VHF) INTSXN - the intsxn of the 333°T radial of the Rochester, Minn. VOR and the 270°T bearing toward Stanton, Minn. Rbn.

(8) CHEMICAL, ALA. (VHF) INTSXN - the intsxn of the 241°T radial of the Huntsville, Ala. VOR and the 278°T radial of the Redstone, Ala. TVOR.

(9) CORAL (INTEGRATED) INTSXN - the intsxn of the 082°M radial of the Ramey AFB, P.R. and a 306°M bearing from the San Juan, P. R. LFR.

(10) CUMBERLAND, GA. (VHF) INTSXN - the intsxn of the 026°T radial of the Jacksonville, Fla. VOR and the 129°T radial of the Brunswick, Ga. VOR.

(11) DAWES STATION, CALIF. (VHF) INTSXN - the intsxn of the 078°T radial of the Daggett VOR and the 289°T radial of the Needles VOR.

(12) DRADE, CALIF. (VHF) INTSXN - the intsxn of the 266°T radial of the Oakland, Calif. VOR and the 207°T radial of the Point Reyes, Calif. VOR.

(13) DRUM (VHF) INTSXN - the intsxn of the 195°T radial of the Wilmington, N.C. VOR and the 123°T radial of the Myrtle Beach, S.C. VOR.

(14) ELK, S. DAK. (VHF) INTSXN - the intsxn of the 250°T radial of the Rapid City, S. Dak. VOR and the 338°T radial of the Chadron, Nebr. VOR.

(15) EMMETT, ARK. (VHF) INTSXN - the intsxn of the 067°T radial of the Texarkana, Ark. VOR and the 307°T radial of the El Dorado, Ark. VOR.

(16) FAIRBURN, S. DAK. (VHF) INTSXN - the intsxn of the 188°T radial of the Rapid City, S. Dak. VOR and the 250°T radial of the Philip, S. Dak. VOR.

(17) GREENWATER (INTEGRATED)INTSXN - the intsxn of the 073°M radial of the Ramey AFB, P.R. and the NW crs of the San Juan, P.R. LFR.

(18) HACKBERRY, ARIZ. (VHF) INTSXN - the intsxn of the 059°T radial of the Needles, Calif. VOR and the 303°T radial of the Prescott, Ariz. VOR.

(19) KEYSTONE, S. DAK. (VHF) INTSXN - the intsxn of the 250°T radial of the Rapid City, S. Dak. VOR and the 360°T radial of the Chadron, Nebr. VOR.

(20) LORETTO, MINN. (VHF) INTSXN - the intsxn of the 242°T radial of the Minneapolis, Minn. VOR and the NW crs of the Minneapolis ILS lclzr.

(21) MAYPEARL, TEXAS (VHF) INTSXN - the intsxn of the 134°T radial of the Britton, Texas VOR and the 202°T radial of the Dallas, Texas VOR.

(22) McCOY, OREGON (VHF) INTSXN - the intsxn of the 204°T radial of the Newberg, Oregon VOR and the NW crs of the Salem, Oregon ILS lclzr.

(23) McQUEENY,TEX.(VHF) INTSXN -the intsxn of the 089°T radial of the San Antonio, Texas VOR and the 205°T radial of the Austin, Texas VOR.

(24) MT. PLEASANT, MISS. (LF) INTSXN - the intsxn of the SE crs. Navy Memphis, Tenn. LFR and a 098°T bearing from Memphis, Tenn. LFR.

(25) St. CROIX, WIS. (VHF) INTSXN - the intsxn of the 265°T radial of the Eau Claire, Wisc VOR and the 350°T radial of the Rochester, Minn. VOR.

(26) SAPELO, GA. (VHF) INTSXN - the intsxn of the 180°T radial of the Savannah, Ga. VOR and the 031°T radial of the Brunswick, Ga. VOR.

(27) SHAWNEE, KANS. (VHF) INTSXN - the intsxn of the 099°T radial of the Topeka, Kans VOR and the 268°T radial of the Blue Springs, Mo. VOR and the 199°T radial of the Kansas City, Mo. VOR.

(28) STEAMBOAT, ILL. (VHF) INTSXN - the intsxn of the 090°T radial of the Naperville, Ill. VOR and the 022°T radial of the Chicago Heights, Ill. VOR.

(29) SURF, ILL. (VHF) INTSXN - the intsxn of the 075°T radial of the Naperville, Ill. VOR and the 007°T radial of the Chicago Heights, Ill. VOR.

(30) TUTTLE, KANS. (VHF) INTSXN - the intsxn of the 084°T radial of the Lamar, Colo. VOR and the 294°T radial of the Garden City, Kans. VOR.

(31) UNION PASS, ARIZ. (VHF) INTSXN - the intsxn of the 078°T radial of the Daggett VOR and the 004°T radial of the Needles VOR.

(32) WASHINGTON, ARK. (VHF) INTSXN - the intsxn of the 053°T radial of the Texarkana, Ark. VOR and the 307°T radial of the El Dorado, Ark. VOR.

(33) WESTFIELD, MASS. (VHF) INTSXN - the intsxn of the 058°T radial of the Poughkeepsie, Pa. VOR and the 131°T radial of the Chester, Mass. VOR.

REDESIGNATE:

(1) ADAMS RUN, S.C. (VHF) INTSXN - the intsxn of the 227°T radial of the Charleston, S.C. VOR and the 047°T radial of the Savannah, Ga. VOR and the 110°T radial of the Allendale, S.C. VOR.

(2) ALDEN, IOWA (VHF) INTSXN - the intsxn of the 092°T radial of the Ft. Dodge, Iowa, VOR and the 188°T radial of the Mason City, Iowa VOR.

(3) AMES, IOWA (VHF) INTSXN - the intsxn of the 135°T radial of the Ft. Dodge, Iowa VOR and the 008°T radial of the Des Moines, Iowa VOR.

(4) ARCADIA, FLA. (VHF) INTSXN - the intsxn of the 313°T radial of the La Belle, Fla. VOR and the 176°T radial of the Lakeland, Fla. VOR.

(5) BONNER SPRINGS, KANS. (VHF) INTSXN - the intsxn of the 099°T radial of the Topeka, Kans. VOR and the 231°T radial of the Kansas City, Mo. VOR.

(6) COLEBROOK, CONN. (VHF) INTSXN - the intsxn of the 058°T radial of the Poughkeepsie, N.Y. VOR and the 320°T radial of the Hartford, Conn. VOR.

(7) CYPRESS, FLA. (VHF) INTSXN - the intsxn of the 318°T radial of the Miami, Fla. VOR and the 219°T radial of the West Palm Beach, Fla. VOR.

(8) DIXIE RANCH, FLA. (VHF) INTSXN - the intsxn of the 164°T radial of the Orlando, Fla. VOR and the 224°T radial of the Vero Beach, Fla. VOR.

(9) FREEPORT, ILL. (VHF) INTSXN - the intsxn of the 276°T radial of the Rockford, Ill. VOR and the 164°T radial of the Lone Rock, Wisc. VOR.

(10) LITTLE RIVER, N.C. (LF) INTSXN - the intsxn of the 330°T bearing to Pope, N.C. Rbn and the 011°T bearing to Raleigh, N.C. LFR.

(11) MARSHALL, MO. (VHF) INTSXN - the intsxn of the 276°T radial of the Columbia, Mo. VOR and the 232°T radial of the Macon, Mo. VOR.

(12) NORTH, S.C. (VHF) INTSXN - the intsxn of the 193°T radial of the Columbia, S.C. VOR and the 090°T radial of the Augusta, Ga. VOR.

(13) PARRISH, FLA. (VHF) INTSXN - the intsxn of the 133°T radial of the Tampa, Fla. VOR and the 212°T radial of the Lakeland, Fla. VOR.

(14) SEMINOLE, FLA. (VHF) INTSXN - the intsxn of the 139°T radial of the La Belle, Fla. VOR and the 092°T radial of the Ft. Myers, Fla. VOR.

(15) SOUTH BAY, FLA. (VHF) INTSXN - the intsxn of the S crs Tampa, Fla. ILS lclzr and the 133°T radial of the Tampa, Fla. VOR.

(16) TONGANOXIE, KANS. (VHF) INTSXN - the intsxn of the 099°T radial of the Topeka, Kans. VOR and the 195°T radial of the St. Joseph, Mo. VOR.

(17) WILDWOOD, N.J. (VHF) INTSXN - the intsxn of the 154°T radial of the Woodstown, N.J. VOR and the 203°T radial of the Coyle, N.J. VOR.

(18) WINGS, PA. (VHF) INTSXN - the intsxn of the 173°T radial of the Allentown, Pa. VOR and the 051°T radial of the West Chester, Pa. VOR.

CANCELLED:

(1) ANDALUSIA ALA. (LF) INTSXN - the intsxn NE crs Whiting NAS, Fla. and the N crs Crestview, Fla. LFR.

(2) ARDMORE, PA. (VHF) INTSXN - the intsxn of the 082°M radial of the West Chester, Pa. VOR and the N crs Philadelphia, Pa. LFR.

(3) CAPE MAY, N.J. (VHF) INTSXN - the intsxn of the 046°M radial of the Salisbury, Md. VOR and the 213°M radial of the Coyle, N.J. VOR.

(4) COOKSBURG, N.Y. (VHF) INTSXN - the intsxn of the 238°M radial of the Albany, N.Y. VOR and the 341°M radial of the Poughkeepsie, N.Y. VOR.

(5) DUBUQUE, IOWA (VHF) INTSXN - the intsxn of the 331°M radial of the Moline, Ill. VOR and the 091°M radial of the Waterloo, Iowa VOR.

(6) EDDY, N.Y. (VHF) INTSXN - the intsxn of the Binghamton, N.Y. VOR direct radial to the Wilton, Conn. VOR and the 054°M radial of the Wilkes Barre, Pa. VOR.

(7) EXCELLO, MO. (LF) INTSXN - the intsxn direct radial between Kansas City, Mo. VOR and Quincy, Ill. VOR and direct radial between Kirksville, Mo. VOR and Columbia, Mo. VOR.

(8) GRAYS, GA. (VHF) INTSXN - the intsxn of the 002°M radial of the Savannah, Ga. VOR and the 243°M radial of the Charleston, S.C. VOR.

(9) LANSDALE, PA. (VHF) INTSXN - the intsxn of the 048°M radial of the West Chester, Pa. VOR and the 270°M bearing from the Willow Grove, Pa. LFR.

(10) MEADOWBROOK, N.J. (LF) INTSXN - the intsxn NW crs La Guardia, N.Y. and the NE crs of the Teterboro, N.J. ILS localizer.

(11) MONMOUTH, ORE. (VHF) INTSXN - the int of the 204°T radial of the Newberg, Ore. VOR and the 294°T bearing from Salem, Ore. LOM.

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

HOLDING PATTERNS: The following holding patterns are designated, redesignated, cancelled, or revised and shall become effective July 4, 1957:

DESIGNATE:

(1) CANNON FALLS, MINN. (VHF) INTSXN - direction of holding - SE on the 333°T radial of the Rochester, Minn. VOR; direction of turns - right; time - 1 minute; minimum alt 2800'.

(2) FAIRBURN, S. DAK. (VHF) INTSXN - direction of holding - S on the 188°T radial of the Rapid City, S. Dak. VOR; direction of turns - left; time - 1 minute; minimum alt 6500'.

(3) KEYSTONE, S. DAK. (VHF) INTSXN - direction of holding - W on the 250°T radial of the Rapid City, S. Dak. VOR; direction of turns - right; time - 2 minutes; minimum alt 10,000'.

(4) LANSING, ILL. (LF) INTSXN - direction of holding - E on the W crs of the Goshen, Ind. LFR; direction of turns - right; time - 2 minutes.

(5) LORETTO, MINN. (VHF) INTSXN - direction of holding - NW on the NW crs of the Minneapolis ILS localizer; direction of turns - right; time 1 minute; minimum alt 3000'.

(6) ST CROIX, WIS. (VHF) INTSXN - direction of holding - E on the 265°T radial of the Eau Claire, Wis. VOR; direction of turns - right; time - 1 minute; minimum alt 3500'.

REDESIGNATE:

(1) KNOB, TENN. (LF) INTSXN - direction of holding - N on the back crs of the Nashville, Tenn. ILS localizer; direction of turns - left; time - 1 minute; minimum alt 2000'.

(2) LOS ANGELES, CALIF. (ILS/LOM) - direction of holding - E on the E crs of the ILS localizer; direction of turns - left; time - 1 minute; minimum alt 2000'.

(3) LOS ANGELES, CALIF. (VOR) - direction of holding - W on the 271°T radial; direction of turns - right; time - 1 minute; minimum alt 3000'.

(4) MALIBU, CALIF. (LF) INTSXN - direction of holding - W on the W crs of the Los Angeles, Calif. LFR; direction of turns - right; time - 1 minute; minimum alt 2000'.

(5) SAN PEDRO, CALIF. (LF) INTSXN - direction of holding - S on the S crs of the Los Angeles, Calif. LFR; direction of turns - right; time - 1 minute; minimum alt 3000'.

(6) STADIUM, TEXAS (LF) INTSXN - direction of holding - S on the S crs of the Ft. Worth, Texas LFR; direction of turns - right; time - 1 minute; minimum alt 2000'.

CANCELLED:

(1) MEADOWBROOK, N. J. (LF) INTSXN - direction of holding - NE on the NE crs of the Teterboro ILS localizer; direction of turns - right; time - 1 minute; minimum alt 3000'.

REVISED:

(1) RACINE, WIS. (VHF) INTSXN - change minimum altitude to 3500'.

CONTROL AREA EXTENSIONS AND CONTROL ZONES: Effective as indicated, unless otherwise advised, the following temporary control areas and control zones are amended in whole or in part as follows:

(1) Effective 0001 local time 15 June 1957 to 2400 local time 1 Sept 1957:

Control area extension (Alpena, Mich) is added to read: "That airspace bounded by lines beginning at a point at lat 45-28-00, long. 83-30-00, thence extending to a point at lat 45-16-30, long. 83-11-25, thence to a point at lat 44-42-00, long. 83-52-30, thence to a point at lat 44-53-00, long. 84-11-30, thence to the point of beginning."

Control zone (Alpena, Mich) is added to read: "Within a 5-mile radius of Phelps-Collins Air National Guard Base, Alpena, Mich, and within 2 miles either side of lines bearing 005°T and 185°T from the Air National Guard nondirectional radio beacon extending from the 5-mile radius zone to a point 5-miles N of the nondirectional radio beacon."

(2) Effective from 0001 local time 1 July 1957 to 2400 local time 1 Oct 1957:

Control area extension (Martha's Vineyard, Mass) is added to read: "Within 2 miles on the NW side and 3-1/2 miles on the SE side of a line bearing 040°T extending from the NE end of the Martha's Vineyard Airport rnwy No. 24 to a point 10 miles NE of the nondirectional radio beacon, excluding the portion which overlaps restricted area R-79."

Control zone (Martha's Vineyard, Mass) is amended to read: "Within 3-mile radius of Martha's Vineyard Airport and within 2 miles either side of a line bearing 040°T extending from the NE end of rnwy No. 24 to a point 10 miles NE of the nondirectional radio beacon."

(3) Effective from 0001 local time 1 July 1957 to 2400 local time 30 Sept 1957:

Control area extension (Point Barrow, Alaska) is added to read: "That airspace within a 50 statute mile radius centered on Point Barrow nondirectional radio beacon PBA located at lat 71-19-32N, long. 156-38-52W."

Five-mile radius zones is amended by adding: "Point Barrow, Alaska: Point Barrow nondirectional radio beacon PBA."

RESTRICTED AREA AMENDMENT: The following Restricted Areas are amended to become effective as indicated:

(Part 608 - Restricted Area - Amendment 200)

(1) Effective 10 July 1957:

Section 608.57, the Camp Haven, Wisconsin (formerly Haven, Wisconsin) Restricted Area (R-84) amended March 24, 1956 in 21 F.R. 1819, is further amended by changing the "Designated Altitudes" column to read: "Surface to 60,000 ft MSL".

(2) Effective 0001 local time 15 June 1957 to 2400 local time 1 September 1957:

Section 608.30, the Hammond Bay, Michigan Restricted Area (R-424 formerly D-424) amended October 31, 1951 in 16 F.R. 11066, is further amended by changing the "Description by Geographical Coordinates" column to read: "That portion of R-424 which overlaps the Control Area described as: beginning at lat 45-28-00, long. 83-30-00; to lat 45-16-30, long. 83-11-25; to lat 44-42-00, long. 83-52-30; to lat 44-53-00, long. 84-11-30, to point of beginning shall be excluded from the Control Area".

AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 12, Number 6, dated 28 May 1957, as follows:

(1) Page 7 - Under "RESTRICTED AREA AMENDMENT", Amendment 199, effective June 1, 1957, the "Description by Geographical Coordinates" column should read: "Within a five mile radius of lat 29-53-20, long. 82-00-25, excluding that area one mile either side of a 220°T bearing and more than two miles from the center of the Restricted Area". (NOTE: The latitude was incorrectly reported as "29-33-20"; it should be "29-53-20".)

MEMPHIS CENTER AND NEW ORLEANS CENTER BOUNDARY REVISION: Effective 0001 CST June 7, 1957, the Memphis Center and New Orleans Center Boundaries were amended as follows: Beginning at the present boundary crossing Amber Civil Arwy 5 at a point 50 mi south of the Jackson, Miss, LFR station, thence direct to cross VOR Civil Arwy 194 at a point 60 mi southwest of the Meridian, Miss, VOR station, thence direct to a point 31°-51'N, 89°W, thence direct to a point 32°N, 88°W.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BMX	Big Mountain, Alaska (assignment)
DMA	Tucson, Ariz., Davis-Monthan AFB (change from TUS 0001Z June 25)
HAF	Half Moon Bay, Calif., Half Moon Bay Arpt (change from REP)
HMN	Alamagordo, N. Mex., Radiobeacon (assignment)
TUS	Tucson, Ariz., Tucson Arpt (change from TUO 1600Z July 1)

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albany	Lake Huron	Milwaukee	WAC 191
Aroostook	Lake Superior	Twin Cities	WAC 218
Burlington	Lake of the Woods	Detroit Local	WAC 219
Detroit	Lewiston	JN 30	WAC 266

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Bellingham	5-21-57	Norfolk Local	5-24-57	WAC 186	5-24-57
Fargo	5-31-57	San Francisco Local	5-21-57	WAC 190	5-21-57
Minot	5-29-57	WAC 62	5-22-57	WAC 304	5-22-57
Pocatello	5-29-57	WAC 76	5-22-57	WAC 364	5-24-57
Seattle	5-21-57	WAC 139	5-21-57	WAC 404	5-31-57
				JN 44	5-24-57

Instrument Flight Charts released since May 20, 1957

AL 12	RNG/ADF	Kirtland AFB, N. Mex.
AL 71	VOR	Carlsbad Arpt, N. Mex.
AL 78	RNG/VOR	Douglas Field, N. C.
AL 87	ADF/ILS	Peterson Field, Colo.
AL 124	RNG/VOR	Dubois Arpt, Idaho
AL 134	RNG/VOR/VOR-DME	El Paso Int Arpt, Texas
AL 189	RNG	Brainard Field, Conn.
AL 190	RNG	Rentschler Field, Conn.
AL 248	VOR	Graham Air Base, Fla.
AL 289	RNG-1/RNG-2	LaGuardia Arpt, N. Y.
AL 297	RNG/VOR-1/VOR-2	Ogden Arpt, Utah
AL 345	RNG/VOR	Roberts Field, Oregon
AL 365	RNG	Salt Lake City Municipal, Utah
AL 373	RNG/VOR/VOR(TVOR)	San Diego (Lindbergh Field), Calif.
AL 403	RNG/VOR/ADF	Geiger Field, Wash.
AL 432	RNG/VOR/ADF-1/ILS-1/ ADF-2/ILS-2	Tulsa Arpt, Okla.
AL 511	RNG/VOR	Vincent AFB/Municipal, Ariz.
AL 516	RNG/ILS-2	Raleigh-Durham Arpt, N. C.
AL 659	VOR	Nantucket Memorial Arpt, Mass.
AL 665	RNG/VOR	Merced Arpt, Calif.
AL 676	VOR	Dodge City Arpt, Kans.
AL 928	RNG/VOR-1/VOR-2	Easterwood Field, Texas

RF Terminal Area - Chicago, Memphis, Philadelphia, Tulsa
RF-VOR Terminal Area - Cincinnati, Houston, Indianapolis, Louisville, Oklahoma City, San Antonio, Tulsa
RF Dates of Latest Prints
RF Index, RF Chart Legend

NEW CHARTS

RF 32, 33, 34

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg., test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution-all arwys and Ints based on Birmingham or Meridian VORs are not useable for navigational purposes until the stns are recmsnd at new lctns. (4-18)
BIRMINGHAM ARPT-TOWER: About July 1 MM and LMM will be shut down-relctn.(6-4) FLD: Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx. thru Nov for relctn due rnwy ext. (5-1)
ALABAMA: DOTHAN-NAPIER FLD: Caution-helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)
**HAMILTON-MARION CO. ARPT: New arpt: Type "L"; lctd 0.5 mi SW; 1 rnwy(N/S)- 8000' x 100' gravel; minor A & E. (6-1)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-BATES FLD-SPECIAL NOTICE: Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft. (4-22)
MOBILE-BATES FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of field. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approxly 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
★MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) About June 24, VOR will be shut down until approx Aug 29 - relctn to lat 34-42-24, long. 87-29-27. (5-16) W course LFR realigned fro m 102° to 095°. (6-7) Rcvd too late for inclusion on ANRA page. All courses LFR have moderate multiples. (6-7)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail ngts upon prior req. Emergency only. (4-23)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
FLORENCE-SPECIAL NOTICE: Temporary Controlled Firing Area within the following described area: bounded on the N by lat 33-07-30; E by long 111-20-00; S lat 33-03-30; W long. 111-22-30. Designated Altitude: Surface to 7200'MSL Time of Use: 0630-1600 hours MST on or about 30 June 1957 only. Activities Conducted: 4.2 inch Infantry Mortar Firing, High Explosive and Smoke Shell. Using Agency: Heavy Mortar Company, 158th Infantry, National Guard of Arizona., Glendale, Arizona. (4-30)
FT. HUACHUCA-SPECIAL NOTICE: Caution-extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.13, 126.18, 243.0mc. Rdo bcn (FHU 410 kc) and TVORW(FHU 111.6mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civilian acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
PHOENIX-SPECIAL NOTICE: Extreme caution-area between Phoenix VOR & Hassayampa VOR on Victor arwy 16 & Green 5. Extensive high performance, jet acft cross these arwys when departing & arriving Luke AFB in connection with trng conducted Gila Bend Restricted Areas (R-309, R-308). This tfc generally crosses V-16 & Green 5 between Hassayampa VOR & town of Tolleson (11 mi W of Phoenix) at alts of 3000'MSL & below-0715 thru 1600, Mon thru Fri. (3-1) All flgts operg thru this area maintain at least 4000' MSL. Flgts lndg or departing within area advised to exercise extreme caution below 4000' MSL. (5-7)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for tk-off, xcpt prior permission arpt manager. (12-7)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185° 39 n mi at 10,000'.
**PRESCOTT ARPT: 154'(5503'MSL) lgtd twr erected 5.9 n mi SSW(203°T) at lat 34-33-16, long. 112-28-10. (5-28)
SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)
SAN SIMON-RADIO: About June 10, VOR will be cmsnd. Freq: 115.4mc. Ident: SSO. Lctd lat 32-16-12, long. 109-15-45. Elev: 3607'MSL. Class: VORW. Disregard spurious signals.

ARIZONA: SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

**TUCSON-SPECIAL NOTICE: The following Special Air Traffic Control Instruction is effective immediately: All acft operd under the VFR, or VFR conditions, within Green civil arwy No. 5 and VOR civil arwy No. 16, W of long. 112-10 and E of long. 112-35, shall comply with the following: (a) Crossing Aircraft. All acft crossing the area of the arwys specified above shall be flown at an alt below 3000' MSL, or above 10,000' MSL and shall remain W of long. 112-16, during such crossing. (b) Enroute Aircraft. All enroute acft operg along Civil arwys Green No. 5 or VOR No. 16, entering the area of such arwys specified above for the purpose of flight thru such area, shall be flown at an alt of at least 4000' MSL while in the area between long. 112-35 and long. 112-16. (6-7)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)

TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted week-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF VHF and UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: **CAMDEN-HARRELL ARPT: NE/SW strip to be used in emerg only. (4-8)

LITTLE ROCK-RADIO: About June 17, Z mkr will be shut down until approx June 24 - modernization. (6-7)

PINE BLUFF-RADIO: May 6, VOR shut down. During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR xcpt V-16S TXK to PBF unusable. Ints and alts as charted.

TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip on fld. (4-26)

ARCATA ARPT-RADIO: April 2, ILS lclzr and glide slope shut down - rcltn of lclzr.

AUBURN ARPT: Clsd to hvy acft. Lgt acft use extreme caution acct soft rnwys. (11-24)

BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DINUBA-ALTA ARPT: Clsd until June 20. Unlgtd until July 20. (4-22)

DIXON ARPT: Closed. (8-30)

**DOS PALOS-EAGLE ARPT: Rotg bcn not operg. Rnwy lgts on request only. (5-28)

**DOWNEY ARPT: Closed - land use changed. (3-14)

ELSINORE ARPT: Caution - glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT JONES-RADIOL VOR has lgt course roughness all quads. Only arwy radials flight-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

**FREMONT-CENTER FLD: Formerly carried under Centerville as Fremont. Type "L".

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N of and E of arpt. Const and equip both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

LONG BEACH RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad btwn 200° and 230°T. (5-6) About July 15, trans & rcvr 123.8 mc will be replaced by 120.5 mc. FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndg and take-off. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1) Temp p-line with wooden poles 29' high serving const camp erected approx 315° S of and roughly parallel apch end rnwy 30 for 800' - caution. (3-22) Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. Daylgt opern of cranes with 80' booms adj to apch end rnwy 30. Take-off not affected. (3-28)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR and LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) About June 17, gnd ctl freq 121.9 mc will be changed to 121.7 mc. (5-10) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip crossing rnwy. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline unless cleared otherwise by ATC. Jet acft pat down-wind leg is 2500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or between LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

LUCERNE VALLEY-DOUBLE J RANCH ARPT: Length of strip reported increased to 3000'.

MONTEREY-PENINSULA ARPT-RADIO: About June 10, ILS will be commissioned. Localizer frequency 110.1 mc, identification: MRY. Located 1000' southeast on a centerline of northwest/southeast runway. Glide slope frequency: 334.4 mc. Located 825' from approach end northwest/southeast runway and 236' north of centerline of runway. Glide angle 3.0°. Approach bearing: 84°. Middle marker compass locator frequency: 260 kc, identification: "RY". Middle marker located 0.60 miles from approach end runway. Outer marker compass locator frequency: 278 kc, identification "MR" Outer marker located 5.14 mi from approach end runway. Disregard spurious signals. (5-29)

NATIONAL CITY ARPT: Extensive const around arpt; (7-19)

**NEEDLES, 25A, LAX-AMA ARPT: Fuel no longer avail. (4-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

CALIFORNIA: OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER -SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only. (4-24)
OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)
OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310° to 020°. (10-24) About July 1, VOR will be shut down until approx October 1 - modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flights departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int R65 to OCN durg shutdown period. (6-7)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTNL ARPT -SPECIAL NOTICE: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.
ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)
OXNARD-VENTURA CO. ARPT: Until approx July 31, 176' lgtd oil drilling derrick erected 1600' W and 2200' N of W end of rnwy 7. (4-30)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO ROBLES-RADIO: June 4, VOR/DME shut down until approx June 30 - modernization. Durg this period the following routes will be usable: SNS via 124° radial to PRB Int MEA 8000'; V27 PRB Int-SBA MEA 10,000'; V109 PRB Int-CLG MEA 7000'; V248 PRB Int-Belridge Int MEA 6000'; PRB Int temp designated as SNS radial 124° and CLG radial 199°. The following arwys unusable: V27 SNS-PRB; V27W SNS-SBA; V25 Benito Int-SBA; V113 Panoche Int-PRB; V209 PRB-Cuyama Int; Benito and Idria Ints on V137 also unusable.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR approach, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)
SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg - mrkd day and night. (2-13) Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and night. (3-26) Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm. (5-18)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylight hours W end rnwy. (5-17)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260°and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised durg night use of field due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

CALIFORNIA: SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)
**SANTA YNEZ ARPT: Rnwy 8-26 remain 2000', but has dirt overruns of 1000' W end and 400' E end. (6-8)
STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld btwn 0800-1700 daily xcpt Sat and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528' MSL. (8-3) Caution - const - men and equip. on fld daylight hrs. Rnwy 11L-29R clsd. Rnwy 11R-29L avail. daylgt hrs to lgt acft only. Lgtg avail. rnwy 16-34 only. Taxiway "A" clsd. (5-31)
SUSANVILLE ARPT: Clsd to all operns until about July 10. SW 1200' NE/SW rnwy and S 1500' N/S rnwy usable in emerg. (6-10)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.
COLORADO: CHEYENNE WELLS ARPT: Closed for winter due dust. Land at own risk. (10-29)
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
★DENVER-STAPLETON FLD-TOWER: May 8, VHF/DF flight-checked and cmsnd. Freq coverage: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 121.5, 122.1, 126.18, 135.9, 137.88 mc. Commun unreliable at 40 mi below 14000'MSL 154° to 180° and below 16,000'MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Durg hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L - flag mrkd day hrs, flashing red night hours. (3-26)
HUGO-RADIO: About July 1, VOR will be cmsnd. Freq: 108.2 mc. Ident: HGO. Lctd: lat 38-52-22, long. 103-24-12. Elev: 4932'. Class: VORW. (5-7)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing(demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
CONNECTICUT: **HARTFORD-BRAINARD FLD: Rnwy 9-27 clsd. Only NE and extreme SW ends of dike lgtd. (4-15)
SIMSBURY ARPT: Experimental dropping of parachutes on fld durg VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
★WILTON-RADIO: Opers. trans 122.2 mc & rcvr 122.1 mc. (6-3)(This corrects Airguide Vol 12 - No. 6) VOR has minor bends in SW quad out to 17 n mi. DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy r S of intsxn with rnwy 10-28 clsd.
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only. (5-22)
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON - SPECIAL NOTICES: (1) See page 30 for Washington, D. C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Virginia, MCAS Special Notice.

DIST. OF COLUMBIA: WASHINGTON-RADIO-SPECIAL NOTICE: Effect. June 1, until approx Sept 1, all inbound acft to Washington National Arpt make initial contact with Washington Approach Control regardless of weather as follows: from a westerly direction on 118.3 mc in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall.(4-25)

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.

WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area. Soon, freq 323.2 mc will be cmsnd.

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A", 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy Rnwy 10-28 clsd - indications of drag races. (4-29)

**CLEWISTON ARPT: Formerly carried as Sugarland. (5-7)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.(9-17)

CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable acct of roughness and scalloping.(1-3) LFR may be used as substitute for VOR by ADF-equip. acft while VOR unusable. MEAS remain as charted. (4-23)

CROSS CITY, 58, MEM-TPA ARPT: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd-const. Men,equip. on fld.

FT. MYERS-RADIO: VOR radial 131° unusable - excessive scalloping and bends. (5-13)

FT° MYERS-PAGE FLD: AF C-119 type acft conducting inten transitional trng daylgt hrs.

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usuable to 9 n mi. (4-27)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. Caution - const, men, and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (5-1)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are appliable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4; 2 rnwys - longest rnwy 2500' oiled; 80,91/96 oct fuel. (3-28)

**NAPLES-AMERICA ARPT: 104'(112'MSL) lgtd twr now rebuilt after storm damage approx. 1 n mi SSW(208°T) at lat 26-08-04, long. 81-46-43. (5-27)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

ST. AUGUSTINE-FAIRCHILD ARPT-TOWER: Cl twr will be shut down June 17 thru June 24.

**STARKE-CONWAY ARPT: Permanently closed. (3-27)

**STUART-WITHAM ARPT: 625'(650'MSL)lgtd twr erected 13.5 n mi SE(150°T)at lat 26-59-01, long. 80-05-42. (3-21)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-23)

**TALLAHASSEE-MABRY ARPT: Lgtd steam generating plant erected 22.6 n mi SSE, at lat 30-05, long. 84-10. (8-27) Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet pentrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-offs and lndgs. Caution - unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys(all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particulary SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down - modernization. Durg modification shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.(5-7)

ALMA, SITE 43,MIA-ATL ARPT: Sod rnwys soft when wet - caution advised. (4-12)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to foward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.(11-3)

GEORGIA: ★ATLANTA ARPT-TOWER: June 5, VHF/DF cmsnd. Freqs: 120.7, 121.5, 122.1, 122.5, 126.18, 126.7, 132.0, 132.3, 135.9, 118.1, 119.1, 119.5 mcs. (6-5) FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail. freq. Rnwys 33R-15L and 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958. (5-6)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LFR operg unmonitor. Use of LFR as enroute or apch aid must be ADF disregarding on-course signals & pilot must monitor fac durg such use. July 11, stn mrkr will be shut down
SAVANNAH-TRAVIS FLD-TOWER: ILS BC-restricted. Lclzr not to be used above 5000' MSL. FLD: Effect July 1, no acft shall lnd/tk-off unless equip. at least one rdo rcvr in operg condition.
SWAINSBORO-THOMPSON ARPT: Closed - new runway under const. (11-20)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch courses 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
**BURLEY ARPT: 200' (4430' MSL) lgtd twr erected 16 n mi ENE (75° T) at lat 42-36-56, long. 113-25-43, dismantled June 9. (6-10). 204' (4413' MSL) lgtd temp twr erected 7.1 n mi WSW (254° T) at lat 42-30-19, long. 113-55-32 dismantled 31 May. (6-6)
GRANGEVILLE-IDAHO COUNTY ARPT: Caution-E/W rnwy clsd; NE/SW rnwy soft on edges.
IDAHO FALLS-FANNING ARPT: Threshold lgts rnwy 2 inop until approx July 15 - extending rnwy. (6-9)
JEROME-COUNTY ARPT: Clsd due thawing conditions. Fld muddy. (2-24)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOUNTAIN HOME-SPECIAL NOTICE: June 1-22, 1957, inclusive, a Temporary Controlled Firing Area establ in following described area: Beginning at lat 43-22-00, long. 116-08-00 thence to lat 43-13-00, long. 116-00-00; to lat 43-07-00, long. 116-12-00; to lat 43-17-00, long. 116-19-00; to lat 43-22-00, long. 116-19-00, thence to point of beginning. Limiting Altitudes: Surface to 14,000 ft. MSL. Time of Use: Daylgt hrs only. Activities Conducted: Artillery firing - gun, mortar and Howitzer. Controlling Agency: Idaho National Guard.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
**CARBONDALE-SOUTHERN ILLINOIS ARPT: Formerly carried as Murdale Arpt. (3-27)
CENTRALIA ARPT: Closed - const. (5-20)
**CHAMPAIGN ARPT: 20' poles erected approx 150' N and adj to E/W rnwy. (9-5) E/W rnwy clsd. (4-12)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider pperns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO AREA-SPECIAL NOTICE: All helicopter operns in the Chicago metropolitan area rqrd to fly prescribed routes of flgt within the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes area avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1) 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)

ILLINOIS: CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. 450' (1041' MSL) lgtd concrete chimney being erected 2.5 n mi WSW (252° T) at lat 41-51-02, long. 87-39-11. (3-8)
CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. (3-8) June 3, ILS lclzr shut down. (6-5) FLD: Single eng transient acft will not be allowed dock space at the N term bldg, must use facs of S term bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of while line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at 41-47, 87-45 at NE intsxn of 55th St and Cicero Ave, adj to arpt. (3-8) 375' (968' MSL) lgtd steel stack being erected 2.5 n mi NNE (23° T) at lat 41-49-42, long. 87-43-23. (4-17)
CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to 122.6 mc. (3-22) FLD: Due to non-visibility twr unable to ctl tfc 300'-1800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
**CLINTON-THORP ARPT: Formerly carried as Clinton. (8-28)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld. (10-11)
DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25)
GILMAN ARPT: Closed. (10-11)
HIGHLAND-WINET ARPT: Caution - const. Men, equip. on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)
JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965' MSL) lctd 2 mi SE - lgtd. (1-7)
KEWANEE ARPT: Men and equip. on fld intermittently-caution. (6-29)
**LOMBARD-MITCHELL ARPT: Lngst rnwy 2400'. (10-4)
**LOMBARD-YORK TOWNSHIP ARPT: Lngst rnwy 1800'. (10-4) Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MT. VERNON ARPT: Work in progress daylight hrs. N/S, NE/SW rnwys clsd. No lgts until approx July 1. (6-11)
NORTHBROOK-SKY HARBOR ARPT: 178' (821' MSL) lgtd twr being erected 2.1 n mi NNE (34°T) at lat 42-11-10, long. 87-49-28. (3-21)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Until approx July 31, NW/SE rnwy clsd for reconst including paving, drainage, and lgtg. (4-8)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

ILLINOIS: POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
ROCKFORD-GREATER ROCKFORD ARPT: Caution-rnwy 18-36 clsd due major const. Makd with X's painted on both ends. Caution in taxiing. (5-20)
*SPRINGFIELD-CAPITAL ARPT-TOWER: Mar 20, UHF/DF cmsnd on 243.0, 305.4mc. (3-21) June 4, ILS glide slope shut down until approx July 15. During this period, lclzr will be inop daylgt hours Mon thru Fri - rnwy const. (6-7) FLD: Until July 15, const work in progress on 1000' overrun each end rnwy 4-22. (5-8)
STREATOR ARPT: 448'(1198'MSL) lgtd twr being erected 13 n mi WNW(299°T) at lat 41-14-02, long. 89-02-25. (5-17)
VANDALIA-RADIO: May 6, VOR/DME shut down until approx. July 6. (5-6) During shut-down the following MEA's can be utilized: V-12, V-14 from St. Louis VOR to Academy, Ill., Int, 2000'; Academy Int-Prairie Int, 2000'; Prairie Int-*Int R356 ENL and STL R-072 (Vandalia Int Temp), 4000';*When proceeding eastbound to Terre Haute VOR, climb to 5500' prior to reaching Int. Int R356 ENL and STL R072(Vandalia Int Temp), *Union Center Int, 5500'; *Union Center, Ind., Int-Terre Haute, Ind., VOR, 2000';*Climb to 5500' westbound after departing Union Center Int. V72: Troy VOR-*Int R054 TOY and R356 ENL(Vandalia Int Temp), 4000';*Int R-054 TOY and R356 ENL(Vandalia Int Temp)-Arcola, Ind., Int, 12,500';Arcola Int-State Line Int, 12,500'; State Line, Int-Lafayette, Ind., VOR 2000';*climb to 12,500' prior to reaching Vandalia Int Temp NE bound on V72 and climb to 5500' prior to reaching Vandalia Int Temp E bound on V12-14. (2-25)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF range between Montezuma and Newport & is bounded by lat 39-50, 39-52 & long 87-21, 87-26.
**ANGOLA-TRI-STATE ARPT: Longest runway 2900'. (6-14)
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS ARPT: Caution-lights being installed. Trucks and equip. on fld. Rnwys may be closed as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) 160'(419'MSL) tank and 37' bldg being erected at lat 38-01-15, long. 87-31-49; 1/2 mi SE; not lighted, painted or marked. (4-8)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD:
** Rnwy 4-22 now 7000' - day or night; 829' NE end overrun-not lgtd. Hi-intensity apch lgts cmsnd rnwy 4. Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
FT. WAYNE-SMITH ARPT: 1183'MSL lgtd twr being erected 1.5 n mi SSE(165°T) at lat 41-07-10, long. 85-08-11. (3-22) 770'(1589'MSL) lgtd twr being erected 2.5 n mi SSW (223°T) at lat 41-06-03, long. 85-11-00. (4-8)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above ground - not painted or lighted. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300';172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution-new rnwy 4-22 under const. Men and equip. on fld adjacent to rnwys. (6-5) 300'(984'MSL) lgtd tower being erected 4.9 nautical miles East(96°T) at lat39-43-23, long. 86-10-25 and being completed approximately July 15. (4-29)
**KOKOMO-RUZICKA ARPT: E/W runway discontinued. N/S runway 2000' x 200' available.
LAFAYETTE-PURDUE UNIVERSITY ARPT: About June 20, 220'(958'MSL) lgtd twr will be erected 10 n mi NW(315°T) at lat 40-31-36, long. 87-04-13. (6-5)
INDIANA: LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE ARPT: Caution-arpt under const until about Nov 1. Ngt flying discontd - no lgtg facs. One 2500' turf rnwy usable daylgt hrs only. (4-23)
NABB-RADIO: June 6, VOR cmsnd. Freq: 113.5mc. Ident: ABB. Lctd lat 38-35-15, long. 85-37-45. Elev: 713'MSL. Minotor. category(1) and controlled from Louisville, Ky. Mag var: 1°E. Class: BVOR. (6-6)
**NEW CARLISLE-GORDON ARPT: Delete - now private arpt. (5-20)
**ROSELAWN-ZORO AIRPARK: New arpt: Type "L"; 41-09N, 87-19W;lctd 1 mi W; elev 655'; 1 rnwy(E/W) 2200' x 100' turf; 80/87 oct fuel; remarks-Trees E, p-line W. (10-8)
SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat: 39-34-40, long. 85-48-00; elev: 800'. No. of rnwys: 2;N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80-87 fuel. Opern: sunrise - sunset. 30' p-line N, E, W.
SHERIDAN ARPT: About June 20, 270'(1246'MSL) lgtd twr will be erected 12.8 n mi SSW (223°T) at lat 40-01-18, long. 86-24-06. (6-5)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)
**SPURGEON-ENOS ARPT: Delete- Now private airport. (8-20)
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration-during summer months. (3-22) About July 1, 550'(1005'MSL) smoke stack will be erected 13 n mi SSW(211°T) at lat 39-14, long. 87-34.
TILDEN-RADIO: See Indianapolis, Indiana.
**WABASH ARPT: ABANDONED. (3-14)
IOWA: ALBIA-AIRWAY IMPLEMENT CO. ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
BURLINGTON ARPT: Men and equip. digging trenches and installing lgts 10' out from both sides and full length all rnwys and taxiways. Use caution at all times. (2-11)
**CLARINDA-SCHENCK ARPT: Lngst rnwy 2500'. (7-17)
**DALLAS CENTER-HUSBAND ARPT: N 1000' N/S rnwy unusable when wet. No snow removal during winter months. (3-19)
**DENISON-CHAMBERLAIN ARPT: ABANDONED - rnwys will be plowed up. (4-9)
DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area established NW, W of long 93-50 and N of lat 41-37. Use caution in this area. (2-19)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
DUBUQUE-RADIO: About July 4, VOR will be cmsnd. Freq:117.4mc. Ident:DBQ. Lctd:lat 42-20-47, long. 90-40-30. Monitoring Category(1) Class:VORW. Controlled from ATCS Cedar Rapids. (6-5)
FORT DODGE-RADIO: About July 4, VOR will be cmsnd. Freq:114.1mc. Ident: FOD. Lctd: lat. 42-36-38, long. 94-17-36. Monitoring Category(1) Class:VORW. Controlled from ATCS, Mason City. (6-5)
**MASON CITY ARPT: 3 lgtd 51' twrs erected N edge arpt. 43-09-44N, 93-20-05W. (5-27)
NEWTON MUN ARPT: Field very soft. Use extreme caution during thaw. (2-11)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
SHELDON ARPT: Clsd for const - machinery on field. (5-3)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4- relctn of lclzr. (5-9) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution-men and equip. working all hrs. First 1000' NW end NW/SE rnwy clsd until about Sept. 1 Rnwy being extended. (6-5)
SPENCER ARPT: Until about June 25, const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on field daytime. Field closed to night operations. (4-2)
TROY MILLS-CARSON ARPT: 1358'(2398'MSL) lgtd twr being erected 8 n mi WSW(256°T) at lat 42-17-39, long. 91-53-10. (3-4)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip closed. (8-22)

LAFAYETTE-PURDUE UNIVERSITY ARPT: About June 20, 220'(838'MSL) lgtd twr will

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' - 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
DODGE CITY ARPT: 683' (3473' MSL) lgtd twr being erected 19 n mi WSW (245°T) at lat 37-38-26, long. 100-20-33. (3-5)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 - 43 n mi at min en route alt. (5-29)
EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)
GARDEN CITY-RADIO: VOR course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185° - 125°. (4-4)
GARNETT ARPT: About June 22, 210' (1202'MSL) lgtd twr will be erected 2.3 n mi SSW (211°T) at lat 38-14-03, long. 95-14-42. (5-30)
GREAT BEND ARPT: N 2000' N/S rnyw and NE 2000' NE/SW rnwy clsd until approx June 7 for reconst. Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (5-10)
**INDEPENDENCE ARPT: Rnwy 18R-36L discontinued. (5-28)
**JUNCTION CITY ARPT: 73' (1250' MSL) water tank erected 1 mi E of U.S. 40, lgtd. (4-3)
KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500'MSL. (4-17)
PARSONS-SPECIAL NOTICE: Demolition 7.8 mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21, marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
**TOPEKA ARPT: Permanently closed. (3-7)
TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&E by appointment; 80/87 oct fuel. (4-9)
WICHITA-RADIO: PPI approach not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Construction on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip to rnwy 19. Obstruction mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. (4-17)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for n N/S operations. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quads. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)
WICHITA-KEN-MAR ARPT: Until about June 28, const on W half of N/S rnwy. (5-24)
KENTUCKY: BOWLING GREEN-RADIO: LFR has hvy multiples NE and NW courses, 30 mi from stn. (5-9)
CORBIN-RADIO: VAR N visual course has moderate roughness 3 - 6 n mi and S course 2 - 3 n mi from stn. (9-14)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vicinity.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld; 040°,4.4 n mi.(4-19)
LEXINGTON-RADIO: VOR out ovof tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
★LONDON-RADIO: May 20, H fac cmsnd. Freq: 263 kc. Ident: LOZ. Lctd at lat.37-05-25, long. 84-04-30. Class: BMH. (5-20)
LOUISVILLE-RADIO: VOR 45° clockwise thru 100° out of tolerance beyond 10 mi. (5-29)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: ILS glide slope relctd and MM will resume opern about June 17. Glide slope freq: 335 mc; lctd 1170' from S end N/S rnwy and 400' E of centerline; MM lctd 3500' from S end of N/S rnwy. Lat 38-09-25, long. 85-44-28. (5-10) About July 1, radar departure ctl will be cmsnd. (5-31) FLD: On or about June 17, a 3000" hi-intensity apch lgtg system avail as either configuration A or B serving rnwy 1 will be cmsnd. (5-10) Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Apch lgt system shut down for rnwy extension. Const equip on fld. Caution advised.
PADUCAH-RADIO: VOR has moderate bends in NE quad. (2-12)
**PADUCAH-BARKLEY ARPT: 583' (1046'MSL) lgtd twr erected 6.5 n mi E (101°T) at lat 37-02-55, long. 88-38-36. (5-31)
YORK-RADIO: VOR has moderate bends 4 - 8 n mi from stn at min en route instr alt from 50°-230° and from 300°-350°. DME coverage 35 n mi at 2500'MSL. (5-14)
LOUISIANA: **ALEXANDRIA-MYERS ARPT # 2: New arpt: type "P"; 31-22-48N, 92-34-20W located 9 mi NW; elev: 75'; 1 rnwy (N/S) 3000'x100'; minor A&E; 80 oct fuel; remarks p-line S. (9-20)
BATON ROUGE-RYAN FLD: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: Caution - obstn lgtd towers being erected 1800' from N end of N/S rnwy. (4-4)
LAKE CHARLES-RADIO: May 20, VOR shut down until approx June 20. During shutdown flgts authorized to use LCH LFR in lieu VOR. Ints and alts as charted. (4-18)
**LAKE CHARLES-McFILLEN AIRPARK: New arpt: Type "P"; lat 30-07, long. 93-10; lctd 4.0 S; elev 17'; 1 rnwy (N/S - 2600' - sod); minor A&E; 80/87 oct fuel. (3-29)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000'MSL; V-18 N Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson, Miss. 1600'MSL; V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
**NEW IBERIA-IBERIA PARISH ARPT: Arpt clsd to all acft. All rnwys mrkd with white crosses. Arpt now owned by U.S. Navy. (2-13)
NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
WELSH ARPT: E/W rnwy clsd ngts. Bcn inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at min en route alt. About July 8, VOR will be shut down until approx July 26. (5-29)
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MEA. Roughness beyond 8 mi 360° clockwise to 060°. DME coverage 235°-260°, 35 n mi at 2500'. (3-15)
BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)

MAINE: BRUNSWICK-SPECIAL NOTICE: Effect. 0001, July 4, 1957, Caution Area (C-516) will be established in area bounded by following coordinates: Beginning at lat 43-42-10, long. 69-49-30; to lat 43-43-00, long. 69-49-00; lat 43-38-30, long. 69-46-00; lat 43-38-30, long. 69-49-30; to point of beginning. Altitude: Surface to 3000'. VFR conditions only. Activities Conducted: Aerial Minelaying. Time of Use. Continuous. Using Agency: Commander Fleet Air Detachment, Brunswick, Me. (4-9&10)

**EAST BALDWIN-BALDWIN ARPT: Abandoned - land reverted to agriculture. (3-22)

HOULTON ARPT: Rnwy 1-19 clsd to ngt operns due difficulties with ctc lgts. Few scattered rnwy lgts inop on rnwy 5-23. (5-10)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag course. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)

PHILLIPS-PLEASANT VALLEY FARMS: Caution - 300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. 20' enbankment 200' from approach end rnwy 33 marked by obstruction lgt 250' from apch end and in line with southerly edge edge rnwy 33. New rnwy 11-29 under const. (5-29)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at min instr alt. Flyable bends beyond 17 n mi between 80°-120° and 180°-210°. (9-19) About July 15, VOR will be shut down until approx Aug 2 - modification. (6-7)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at min instr alt.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at min en route instr alt.

**BALTIMORE-MARTIN ARPT: Rnwy flood lgts on prior request have been discontd. (3-20) Construction - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. Two-way rdo required. (3-20) Rnwy 4-22 closed - ditching thru rnwy. 1000' apch end rnwy 32 clsd - rnwy being extended and taxiway added. (5-7)

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; Elev: 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct. Unicom (122.8 mc); 1 rnwy (NW/SE) 2500' x 100'.

CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes in conjunction with apch lgt evaluating program for approx 90 days. Lclzr freq: 110.1 mc. Idnet: XCS. Glide slope freq: 334.4 mc. LMM freq: 245 kc., ident: CS. LOM freq: 303 kc. Ident: XC. Lclzr lctd 850' from W end of E/W rnwy; glide slope lctd 350' from centerline and 725' from apch end E/W rnwy 28 with antenna mast 35' high obstn lgtd. LMM lctd 3400' from apch end of E/W rnwy; OM lctd 6.34 mi from apch end E/W rnwy. (1-25)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MEA. Lgt flag activity approx 2 mi from stn from 100° to 160° and from 220° to 320°. (1-5) May 10, VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil. acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy marked to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Caution - const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; Elev: 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct. 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on Arwy V-1 to the NE at lower alts. (3-19)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; Elev: 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct. 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; Elev: 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks: - rdo rcvr only. (5-16)

BOSTON-SPECIAL NOTICE: Air Force approach control "VOLSCAN" equip. will be evaluated from May 20 - 29, during hrs 1200-1600. Tests will be conducted under VFR conditions at all times and will involve from one to ten acft including jet and transport types. Operns will be concentrated in area E of Logan Arpt in Massachusetts Bay. (4-25)

BOSTON-RADIO: VOR coverage 26 n mi at min en route alt in all azimuths.

BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: all acft with speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (4-2) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use marked hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicated width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or landing over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylight hours. Const of highway near apch ends of rnwys 13 and 15. (2-6)

*CHESTER-RADIO: June 6, VOR cmsnd. Freq: 108.6 mc. Ident: CTR. Lctd at lat 42-17-29, long. 72-57-00. Elev: 1603' MSL. Monitoring category (1) and controlled from Windsor Locks, Conn. Var.: 14° W. Class; BVOR. (6-6)

CHICOPEE FALLS-WESTOVER AFB-RADIO: VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)

COTUIT: Restricted Area (R-79) to be used day and night only when ceiling 2000' and visibility 3 miles or better. Effective 0001 local time July 1, 1957 to 2400 local time Oct. 1, 1957. (6-7)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas durg daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15)

MARTHA'S VINEYARD-RADIO: About June 30, H fac will be shut down for relctn to lat 41-25-47, long. 70-34-15; 3.15 s mi on bearing 237° to NE end of rnwy 24 at Martha's Vineyard Arpt. (6-7)

MARTHA'S VINEYARD ARPT: 640' lgtd twr being erected 7.8-n mi WSW. Hgt on completion 670' MSL. (5-31)

NANTUCKET-MEMORIAL ARPT: Two flashing hi-intensity apch lgts lctd near bgng rnwy 24 converted to exper operation - not to be used by civil acft. (5-22) No storage, service avail. until about July 1. (5-31)

**NEWBURYPORT-PLUM ISLAND ARPT: On or about June 15, 24" clear 12 rpm bcn and clear course lgts flashing ...- (three dots and a dash), bcn also known as Site #3, BOS-CAR Arwy, will be perm discontinued. (6-3)

ORANGE ARPT: Clsd 1:00 pm to 6:00 pm June 16, July 21, Aug 18, Sept. 15, and Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn durg clsd period. (5-22)

WESTFIELD-RADIO: About June 11, LFR will be shut down until approx June 25. Class will be: SBMRLZ. The SE course will be realigned from 302° to 293°. (4-12)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (3-29) On June 15, work will begin on erecting 126' high (1056' MSL) water twr at 42-18N, 85-14W (on fld) - twr will be mrkd, painted and lgtd. (5-6)

BAY CITY-CLEMENTS ARPT: 260' (846' MSL) water twr & 350' (936' MSL) chimney being erected 6.9 n mi NNE (24°T) at lat 43-38, long. 83-50 and being completed approx Nov 1. Both lighted. (4-18)

BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy construction. Old N/S strip on E side usable. (10-1)

MICHIGAN: BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for night operns. (9-28) Exten ramp paving from term area to W side of N/S rnwy. Hvy machinery in area. Area mrkd flare pots nights. Taxi with caution. (5-8)
BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft durg spring thaw. (3-15)
CADILLAC ARPT: About June 20, 210'(1720'MSL) lgtd twr will be erected 8.5 n mi WNW (296°T) at lat 44-19-32, long. 85-34-54. (5-27)
CAMP LUCAS-SPECIAL NOTICE: May 9 to October 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Mich. (5-8)
CARLETON-RADIO: DME coverage at minimum en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
DETROIT-CITY ARPT: Dut to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end or rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25) Ramp const directly in front of main term bldg. Men and equip. on or adj to ramp. (2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. (3-11)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd night traffic sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc. 250'(1554'MSL) unlgtd reinforced concrete chimney being erected 6.5 n mi WNW(293°T) at lat 47-15-38, long. 93-39-10 & being completed approx July 15. (5-15) 213'(913'MSL) lgtd twr being erected 4.8 n mi N(11°T) at lat 42-58-38, long. 85-38-02. (6-1)
GREENVILLE ARPT: Clsd for const until approx July 17. (4-18)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs, carrying power line across Portage Lake under const. (9-16)
IONIA COUNTY ARPT: 319'(1181'MSL) lgtd antenna being erected 5 n mi SW(232°T) at lat 42-53-08, lon. 85-09-12. (4-22)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution-apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16)
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29)
MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to night flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
NEWPORT-MARSHALL ARPT: March 11, 77'(659'MSL) reactor containment vessel & 182' lgtd derrick being erected 1.8 n mi ENE(85°T) at lat 41-57-36, long. 83-15-30.
NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru October 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long 86-35; lat 45-50, long 86-12; lat 45-17, long. 85-46. Max ceiling 35,000'MSL. Firing bi-weekly Wednesday or Thursday

MICHIGAN: daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.
PONTIAC MUN ARPT: Const W of fld. (8-21) 34'high power line being erected approx 500' S.
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PORT HURON-ST. CLAIR COUNTY ARPT: 425'(1007'MSL) smokestack & 215'(797'MSL) bldg being erected 9 n mi SSE(169°T) at lat 42-46-52, long. 82-28-20, lgtd. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
ST. IGNACE-MACKINAC CO. ARPT: E/W rnwy clsd due const. Caution on N/S rnwy.
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
SAULT STE MARIE-KINROSS AFB-RADIO: Effect. May 1, ILS glide slope and lclzr inop 0700-1800 daily xcpt Sun. (4-23) June 1 to August 1 glide slope and lclzr inop. (5-10)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
**ALEXANDRIA ARPT: 91 and 100 octane gas discontinued. (4-30)
AUSTIN ARPT: 150' (1362'MSL) church bldg being erected approx 3000' WSW. Completion date April, 1958. Not mrkd, painted or lighted. (2-1)
BRAINERD ARPT: N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days. About June 25, 805'(2049'MSL) lgtd twr will be erected 4.8 n mi SE(135°T) at lat 46-47-20, long. 92-06-51. (5-27)
✱EVELETH-RADIO: June 10, State owned TVOR cmsnd. (Data too late for ANRA page.) TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: About July 5, PAR will be shut down until approx Sept. 1. (5-23) Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylight use only. (1-25)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at min en route alt. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontinued-has been converted to 60' taxiway. Rnwy 17 clsd night lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or night.
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
ST. PAUL-LAKE ELMO ARPT: About June 12, four 306'(1320'MSL) lgtd twrs will be erected 3.1 n mi SSE(166°T) at lat 44-56-38, long. 92-55-52. (5-20)
TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip, 1045'MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)
**WHITE BEAR LAKE-NORTHPORT ARPT: New arpt Type "P", 45-05N, 95-57W; 4 mi E; elev 1022'; 2 rnwys; longest rnwy & facs 21-S3; 80/87 octane fuel; remarks - P-line N.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: ** BILOXI-ART'S ARPT: Formerly carried as Rogers. (4-25)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: April 8, VOR shut down until approx June 14. (6-5) Durg shutdown, V-9 MEM-JAN MEA 5000'. V9E MEM-GRW & V9W GRW-JAN unusable. (2-8) Freq 3023.5 kc unreliable due to excessive interference. (6-5)
GULFPORT ARPT: USAF GCA trng Mon-Sat. Letdown to 100' min over N/S rnwy. No lndgs. 30 mi pat. in use. 3 acft in pat, one over rnwy every 4 mins. All tfc left; alt. 1000'. (6-20) Exten jet lndg and take-off rnwy 14-32, unless strong cross winds involved. (10-30) Caution - first 200' rnwy 32 and final 600' of final apch rnwy 32 not visible from tower. (6-5)
**INDIANOLA-VALLEY FLYING SERVICE ARPT: Formerly carried as Indianola. Type "P"; elev 120'; attended 0800-1700 xcpt week-ends. (10-24)
JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)

MISSISSIPPI: McCOMB-PIKE CO. 8C, MSY-STL ARPT: 356' (749' MSL) lgtd twr being erected 14.9 n mi E (92°T) at lat 31-14-30, long. 90-11-30. (4-24) NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution - all rnwys and Ints based on Birmingham and MeridianVORs are not usable for navigational purposes until the stns are cmsnd. (4-18)
MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope shut down until approx Aug 29. (5-1)
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15)
RIPLEY ARPT: Clsd - construction. (5-16)
UNIVERSITY-OXFORD ARPT: New arpt reported: Type "L"; 34-23N, 89-33W; lctd 1 mi N; elev 445'; 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. Caution - men and equip on fld. No service avail. Telephone service on fld. (5-14)
MISSOURI: BELTON-LAMAR ARPT: 403' (1333' MSL) lgtd twr being erected 9.2 n mi SE (153°T) at lat 38-37-20, long. 94-30-30. (4-22)
BUTLER-RADIO: About June 24, VOR will be shut down until approx July 22-modernization.
CLINTON-SPORTSMAN'S ARPK: 250' (1007' MSL) lgtd chimney being erected 9 n mi SW (239°T) at lat 38-18-42, long. 93-55-59. (4-5)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: 38-08N, 90-33W; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS glide slope shut down until approx June 24 - all other components remain in opern. (5-24)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable xcpt for right side opern. (5-10)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23)
263' (1273' MSL) lgtd twr being erected 9 n mi SE (140°T) at lat 39-00-40, long. 94-28-00.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2) 383' (1238' MSL) lgtd twr being erected 9.5 n mi SE (153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE (159°T) at lat 39-10-27, long. 93-54-55. S twr (998' MSL), Middle twr (972' MSL) and N twr (858' MSL). S twr only, lgtd.
MACON-RADIO: About July 4, VOR will be cmsnd. Freq: 112.9 mc. Ident: MCM. Lctd: lat 39-39-16, long. 92-28-54. Monitoring category (3). Class: VORW. Controlled from ATCS Kirksville. (6-5)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
MARCELINE ARPT: 303' (1048' MSL) lgtd twr being erected 5.8 n mi SSW (220°T) at lat 39-39-40, long. 93-02-05. (4-24)
MARSHALL MEM'L ARPT: 343' (1023' MSL) lgtd twr being erected 20 n mi NW (321°T) at lat 39-21-25, long. 93-29-00. (4-24)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
**POPLAR BLUFF-FIELDS MEM'L ARPT: Type changed to "L". Unattended during daylgt hrs - fuel and service unavail. (5-6)
ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST JOSEPH-ROSECRANS ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)

MISSOURI: ST JOSEPH-ROSECRANS MEM'L ARPT: N/S instrument rnwy clsd for major const. 1600' NE portion of NE/SW rnwy clsd and neon apch lgts lctd on inbound heading to rnwy 35 removed from service. Const areas flagged and lgtd day and night - caution. (5-9)
ST LOUIS-LAMBERT FLD-TOWER: Soon, VHF/DF will be cmsnd using the following freqs: 118.3, 119.5, 121.5, 122.5, 126.18, 120.3, 126.7, 135.9 mc. (5-23) FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50 high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/8 mi E. (2-1)
ST LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)
ST LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: June 23, July 7 & 26, Aug 4 & 18, Sept 8 & 22, Oct 6 & 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
ST LOUIS-WEISS ARPT: 350' (769' MSL) lgtd stack being erected 9.5 n mi SE (145°T) at lat 38-24-08, long. 90-20-10. (3-20)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
WARRENSBURG-SKY HAVEN ARPT: 1290' MSL lgtd twr erected 13.3 n mi NNE (28°T) at lat 38-59-27, long. 93-40-30. (2-18)
MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8)
BOZEMAN-RADIO: About June 11, VOR/DME will be shut down until approx June 28. During this period the following arwys will be unusable. V2 Helena-Livingston and V86 Whitehall-Bozeman. (6-8)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35n mi at 11,000'.
BUTTE ARPT: About June 20, aerial spray operns conducted from arpt until about July 12. From 0400-0900, calm wind tfc: tk-off, rnwy 11; lndg, rnwy 33. After 0900 or other wind conditions, normal tfc pat.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-SPECIAL NOTICE: Effective June 17-29, 1957, Temporary Controlled Firing Area will be estab in following described area: bounded on N by lat 46-30-00; E by long. 112-52-00; S by lat 46-20-00; W by long. 113-00-00. Designated altitude: Surface to 16,000 ft MSL. Activities conducted: Artillery firing, 105 and 155 mm Howitzer and 76 mm guns. Controlling Agency: Montana National Guard. (5-22)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheels. (5-28)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operating as H fac. (4-9)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.
MISSOULA-CO. ARPT: Taxi strip between rnwys 27 & 29 clsd to acft over 25,000 lbs gross wt.
MULLAN PASS-RADIO: About July 1, VOR/DME will be shut down until approx July 29. Durg this period follow. arwys will be effect: V-2 GEG to MSO, V 120 MLP to GTF unusable. Wellpinit & Charlo VHF Int will be usable. (6-11)

MONTANA: ST. IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,000';360°-47°, 30 n mi at 11,000';47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000';118°-164°, 17 n mi at 11,500';164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000';277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway closed.
*NORFOLK-RADIO: MH fac operg on 290 kcs. Ident: OFK. Voice feature avail. 0600-2300. Rcvs 3023.5 kcs. (5-29)
OMAHA ARPT: 583'(1746'MSL) lgtd twr being erected 3.9 n mi SW(225°T) at lat 41-15-30, long. 95-57-04. (3-15) Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip crosses rnwys, taxi strips. Ctn.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hours, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi; 125°-170°, 17 n mi;170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in windrow high along W edge of rnwy 12-30.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 300 n mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000';160°-240°, 43 n mi at 10,000'; 240°-5°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000';130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35°, & 45,-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000';110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'. About June 17, VOR/DME will be shut down until approx. July 15. During this period the following V-arwys will be unusable: V-200 Sutter Buttes Int-RNO, V6 Tahoe Int-LOL V6N AUN Int-RNO, V28, V113, V150 West Point Int-RNO. (5-22)
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000';50°-80°,30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on airway radials only. (12-14) About June 28, VOR will be shut down until approx July 5- corrections to antenna system. During this period the following arwys will be affected: V6 EKO-LCU, V32N EKO-BVL unusable.
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: Terrain causes roughness in NW quad VOR. DME coverage 315°-325°, 35 n mi at 5000';350°-010°, 35 n mi at 5000';010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500';100°-120°, 26 n mi at 2000'.
**CONCORD ARPT: Hi-intensity lgts installed rnwy 17-35. Work in progress on arpt removing old taxi strips. Trucks mrkd by orange and white flags moving along & crossing rnwys. Duration of work expected to last thru June. Rnwy lgts on rnwy 12-30 inop. (5-10)
HINSDALE-BRATTLEBORO ARPT: Closed. (5-3)
KEENE-DILLANT-HOPKINS ARPT: Caution- const of 500' extension S end rnwy 02-20. Use rnwy 14-32 whenever possible. (5-20) 666'(1626'MSL) lgtd twr being erected 10.7 n mi SSW(221°T) at lat 42-45-35, long. 72-26-01. (4-30)
NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs- spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green rng lgts are set so

touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Closed - construction. (4-2)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N.J. (5-3)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Field closed during these operations. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)
*CALDWELL-RADIO: Opers. trans 122.2 mc & rcvr 122.1 mc. (6-3) (This corrects Airguide Vol 12 - No. 6). VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at min en route alt. DME coverage 60°-270°, 26 n mi at 2500';270°-330°, 17 n mi at 4000';330°-60°, 26 n mi at 3000'. (12-29) VOR has moderate roughness all quads. (2-16)
*COLT'S NECK-RADIO: Opers. trans 122.2 mc & rcvr 122.1 mc. (6-3) (This corrects Airguide Vol 12 - No. 6).
MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
*NEWARK-RADIO: Opers. trans 122.2 mc & rcvr 122.1 mc. (6-3) (This corrects Airguide Vol 12, No. 6). LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses. About Aug 1, LFR freq will be changed to 279 kc. (5-24)
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd- use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pattern.
STILLWATER-RADIO: May 10, VOR monitor, category temp changed to (3). (5-10)
TETERBORO ARPT: Open ditches parallel to runway 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject marsh conditions. Use rnwys ways only. Extreme caution taxiing to and from runway 24 to approach end. Open ditch parallel to runway 6-24 E side N of intersection. NW/SE taxiway designated as runway 14-32 for civil and military aircraft of gross rated take-off weight under 9,000 lbs. Runway 32 closed for take-offs, runway 14 closed for landings. Runway 14-32 available nights only on special request. Equipment on field - days. Construction adjacent to all paved surfaces. Helicopter landing area now lctd 50' E of W taxiway opposite control tower. Closed to jet propelled aircraft except with prior permission of airport manager. (3-11)
TRENTON-RADIO: TVOR usable distance 026°, 096°, 228°, 230° and 344° radials 17 nautical miles at minimum instrument altitudes, other azimuths 4 to 17 nautical miles with moderate to severe roughness. (10-18)
TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx. July 1. FLD: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch ctl before entering this zone. Civil freq 126.18 mc. Caution-exten jet operns during VFR and IFR wea up to 20,000. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)
ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lczr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
** COLUMBUS, 34,PHX-ELP ARPT: Sale of aviation fuel perm discontinued. (3-27)
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
** LAS CRUCES-COLLEGE ARPT: (PC) prefix. Type "L"; 32-17N, 106-45W; lctd 3 mi SE; elev 3900'; 2 rnwys - 0-18(4000' x 60' asphalt),4-22(3200' x 60' dirt); 80 oct fuel. (6-6)
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: May 16, VOR shut down until approx June 13 - modernization. Durg shut down, the following arwys will be affected: V12 ABQ-ACH MEA 12,000'; V83 SAF-CNX MEA 10,000'; V60 OTO-San Jose Int unusable; V60S ABQ-OTO unusable. (5-16)
PINON-RADIO: About June 21, VOR will be cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd: lat 32-31-44,long. 105-18-20. Elev: 6578' MSL. Class: VORW. (4-18)
ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)
NEW YORK: BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at min en route alt. (7-6)
**BUFFALO ARPT: N/S rnwy (18-36) abandoned and clsd for all tfc xcpt taxiing. There will be no further use of this strip as a rnwy. (4-4)
CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)
DE LANCEY-RADIO: Mar 14, VOR operg test basis. Freq: 110.2 mc. Ident: DNY. Lctd lat 42-10-40, long. 74-57-27. Soon, VOR will be cmsnd. Elev: 2560' MSL. Monitoring category (1), controlled from Binghamton. Var: 11°W. Class: BVOR. (5-7)
DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)
ELMIRA-RADIO: VOR has scalloping all quads. (3-14)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontd. Rnwy avail for emerg. use - no snow removal. (11-29)
**HAUPPAGE-SMITHTOWN AVIATION COUNTRY CLUB ARPT: Permanently closed. (5-10)
HEMPSTEAD-RADIO: In Sept, LFR will be shut down - modernization. (4-25)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MEA. (9-21) May 10, VOR monitor. category temp changed to (3). (5-10)
★IDLEWILD-RADIO: Opers. trans 122.2 mc and rcvr 122.1 mc. (6-3) (This corrects Airguide Vol 12 - No 6) VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at min en route alt. May 29, control of VOR and voice transmissions transferred from Idlewild Twr to ATCS. Scheduled wea bdcasts will be made by Idlewild using "New York Area Radio". Class: BVOR -DTXV. (5-29)
★ISLIP-MacARTHUR FLD-TOWER: May 29, ILS glide slope angle 2.7°. Alt over MM 310'; over OM 1655'. (5-29)
** ITHACA-TOMPKINS CO. ARPT: Formerly carried as Cornell University. Now an airline stop. (10-1) Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equipment along side and on rnwy until about Sept.1, Mon thru Sat between 0800-1700 EDT. Acft to ctc MOH 129.7-130. OME or ELM twr or ELM rdo for lndg instructions. (6-4)
**JAMESTOWN ARPT: N/S rnwy perm clsd. Rnwy 7-25 clsd to all tfc due major rehabilitation project until about Aug. 15. Arpt open for lgt plane activity during daylgt hrs only

NEW YORK: Lgt acft use rnwy 12-30 - length 2700'. (5-17)
LAKE PLACID: Not a seaplane base. Do not land thereon.
LIDO-RADIO: About June 28, MHW will be cmsnd. Freq: 239 Kc. Ident: LDO. Lctd lat 40-35-34, long. 73-35-34. (5-24)
MASSENA-RADIO: VOR radials 82°-230° have bends.
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.
** NEW YORK-HELIPORT #1,PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float and skid type helicopters. (2-7)
NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About June 17, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. Alt over MM 240' MSL; OM 1500' MSL. About June 28, twr freq 239 kc will be decmsnd. (5-22) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10)
★NEW YORK-LA GUARDIA-RADIO: Opers. trans 122.2 & rcvr 122.1 mc. (6-3) (This corrects Airguide Vol 12 - No. 6)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail. for twr contacts. FLD: Clsd to jet propelled acft, mortorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and tk-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd -flag days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. (9-28) Soon left-hand row apch lgtg system serving rnwy 4 will be decmsnd. Simultaneously national standard centerline apch lgtg system, configuration "A", 3000' long will be cmsnd. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at the apch end of rnwy 22 at a distance of 25'. (3-22) Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day lgtd at ngt. (4-17)

NEW YORK: NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No neg flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-23)
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)
NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)
OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)
PLATTSBURGH-RADIO: VOR radials 260°-280°, usable dist 35 n mi at min en route instr alt. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo-equipped acft will not entre Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo-equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
RIVERHEAD-RADIO: May 14, VOR mobile unit operg test basis. Freq: 116.2 mc. Lctd at lat 40-53-44, long. 72-54-41.
ROCHESTER-MONROE CO. ARPT: Due to non visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270°, below 6500'; 270°-284°, below 6000'; 284°-315°, below 5000'; 315°-360°, below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. (5-17)
**SKANEATELES-SKAN-AIR-PARK: New arpt; Type "P"; 42-52N, 76-23W; lctd 2 mi E; Elev: 960'. 1 rnwy (E/W) 2000' x 60' turf; minor A&E; 80 oct fuel. (6-26)
SPITFIRE LAKE: Closed seaplane operns - xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at min en route alt.
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°. June 3, LFR shut down until approx June 14 - repairs. (6-2)
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Light acft operg in vcnty of Marcy durg daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at min en route alt. (7-1)
WESTHAMPTON BEACH-SUFFOLK CO AFB-RADIO: USAF rdo bcn unreliable W quad beyond 20 mi. (3-22)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMKATING ARPT: Glider and soaring operns being conducted durg daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: **BLACK MOUNTAIN ARPT: Abandoned. (5-7)
CAROLINA BEACH-RADIO: About July 1, HHW fac will be cmsnd. Freq: 216 kc. Lctd at lat 34-06-22, long. 77-57-42. (6-6)
CHARLOTTE-RADIO: About June 24, LF rng freq 212 kc will be changed to 284 kc. (6-10)
CHARLOTTE-DOUGLAS ARPT: All acft operg in and out of arpt rqrd to have operg trans & rcvr on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office.
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
COFIELD-RADIO: VOR radials 250° thru 275° out of tolerance - roughness and bends.
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Sept 26 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (6-4)
**FT. FISHER ARPT: Abandoned. (3-26)

NORTH CAROLINA: GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 040°-050°, 310°-005° out of tolerance due to excessive roughness and bends.
HICKORY-RADIO: VOR radials 270° thru 285° and 150° thru 160° out of tolerance acct roughness and bends. (4-12)
**KANNAPOLIS ARPT: Abandoned. (5-1)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)
LAURINBURG-MAXTON ARPT: New arpt reported. Lctn 3.5 n mi NNW; elev: 220'; number of rnwys: 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)
**LUMBERTON ARPT: 320' AGL lgtd twr erected 15.5 n mi WNW (301°T) at lat 34-44-44, long. 79-20-30. (6-5)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (3-13)
RALIEGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
SALISBURY ARPT: Bndry lgts inop. (2-16)
WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (4-9) 300' lgtd twr being erected 10 n mi S (196°T) at lat 34-06-22, long. 77-57-42. (5-24)
NORTH DAKOTA: ASHLEY ARPT: Two 200' (2424' MSL) lgtd twrs being erected 18 n mi E (88°T) at lat 46-02, long. 98-54. (5-6)
BISBEE-LYSTER ARPT: Two 200' (2018' MSL) lgtd twrs being erected 10.4 n mi SSW (221°T) at lat 48-30-15, long. 99-33-15. (5-6)
DRAKE ARPT: Two 200' (2496' MSL) lgtd twrs being erected 17.1 n mi WSW (246°T) at lat 47-49, long. 100-46. (5-6)
FARGO-RADIO: Victor 2 N arwy radial 104° has scalloping in excess of 2°. (2-28)
FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and take-off. (6-4)
**JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE (162°T) at lat 46-52, long. 98-39 and being completed approx Sept. 1957. (4-15) 260' (2200' MSL) twr erected 23.5 n mi WSW (262° T) at lat 46-53-04, long. 99-14-47. (6-3) 200' (1680' MSL) lgtd twr erected 7 n mi ENE (82°T) at lat 46-56-12, long. 98-30-37. (6-4)
LINTON ARPT: 200' (2330' MSL) lgtd twr being erected 6.8 n mi S (201°T) at lat 46-06, long. 100-18. (5-6)
PAGE-HARTLEY ARPT: Two 200' (1481' MSL) lgtd twrs being erected 2.3 n mi ESE (123°T) at lat 47-08, long. 97-30. (5-6)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
WILLISTON-SLOULIN ARPT: Caution - const. Portions of rnwy 11-29 and taxi strips clsd at times - mrkd days and lgtd ngts. (5-14)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope unusable from MM to apch end rnwy 36 - acct roughness and inadequate clearance. (4-29) About June 17, ILS lclzr and glide slope will be shut down until approx June 27. (5-22) FLD: Non-ctld area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U. S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev: 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

OHIO: CINCINNATI-RADIO: VOR has lgt to moderate interference 360°-60° from stn to 52 n mi at MIN. (2-23) DME 60°-150°, 35 n mi at MEA. (1-14)
CINCINNATI-GREATER CINCINNATI ARPT-TOWER: About July 6, rcvr 122.7 mc will be
**cmsnd & rcvr 122.5mc will be decmsnd. FLD: 230'(1007'MSL) lgt Microwave Repeater Station erected 10 n mi W(281°T) at lat 39-05-27, long. 84-53-07. (5-27) Due to non-visibility twr unable to ctl single eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) FLD: 2-way rado capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiways reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (3-6)
CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)
CLEVELAND-LAKEFRONT SEAPLANE BASE: Clsd for season. (10-19)
COLUMBUS-RADIO: About Aug 1, the Newark FM will be decmsnd; concurrently E course of LF rng will be realigned to 277°. (6-7)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4.
DAYTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 90° clockwise to 240°-interference. DME coverage 150°-220°, 30 n mi at 2400'. New Dayton VOR, freq 115.0 mc Ident: DAY, lctd lat 40-00-59, long. 84-23-50, operg test basis only. (5-23)
DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End pavement rnwy 24 mrkd by row of red flags for daylgt opern. Rnwy 6-24 clsd 0700-1800E Mon-Fri xcpt during instrument wea. (5-21)
DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MEA.
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to (3). (5-10)
LEBANON-J & J ARPT: Type "P"; lat 39-27, long 84-15; lctd 3 mi NW; elev 880'; 1 rnwy; 2100' turf; 80 oct gas; remarks -P-line S. Rgt tfc lndg and tk-off N. Soft during spring thaw. (4-17)
MANSFIELD-RADIO: VOR has excessive roughness and course displacement (max 7°) 3 to

OHIO: roughness and bends on Victor 5, 204° radial; and on Victor 92, 310° radial. Establish over station position by positive To-From indication. (1-17)
MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15)
MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54 long. 84-26-52. Class: MHW(6-6)
PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)
PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)
PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4)
PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600 ft new gravel 18 ft wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)
★SIDNEY-RADIO: VOR operg test-basis. Freq: 108.2 mc. Ident: SIE. Lctd lat 40-17-15, long 84-02-35. (5-23) Class: VORW.
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
**TILTONSVILLE-SCOTT ARPT: Code beacon decommissioned. (6-3)
★TIVERTON-RADIO: May 14, VOR operg test basis. Freq: 110.2 mc. Ident: TVT. Lctd: at lat 40-27-30, long. 82-07-42. Class: VORW. (5-14)
TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at min en route alt. DME coverage 260° - 280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. VOR radials have moderate flyable bends beyond 15 mi. (2-15)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500' (3-25) UHF/DF unreliable below 3,000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
ZANESVILLE ARPT: Caution - const 1500' S of tetrahedron. (5-14)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
ARDMORE ARPT: KVSO-TV twr lctd 4.6 n mi N(5°T) at lat 34-22-29, long. 97-08-23, destroyed by Tornado, April 2. Replacement date has not been determined. (4-5)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy closed - due const. Caution - equip. on fld. (10-31)
HOBART ARPT: Rnwy lgts inop. (5-20)
**HUGO-WEDDINGTON ARPT: CLOSED - unsafe, not maintained, cattle on fld. (4-4)
LAWTON-RADIO: VOR shut down until approx June 30. (5-30)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16)
NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)
**OKLAHOMA CITY-WILL ROGERS FLD: Rnwy 08-26 perm clsd. (4-24)Excavation of a ditch with obstn approx 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt. (2-3)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous -deep holes.
TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20)

OKLAHOMA: TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-off to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: June 23, July 7, 21; Aug 4, 18; September 15, 29. (3-14)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Aug 3 for resurfacing existing portion and new const 1500' ext. Work in progress and excavations along E edge, taxiway 12, hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (6-4)

**GATES-DAVIS ARPT: Abandoned. (3-15)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pat when arpt tfc is NW or W, left pat when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° & 347° radials at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.

NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (3-7) Rnwy lgts prior req W side of N half of rnwys. (6-4)

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist limited in the signal shadow areas imposed by intervening high terrain.

PORTLAND INTNL ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equipment on fld. (5-2)

SILVER LAKE ARPT: New arpt reported: lat 34-07, long. 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy, 3200' gravel; remarks - Ctn - fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P June 23, July 21, Aug 18 and Sept 29 - caution. (4-10)

WARRENTON-SPECIAL NOTICE: Effect June 15-29, 1957, a Temporary Controlled Firing Area will be estab within following described area: bounded on N by lat 46-10-04; E by lng 123-55-45; S by lat 46-01-00; W by long. 124-20-00. Designated altitude: Surface to 20,000 ft MSL. Time of use: 0800-1700 daily. Activities conducted: Drone operns, AAA firing (40 mm AW & 40 Cal MG). Controlling agency: Oregon National Guard, Camp Clatsop.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at min instr alt. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)

PENNSYLVANIA: BEAVER FALLS-BEAVER COUNTY ARPT: Caution - N/S rnwy clsd - grading and construction in progress in areas adj to rnwy. Equipment occasionally crosses rnwy. Areas mrkd. (12-27)

BRADFORD-RADIO: About July 1, ATCS will be cmsnd. Trans freq: 122.2, 126.7, 121.5, 255.4, 243.0, 135.0, 135.9 mc; rcvg 121.5, 122.1, 126.7, 255.4, 243.0, 135.9 mc; 3023.5 kc. Will control VOR and H fac. Class: BVOR -DTV and BMH. (5-31)

BRISTOL-3M ARPT: Caution - const equip on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 n mi to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E long. 77-47-00; W long. 77-49-00.

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ERIE-RADIO: VOR usable dist 35 n mi V-37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MEA. DME coverage 35 n mi at MIN.

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)

**GALETON-CHERRY SPRINGS ARPT: Permanently closed. (3-26)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR has flyable bends 85°-125° beyond 11 n mi; 310°-330° beyond 35 n mi. VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at min en route alt. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5000'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

JOHNSTOWN-RADIO: VOR has intermittent interference from undisclosed source in vcnty Pittsburgh. (11-4)

LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail while const in progress. (2-27)

LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd indefinitely. (3-15)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

PHILADELPHIA INTNL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the airport and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the mi missed apch procedure for this fld. (10-24)

PHILADELPHIA INTNL ARPT-TOWER: About June 17, ASR-2 will be shut down until approx July 29 - reletn. (5-14) FLD: Rnwy 12-30 perm decmsnd and clsd - avail for taxi only. Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway btwn rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

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PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)

**PHILADELPHIA-WINGS ARPT: Lctd 12 mi NW. (formerly carried under Ambler) (4-19)

PHILIPSBURG-RADIO: About July 1, VOR will be shut down until approx July 6. (5-29)

PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hr opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20)

PENNSYLVANIA: PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH(RIVER) -RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 300' MSL 80° clockwise to 115°. Moderate roughness in E quad. (10-24)
PUNXUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy-soft spots. Area flagged. (5-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at min en route alt. DME coverage 5°-100° 35 n mi at 4000';100°-120°, 26 n mi at 4000';120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000';305°-335°, 35 n mi at 4000';335°-005°, 26 n mi at 4000'. About July 1, ATCS will be decmsnd and Williamsport ATCS will control VOR and H fac. (6-3)
SLATINGTON ARPT: Arpt reported: 40-46N, 75-36W;lctd 1 mi N; 80 oct gas; remarks-limited facs. (5-3)
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MEA.
TITUSVILLE ARPT: S third rnwy soft, field rough. (12-14)
WASHINGTON ARPT: Closed due construction until about September 1. (4-2)
WILKINSBURG-PITTSBURGH ARPT: Closed - heavy equipment on rnwy and field. (4-1)
★YARDLEY-RADIO: May 2, VOR operg on test-basis. Freq: 108.8mc. Ident: ARD. Lctd lat 40-15-11, long. 74-54-31. (5-3) Class: VORW.
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution-exten const- turf areas closed. Jet and transient military practice operations prohibited. (5-20)
★QUONSET POINT NAS-RADIO: Navy VOR cmsnd. Freq: 112.5mc. Ident: NCO. Lctd: lat 41-33-17, long. 71-21-55. Bear., & dist to fld: 335°, 2.8 n mi. Class: BVOR. Var: 14°W.
SOUTH CAROLINA: ★BEAUFORT MCAAS-RADIO: Navy H fac cmsnd. Freq: 212kc. Ident: NBC. Lctd: lat 32-28-18, long. 80-42-52. Var: 0°. Oper cont. Class: HW. (5-22)
CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR operg test-basis. During test opern the following temp flgt opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000';V-18 AGS to North Int 3000';V-18 North Int to CHS-LFR direct 5000';V-53 CHS-LFR to CAE Int direct 4000'. V3W SAV to CHS and V-3E CHS to FLO not usable. CAE Int temp designated AGS 070, CLT 185; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int FLO 183, MYR 236; Lake Moultrie Int FLO 198, MYR 247; following Int not usable: Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, and Kildare. (5-24)
CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21)
CHESTER ARPT: Drag races in progress every Saturday 1000-1800 E. At least one runway will be open for acft operations. (5-8)
COLUMBIA-RADIO: May 20, VOR shut down until approx June 17. During shutdown temp MEA's as follows: V-37 Richburg Int to CAE Int 4000';V37 CAE Int to SAV 6000';V-56 AGS to FLO 3000';V-53 Union Int. to CAE Int 4000'; V-56 N FLO to Blythewood Int 4000'; V-53 CAE Int to CHS-LFR direct 4000'; CAE Int Temp designated AGS-070 CLT 185; Blythewood Int FLO-270, CLT-185; North Int AGS 090, SAV 002 Flag MRA 5000'. Following Ints unusable: Burton, Adams Run. (5-29)
FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance-roughness and bends.
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
SOUTH CAROLINA:
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
**MYRTLE BEACH AFB/MUN ARPT: 2-way rdo required. (5-23)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnsy clsd to acft weighing more than 6 tons. 200' N end N/S rnwy closed to all operations. (5-8)
**BRITTON MUN ARPT: Longest rnwy 2400'. (8-8)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RELIANCE-FLETCHER ARPT: 711'(2883'MSL) lgtd twr being erected 6.2 n mi NNW(346°T) at lat 43-57-55, long. 99-36-11. (4-15)
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. LFR operg as homing fac. (5-8)
CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution- VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis. (4-25) About June 24, ILS LMM freq will be changed from 201 kc to 335 kc; LOM freq will be changed from 215 kc to 353 kc. (6-10)
MEMPHIS-RADIO: About June 27, Z marker will be shut down until approx July 4-modernization. (6-6)
MEMPHIS ARPT: Const in progress - men and equip. on field - caution. (5-9)
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEA's and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000';V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083, MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via VNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)
**NASHVILLE-BERRY FLD: 2-way rdo required. (5-17) Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy-use as a taxiway.
SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy field. (2-19)
TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ADDISON ARPT: Arpt reported: Type "L";longest rnwy 2000';remarks-work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°135° from 4 s mi out. (8-27)
AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL CENTER: About July 6, RAPCON will be cmsnd. Freqs: 119.1, 121.5, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 327.4, 335.8, 334.6, 363.8, 379.4mcs. Rcvg only: 3023 kc; 122.7 mc. (6-5) (11 June 57)

TEXAS: AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. Durg this period, ILS lndg minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green rng lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: Soon, ILS will be cmsnd. Lclzr freq: 109.5 mc, ident: BUJ. Glide slope freq: 332.6 mc. Apch bear.: 113°. LMM freq: 206 kc; ident: UJ. LOM freq: 236 kc; ident: BU. MM lctd 0.4 mi; OM 4.8 mi from apch end rnwy. FLD: Rnwy 11-29 clsd - const. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vcnty of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5000' saturated on Arwy Green 5 and V16. (4-22)

BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 8 - relctn to lat 32-23-06, long. 101-29-00. (3-7) Durg this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEA's remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear. from BGS LFR. Mustang Int use 266° bear. from BGS LFR. (4-5)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNWOOD ARPT: 500' (2000' MSL) lgtd twr being erected 5 n mi SSW (218°T) at lat 31-43-45, long. 99-01-00. (5-3)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600' 135°-165°, 35 n mi at 2000'. (2-6)

COLLEGE STATION-EASTERWOOD ARPT: Rnwy 4-22 clsd for maint, 0800-1700. (5-14)

CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. (4-23)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)

★DALLAS-LOVE FLD-TOWER: May 20, VHF/DF cmsnd. Freq: 118.1, 118.7, 119.5, 120.3, 121.1, 121.5, 122.1, 122.5, 126.7, 126.18, 135.9 mc. (5-21) FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail. freq and ctc Love Twr. Formation take-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EAGLE LAKE-RADIO: May 27, VOR shut down until approx June 27. (5-27) Durg shutdown VOR flgts authorized to use following temp MEAs, Routes and Fixes: (1) GLS 278 or HOU 262 and CLL 165 radials authorized as ELA fix in lieu of VOR. MEA 4000'. (2) V180 SIH to ELA not usable. Temp route SIH to Int V198 (HOU 262° radial) via AUS 125° radial authorized. MEA 5000'. (3) V180 ELA fix to Richmond VOR Int authorized via GLS 278° radial MEA 4000'. Richmond VOR Int to Arcola VOR Int authorized via GLS 278° radial MEA 2000'; (4) V198 Seguin VOR Int to Ela fix authorized via SAT 080° and HOU 262° radials. MEA 5000'. (5) Route Dacus VOR Int to Courtney Int not usable.. Temp route Keenan VOR Int. to V15 authorized via LFK 213° radial. MEA 5000'. (6) Courtney and Cypress VOR Ints not usable. Following fixes temp redesignated: Dacus VOR Int HOU 330° and CLL 085° radials; Gulf Coast VOR Int HOU 345° radial and 125° mag bear. to MNU Rbn; Fairbanks VOR Int HOU 315° radial and NE course RIC LFR; Richmond VOR Int GLS 278° and HOU 247° radials. No change in MRA's except Richmond VOR Int. which is 2000'. (4-18)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, durg darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.

★FORT STOCKTON-RADIO: May 9, VOR cmsnd. Freq: 112.8 mc. Ident: FST. Lctd at lat 30-57-20, long. 102-58-33. Monitoring category (1). (5-9) June 1, Class changed to BVOR. Controlled from Wink ATCS. (6-1)

FORT WORTH-CARTER FLD-TOWER: Effect. July 1, Apch Ctl call will be changed to: Fort Worth Apch Ctl. (5-29) FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically durg daylgt hrs when men and hazards will be properly mrkd. 274' (824' MSL) lgtd twr being erected 8 n mi SSE (169°T) at lat 32-41-42, long. 97-01-15.

FORT WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Aug 5. (6-3)

GAINESVILLE MUN ARPT: 315' (1233' MSL) lgtd twr being erected 8.9 n mi NE (47°T) at lat 33-45-05, long. 97-04-02. (5-13)

GREENVILLE-NAJORS ARPT: Rnwys 17R and 35L clsd due to const. Men and equip. working durg daylgt hrs. Other rnwys will be clsd intermittently until further notice. Non-rdo-equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (5-10)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clas all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-25)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd wind sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for take-offs to E only; no lndgs. (3-11)

HUECO MOUNTAIN RADIO: About June 17, MHW will be cmsnd. Freq: 317 kc. Ident: HCO. Lctd at lat 31-49-06, long. 105-59-42. (6-5)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)

LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Sept. 1. (2-25) FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept. 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working durg daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft durg const period xcpt durg IFR wea conditions or with N or S winds of 20 knots or more. (3-14)

LUFKIN-RADIO: DME coverage: 017°, 2400' MSL 34 n mi; 032°, 2400' MSL 35 n mi; 090°, 2000' MSL 20 n mi; 170°, 1600' MSL 40 n mi; 190°, 1600' MSL 40 n mi; 310°, 2500' MSL 25 n mi. (5-8)

MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg: 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races beind conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW. (7-18)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL.

NEWMAN-RADIO: About June 17, MHW will be decmsnd and relctd at Hueco Mountain.

TEXAS: **NIXON ARPT: New arpt: Type "L";29-16N, 97-44W;lctd 1.4 mi E;elev 380'; 2 rnwys; longest rnwy & facs 26; remarks -soft-wet. (9-20)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)
**PANHANDLE ARPT: Abandoned - land use changed. (4-18)
PORT ISABEL ARPT: Closed all operations-construction. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: VOR radials 25° clockwise 045, unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'.
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHAMROCK ARPT: Bcn and rnwy lgts inop. (7-9)
★SNOOK-RADIO: USAF H fac cmsnd. Freq 371 kc. Ident: SOK, Lctd: lat 30-29-00, long. 96-29-25. Class: MHW. Bear., dist to Bryan AFB:355°, 8.0 n mi. (1-29)
SNYDER-WINSTON FLD: 150'(2577'MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip -2800' long. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300';290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
**WAXAHACHIE-STOCKHAM DUSTING ARPT: Abandoned. (4-19)
**WEATHERFORD ARPT: Closed. (5-9) 316'(1456'MSL) lgtd twr being erected 9.4 n mi ENE(73°T) at lat 32-47-46, long. 97-38-27. (5-14)
★WINK-RADIO: June 1, all bdcasts for Wink LF rng, VOR and Fort Stockton VOR will announce "This is Wink Area Radio". (6-1)
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has light roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
JORDAN NARROWS-SPECIAL NOTICE: For Temp Controlled Firing Area, effective June 9 to 23 inclusive, see chart page 33. Airgi Vol. 12, No. 6, May 28, 1957.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi;235°-330°,35 n mi at min en route alt.
MYTON-RADIO: About June 15, VOR will be cmsnd. Freq: 117.0mc. Ident: MTU. Lctd lat 40-09-43, long. 110-06-25. Elev: 5330'. Class: VORW. (5-7)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy closed - construction. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn-unreliable all alt.
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040°, 35 n mi, 40° thru 50°, 30 n mi, 50°-85°, 40 n mi; at 13,000' MSL from 145, thru 155°, 35 n mi, and 275° thru 295°, 30 n mi. Course rufness exists over mountain ridges N thru E between 15 & 20 n mi. About June 17, VOR will be shut down until approx July 15-modernization. Durg this period the following arwys will be affected: V21 Delta-Salt Lake City MEA 12,000';V253 Utah Lake-Timpie Int & V235 Utah Lake-Ft. Bridger unusable. (5-29)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Mont-Pelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy closed - obstruction. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000';110°-140° below 4000';235°-255° below 4000';255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345,-067° below 6000';344°-280° below 7600';279°-255° below 9500';255°-175° below 8500';174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: ★BROOKE-RADIO: May 23, VOR operg test basis. Freq 109.2mc. Ident: BRV. Lctd: lat 38-20-10, long. 77-21-10. Class: VORW.

VIRGINIA: CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. CTC Blackstone Rdo for advisory information. (7-25)
★CAPE CHARLES-RADIO: May 10, VOR operg test-basis. Freq: 112.4 mc. Ident; CCV. Lctd lat 37-20-54, long. 76-00-00. Class: VORW. (5-10)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L";lat 38-13, long 77-01;lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)
DALGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
DANVILLE ARPT: Caution-const. Men and equip. on rnwys and ramp area daylgt hrs Mon-Fri. Const area flagged days and lgtd nights. (5-23)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, West Virginia. (7-25)
GORDONSVILLE-RADIO: VOR has roughness in all quads. DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at min instr alt NE quad. Terrain causes minor course roughness in SW quad.
★HOPEWELL-RADIO: May 14, VOR operg test basis. Freq: 109.4 mc. Ident: HPW. Lctd lat 37-19-45, long. 77-07-03. Class: VORW. (5-14)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA ot TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: Roughness all arwy radials VOR. Radials 185°-240° usable only to 22 n mi MEA. (7-23)
LEESBURG ARPT: New 3500' E/W strip clsd - old strip lying parallel and S will be available - 2200'. (3-14)
LEXINGTON ARPT: Land at own risk. Unattanded - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MEA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: May 21, ILS lclzr and glide slope shut down until approx. June 21 - runway construction. (5-29) FLD: Caution-const-men and equip. operg NE portion of fld approx. 150' N and parallel to rnwy 24 from head of rnwy to the E/W taxi strip. (4-24) Rnwy 6-24 clsd until approx June 30. Rnwy const in progress. Rnwy 2-20 now open - length 5000'. (5-31)
NORFOLK-RADIO: Visual courses VAR slightly rough.
NORFOLK ARPT: Const in progress N of term ramp adj to ramp and N/S taxiway. Area marked at night. Men and equipment on field daylight hours. (4-26)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at minimum instrument altitude. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional aircraft operations involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS airport traffic control zone surface to 2000'. Over flights operating on airways Red 45, Green 5 and Victor 16 are cautioned to remain clear of the Quantico traffic pattern area during VFR operations. (5-15)
RICHMOND-BYRD FLD-TOWER: About June 26, ILS LOM freq will be changed to 212 kcs. FLD: Due to non-visibility tower unable to control traffic on North portion of N/S taxiway parallel to runway 2-20. All aircraft required to have 2-way radio for night operation. Use paved areas only, all other soft. Landing FEE for multi-engine executive and non-scheduled aircraft.
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.
WAVERLY ARPT: Unattended until further notice - no services available - land at own risk. (4-20)

VIRGINIA: WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side. (3-8)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BANDERA ARPT: Closed - due snow. (12-7)

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. About July 1, VOR will be shut down until approx July 29 - modernization. Durg this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C. LFR and Tulalip VHF Int will be unusable. (6-6)

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

**BELMONT-BLACKS RANCH ARPT: ABANDONED. (4-3)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

HOQUIAM-RADIO: About June 12, VOR/DME will be shut down until approx July 7. During this period the following arwys will be unusable: V-27 Shelton Int-Newport VOR, V204 Hoquiam VOR-Olympia VOR-Astoria Int. (6-10)

**KENT ARPT: Now private arpt - use at own risk. Tk-offs and lndgs limited to oiled strip along E side. (3-22)

**LATAH ARPT: ABANDONED. (4-3)

LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)

LESTER ARPT: Closed - due snow. (12-7)

MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop - due power cable trouble. (10-26)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n miat 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PACKWOOD ARPT: Closed - due snow. (12-7)

**PULLMAN-MOSCOW REGIONAL ARPT: Formerly carried as PULLMAN-Moscow. (4-15) Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only. (3-11)

RIMROCK-TIETON ARPT: Closed - due snow. (12-7)

SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 & approaches thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)

SEATTLE-TACOMA INTNL ARPT - SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 15 mi except V2, V2S, V4, V4S & G2 are unreliable MEA beyond 27 mi. (5-9) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

SKYKOMISH ARPT: Closed - due snow. (12-7)

WASHINGTON: SPOKANE-RADIO: DME & VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. & mrkd area S of rnwy. Equip on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. (3-29) FLD: 40' high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 & 7-25 clsd for const until about June 22. (3-20)

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 122-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (6-5)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution - const of new taxi strip and parking area. (5-6)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'. Moderate roughness all azimuths. (6-18)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Acft fuel and serv avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'. (7-1) About July 22, VOR will be shut down until approx Aug 9- modification. (6-7)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (5-3)

GLENDALE ARPT: Ditch under construction across N/S rnwy 700' N of S boundary. Will be mrkd by flags. Rnwy length reduced to 2200' until further advised. (12-13)

GLEN DALE ARPT: Two 601'(1250'MSL) unlgtd stacks being erected 6.5 n mi SSW(209°T) at lat 39-50-47, long. 80-19-14. (4-9)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-STEWART ARPT: 600'(1227'MSL) unlgtd control chimney being erected 25 n mi SSW(211°T) at lat 38-56-15, long. 81-49-30 & being completed about July. (4-9)

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

WISCONSIN: FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

GREEN BAY-AUSTIN-STRAUBEL ARPT: VOR ground rcvr check point unusable. (5-29)

LA CROSSE-RADIO: VOR radials 320° to 335° unreliable 20 to 30 n mi from stn. (11-3)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W)2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy landing runways 22, 26, 31. E taxiway North of Administration Building permanently closed to all aircraft over 10,000 lbs. Sod unsafe. (10-17)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) About June 21, LOM freq will be changed to 385 kc. (6-6) VHF/DF coverage 3500' MSL at 40 mi all azimuths. (6-7) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

WISCONSIN: OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

**RIPON-GERRIE ARPT: Reverted to farm land. (6-7)

**THREE LAKES ARPT: Correct elev is 1637'. (4-8)

WOODRUFF-ARBOR VITAE-RADIO: H fac operg on request basis. (12-28)

WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather if VFR. (12-28)

WYOMING: CAMP GUERNSEY-SPECIAL NOTICE: Effect. June 14 and 15, Temp Controlled Firing Area will be established within following described area: beginning at lat 42-16-00, long. 104-45-00, thence to lat 42-16-00, long. 104-42-00; to lat 42-12-00, long. 104-42-00; to lat 42-12-00, long. 104-45-00, to point of beginning. Designated alt: surface to 6000' MSL. Activities conducted: 155 mm Howitzer firing demonstration. Time of use: 1000-1700. Controlling agency: Adjutant General, Wyoming; National Guard, Cheyenne, Wyo.

CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. Effective June 9 thru July 20, twr hrs opern will be 0500-2300, daily. (6-4) FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

CRAZYWOMAN-RADIO: VOR shut down until approx June 10. During this period, the following arwys will be unusable: V19 and V19E Sheridan to Casper. V247 Craxywoman to Douglas. (5-13)

GILLETTE ARPT: 50' - 75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

WYOMING: LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

**RIVERTON ARPT: 2 rnwys avail - (10-28) 6200' hard surface, (N/S) 3200' sod; storage, minor acft and eng repairs avail; unicom. (4-8)'

ROCK RIVER-RADIO: May 14, VOR/DME shut down until approx June 10. During this period the following will be unusable: V118 LAR-RKR; V138 and 138N RKR-CYS; V196 RKR-Wheatland Int; V85 and 85W RKR-CPR; V6 CKW-SNY; V6N RKR-CKW. The following Ints will be unusable: Bear Creek and Albion. (5-14)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM & LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end rnwy 12-30 clsd - marked. (3-21)

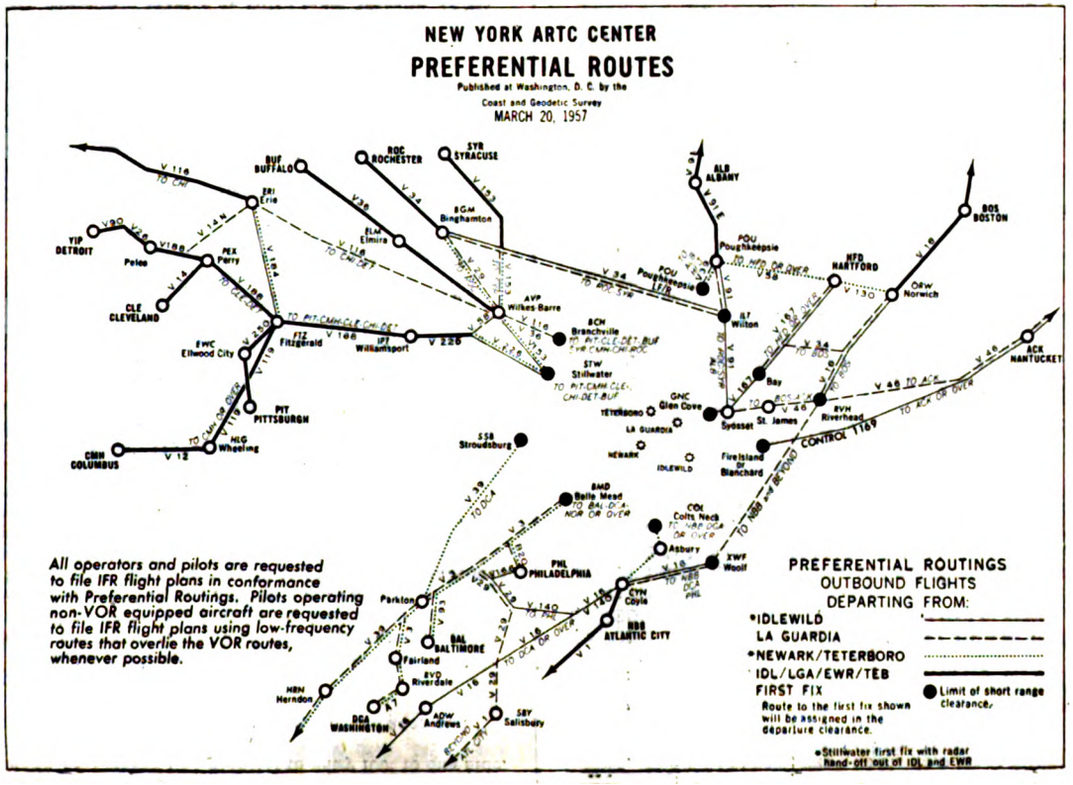
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' available.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept 30. (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equipment on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower - caution. (6-7) Lighted temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)



REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
S, NW, & N quadrants CLE LFR	Radar site	within 10 mi	2000	Precision approach S-dn, 5L	300-$\frac{3}{4}$	300-$\frac{3}{4}$	300-$\frac{3}{4}$
				A-dn	600-2	600-2	600-2
S, NW, & N quadrants CLE LFR	Radar site	10-30 mi	3000	Surveillance approach			
SE quadrant CLE LFR	Radar site	within 30 mi	3000	T-dn	300-1	300-1	200-$\frac{1}{2}$
				C/S-dn-all	400-1	500-1	500-1$\frac{1}{2}$
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runway 27 - climb to 2000' on W crs of Cleveland LFR and proceed to Elyria FM; Runway 9 - climb to 2900' on N side of the E crs of Cleveland LFR to Parkman Int.; All runways except 9 and 27 - make a climbing right turn and proceed on the N side of the E crs of the Cleveland LFR to the Parkman Int at 2900'
→ CAUTION: TV towers approximately 1970' approximately 7 mi ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	Cleveland Radar	1, Amdt 3, 13 Jul 57	Amdt 2, 1 May 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ 260	120	within 20 mi	2300*←	Surveillance approach T-dn	300-1	300-1	200-$\frac{1}{2}$
→ 120	260	within 20 mi	2000	C-dn#	500-1	500-1$\frac{1}{2}$	500-1$\frac{1}{2}$
				S-dn#	400-1	400-1	400-1
				C or S-dn##	500-1$\frac{1}{2}$	500-1$\frac{1}{2}$	500-1$\frac{1}{2}$
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
*2800' within 3 miles of 1849 tower and 2900 within 3 miles of 1855 tower, E & NE of airport.
#Runways 4, 9, 13, 18, 27, 31, 36.
##Runway 22 - minimums higher due to ground clutter.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 4, 9, 13, 18, climb to 2900' on E crs IND, LFR and proceed to Greenfield Int, or as directed by ATC as follows: 1. climb to 2200' on S crs of IND LFR within 25 mi, 2. climb on SW crs ILS to 1900'; proceed to LOM.
Runways 22, 27, 31, 36, climb to 2000' on W crs of IND LFR within 15 miles of station or as directed by ATC as follows: 1. climb on SW crs ILS to 1900', proceed to LOM. 2. climb to 2100' on NW crs of IND LFR within 25 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Indianapolis, Ind	Weir Cook Municipal 796'	Weir Cook Radar	1, Amdt 4, 13 Jul 57	3, 9 Jul 55

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES														CEILING AND VISIBILITY MINIMUMS			
															Two Engine or Less		
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
														Surveillance approach			
0	60	5	3500	10	4000	15	5000	20	5000	25	5000	30	7000	T-dn 3-21	300-1	300-1	200-$\frac{1}{2}$
60	90	5	3500	10	4000	15	5000	20	5800	25	6500	30	6500	C-d 3-21	500-1	500-1	500-1$\frac{1}{2}$
90	157	5	4000	10	4000	15	4000	20	4000	25	4500	30	5000	C-n 3-21	600-1	600-1	600-1$\frac{1}{2}$
157	177	5	4000	10	4000	15	4000	20	4000	25	4000	30	4000	A-dn 3-21	800-2	800-2	800-2
177	193	5	4000	10	4000	15	4000	20	4000	25	4500	30	5000				
193	213	5	4000	10	4000	15	4000	20	4500	25	5000	30	5500				
213	270	5	4000	10	4000	15	4000	20	4000	25	4000	30	4000				
270	300	5	3500	10	4000	15	4000	20	4000	25	5000	30	5000				
300	360	5	3500	10	4000	15	5000	20	5000	25	5000	30	5500				

All bearings are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 4500' on N crs Spokane LFR within 20 miles; all turns on W side of crs; or when directed by ATC, proceed to LOM climbing to 4000'; hold on 205 crs from LOM within 20 miles; or climb to 4500' on R-360 GEG within 20 miles; all turns W side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Spokane, Wash	Geiger Field 2372'	Fairchild AFB RAPCON	1, Amdt 1, 30 Jun 57	Orig, 29 Jun 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ IND VOR	LOM	direct	1900	T-dn	300-1	300-1	200-½
Clayton FM via crs 105-ILS	SW crs ILS	direct	1900	C-dn	400-1	500-1	500-1½
Clayton FM (ADF)	LOM	direct	1900	S-dn-4 ILS	200-½	200-½	200-½
Indianapolis LFR via crs 194ILS	SW crs ILS	direct	1900	ADF	400-1	400-1	400-1
Indianapolis LFR-ADF	LOM	direct	1900	A-dn ILS	600-2	600-2	600-2
Int E crs IND LFR & SW crs ILS/ 224 Brg, to LOM	LOM	direct	1900	ADF	800-2	800-2	800-2
Int S crs IND-LFR & SW crs ILS or Brg 224 to LOM	LOM	direct	1900				
Int R-205 Ind & SW crs, ILS	LOM (Final)	direct	2000				
Radar terminal area transition altitudes-distances are from radar site and azimuths progress clockwise.							
→ 120	260	20 mi	2000				
→ 280	120	20 mi	2300#				

#Except 2800' within 3 mi of 1849' TV tower, and 2900' within 3 mi of 1852' TV tower, E & NE of airport.

Procedure turn S side SW crs, 224 outbnd, 144 inbnd, 1900 withir 10 mi of LOM.
Minimum Altitude at G.S. int inbnd, 1900 ILS, inbnd final 1400 ADF.
Altitude of G.S. and distance to appr end of rny at OM 1903-3.8, at MM 1049-0.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles (ADF) after passing LOM, climb to 2900 on E crs of IND-LFR to Greenfield Int or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 20 mi. 2. Make left turn climb to 1900 and proceed to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Indianapolis, Ind	Weir Cook Municipal 796'	ILS-IND, LOM-IN	1, Amdt 8, 13 Jul 57 Comb ILS & ADF	7, 9 Jul 55

→ Int ILS loc & E crs IND LFR	River Int	direct	2300	T-dn	300-1	300-1	200-½
Fairgrounds Int	River Int (Final)	direct	1800	C-dn	400-1	500-1	500-1½
Castleton Int	River Int	direct	1800	S-dn-22	400-1	400-1	400-1
→ Indianapolis LFR via crs 075	ILS localizer	direct	2300	A-dn	800-2	800-2	800-2
→ 8.6 mi Radar Fix on Final	4.3 mi Radar Fix	direct	1800				
→ 4.3 mi Radar Fix	App end rny 22 (Final)	direct	1200				
Radar terminal area transition altitudes-distances are from Radar site and azimuths progress clockwise.**							
→ 120	260	20 mi	2000				
→ 260	120	20 mi	2300#				

except 2800' within 3 mi of 1849' tower and 2900' within 3 mi of 1852' tower E & NE of airport.
**Radar Transitions must intercept NE crs ILS at least 3 mi NE of River Int.

→ Procedure turn N side NE crs ILS, 044 Outbnd, 224 Inbnd, 2800' within 10 mi of River Int
No Glide Slope, minimum altitude over River Int or Radar Fix inbnd on final 1800
No Outer Marker, brng & distance River Int or Radar Fix to Rny 22, 224-4.3; No Middle Marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles after passing River Int or Radar Fix, make right turn climb to 2000' on W crs IND-LFR within 15 miles or, when directed by ARTC, as follows: 1. Climb to 2100 on NW crs IND-LFR within 20 mi, 2. climb on SW crs, ILS to 1900 and proceed to LOM
NOTE: This ILS procedure not authorized when radar is inoperative unless aircraft is equipped to receive VOR and ILS simultaneously.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Indianapolis, Ind	Weir Cook Municipal 796'	ILS, VOR & Radar	2, Amdt 4, 13 Jul 57	3, 1 Jun 57

Nashville LFR	LOM	Direct	1900	T-dn	300-1	300-1	200-½
Nashville VOR	LOM	Direct	2000	C-dn	400-1	500-1	500-1½
Walter-Hill FM	LOM	Direct	2000	S-dn-2L* ILS	200-½	200-½	200-½
Knob Int	LOM	Direct	1900	ADF	400-1	400-1	400-1
Franklin Int #	LOM (Final)	Direct	2000	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 400-¾ required when glide slope not utilized.
# Franklin Int: Int S crs ILS & R-074 GHM.

→ Procedure turn E side S crs, 195 Outbnd, 015 Inbnd, 2500 within 10 miles
Minimum Altitude at G.S. int inbnd, 2500 ILS, inbnd final 2000 ADF over LOM
Altitude of G.S. and distance to approach end of runway at OM 2000-4.9, at MM 840-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.9 mi after passing LOM (ADF) climb to 2000' on N crs ILS (015) within 20 mi., or when directed by ATC.
→ turn right, climb to 2500' on NE crs of BNA LFR within 20 mi.
AIR CARRIER NOTE: Take-off with less than 200-½ NA on Runway 15.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff Date	Sup. Amdt. No. Dated
★Nashville, Tenn	Berry Field 606'	ILS-IBNA, LOM-BN	1, Amdt 10, 20 Jul 57 Comb. ILS-ADF	9, 22 Sept 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Oklahoma City VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-½
Oklahoma City LFR	LOM	Direct	2400	C-dn	400-1	500-1	500-1½
Bethany Int	LOM	Direct	2500	S-dn-35 ILS	200-½	200-½	200-½
Mustang FM	LOM	Direct	2400	ADF	400-1	400-1	400-1
Radar terminal area transition	altitudes;	within		A-dn ILS	600-2	600-2	600-2
000	090	25 mi	3800	ADF	800-2	800-2	800-2
090	180	of	2700				
180	270	Will	2800				
270	360	Rogers	2800				
		Airport					

Azimuths are from airport progressing clockwise.

Procedure turn E side of crs, 170 Outbnd, 350 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 2500' ILS; over LOM inbnd final 1900' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2500'-4.2; at MM - 1475-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM (ADF), climb to 3000' on N crs ILS (350) within 20 mi, or when directed by ATC.
turn left, climb to 2500' direct to the OKC VOR, or direct to the OKC LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oklahoma City, Okla	Will Rogers 1283'	ILS-IOKC, LOM-OK	1, Amdt 3, 6 Jul 57 Comb. ILS-ADF	2, 24 Sept 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Myrtle Beach VOR	MYR-MH	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs 350 Outbnd, 170 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach, 600'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1500' on crs 230 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Myrtle Beach, S C	Myrtle Beach AFB/Mun 25'	BMH MYR	2, Orig, 26 Jun 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
PUB LFR	PUB-VOR	direct	6600	T-dn*	300-1	300-1	200-½
COS LOM	PUB-VOR	direct	7000	C-d	600-1	600-1	600-1½
ELL MRW	PUB-VOR	direct	7500	C-n	600-1	600-2	600-2
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 required for runways 26 and 35.

Procedure turn S side of crs, 076 Outbnd, 256 Inbnd, 6000' within 10 miles
Minimum Altitude over facility on final approach crs, 5400'
Crs and distance, facility to airport, 256-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, make left climbing turn to 135 mag. hdg., intercept R-161 PUB VOR climbing to 7000' Outbnd
on R-161 within 10 miles.
NOTE: Alternate missed approach when directed by ATC, make left climbing turn, return to PUB VOR,
continue climb to 6500' on R-348 PUB within 15 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Pueblo, Colo	Pueblo Memorial 4725'	BVOR PUB	1, Amdt 3, 30 Jun 57	2, 29 Jun 57

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Nibbe FM	BIL-LFR (Final)	Direct	4500	T-dn*	300-1	300-1	200-½
Park City FM	BIL-LFR	Direct	5200	C-dn	400-1	500-1	500-1½
BIL VOR	BIL-LFR	Direct	5200	A-dn	800-2	800-2	800-2

→ *Take-off below 300-1 prohibited on all runways except 9-27

Procedure turn N side E crs, 054 Outbnd, 234 Inbnd, 5200' within 10 mi.
Minimum Altitude over facility on final approach crs, 4500'
→ Crs and distance, facility to airport, 243°-1.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.4 mi, climb to 5500' on W crs within 15 mi of BIL LFR.
→ CAUTION: 4183' MSL tower 3 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Billings, Mont	Municipal 3612'	SBRAZ BIL	1, Amdt 8, 20 Jul 57	7, 19 Jan 57

Madisonville FM	MSY-LFR	Direct	1400	T-dn	300-1	300-1	200-½
New Orleans VOR	MSY-LFR	Direct	1400	C-dn	400-1	500-1	500-1½
Int 300 brng to La Place MRW & W crs MSY LFR	LOM (Final)	Direct	900	S-dn-10 A-dn	400-1 800-2	400-1 800-2	400-1 800-2

→ Procedure turn S side of W crs, 272 Outbnd, 092 Inbnd, 1400' within 5 mi of LOM. Beyond 5 mi NA.
Minimum Altitude over facility on final approach crs, 900' over LOM
Crs and distance, facility to airport 092-3.4 from LOM
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.4 miles of LOM, climb to 1500' on E crs within 20 miles, or when directed by ATC, turn right, climb to 1400' on S crs within 20 miles.
→ CAUTION: 409' WWL Radio Antenna located [illegible] miles N of airport. 452' electric transmission towers 3.4 mi
→ S of LFR or 4.3 miles SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ New Orleans, La	Moisant International 3'	SBRAZ MSY	2, Amdt 7, 13 Jul 57	6 10 Sept 54

(11 June 57)

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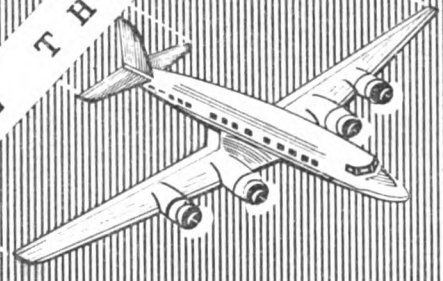

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The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• • Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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RADAR AVAILABLE : How and Where

(25 June 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible
Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control Centers (RAPCON), page 4.

RADAR WEATHER ADVISORY SERVICE: See page 4.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18, 257.8,348.6,243.0,271.2,290.8,383.2,343.6	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8,	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 ,305.4, 348.6,385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8.	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Arpt. Calif.	260;109.5,118.7,120.9,121.5,126.18, 243.0 257.8, 360.6	ASR	Guards 122.7 mc Does not guard 122.5 mc
Chicago-Midway Arpt., Ill.	278, 350;109.9, 118.7, 119.5,119.9,120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R, Gds 122.7mc;does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18,243.0, 257.8,285.6	ASR	Arrival Control
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8,243,269,291.6,307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278;118.7,109.5,121.1,121.3,121.5,126.5,126.18, 142.02,243.0, 257.8,263.0,274.3,136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341;110.3, 113.5, 118.7, 119.5, 121.1, 121.5, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8, 120.5, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt. Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8.	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257;118.7, 126.18,257.8,118.1,382.2, 121.9,348.6,121.5,243.0,305.4,110.3,116.4	ASR	
Long Beach, Calif	233.242;110.3,119.5,121.9,123.8,126.18,173.75, 257.8,348.6, 379.1,243.0	ASR	
Los Angeles Intnl Arpt., Calif	278;109.9,118.1, 119.3,119.9,121.1,126.18,243.0, 257.8,291.6,348.6	ASR PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1,126.18,257.8	ASR	Arrival Control

STATION	TRANSMITS	RADAR FACS.	REMARKS
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266;278; 110.3,118.7,119.5,126.18,119.3,115.4, 243.0, 257.8, 263.0, 305.4, 348.6	ASR - PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1, 121.5, 121.9, 126.18, 243.0, 257.8, 348.6, 383.6	ASR	
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.5, 126.5, 126.18, 257.8	ASR - PAR	Runway 4. Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
New York Intnl. (Idlewild) Arpt., N. Y.	239, 379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR - PAR	Runway 4R. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9,125.7, 243.0,257.8,274.3,338.2	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341,362; 118.1,118.3,120.7,126.18, 274.3, 140.22, 243.0,257.8, 305.4, 348.6,119.3	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278;109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (1180, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 118.7, 126.18, 257.8	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control Runway 16
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Arrival & Departure Control ASR apchs not authorized Does not guard 122.5 mc Guards 122.7 mc

CAA OPERATED RADAR UNITS

(25 June 1957)

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7, 125.1, 250.2, 301.4, 323.2, 340.6, 378.8, 385.4, 121.5, 243.0.	ARSR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6.	ARSR	
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1, 121.1, 121, 5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, 263.0, 301.4 (on req 134, 136.8, 142.02, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City, Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinkers AFB rnwy 17 & 35 Will Rogers Arpt IFF operg but not cmsnd.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4 (236.6, 327.4, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32 Arrival & Departure Control
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4 IFF operg but not cmsnd.
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8, 298.9		Arrival & Departure Control Gds: 3023.5; 122.5, 298.9
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. Gds 3023.5; 122.5. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB. Gds: 132.3, 120.9, 124.7, 137.88, 121.5, 122.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0, 3023.5

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
   "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____) IFR (or) VFR FLIGHT PLAN, OVER"
   The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.
   (a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.
   (b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
   "(aircraft identification) THIS IS (name of radar site), (instructions)"
   The instructions will normally consist of one of the following:
   (a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)
   (b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).
   (c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).
   (d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).
   (e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
   (a) radio contact with the director is lost.
   (b) notified by the radar director that radar contact has been lost.
   (c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-restricted
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted - Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	43	0.63		5.5	353 IDL	LOM is MHW fac.
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	219 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	201 MN	5.36	219 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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**-Distance from markers to approach end ILS runway.

BC - Back course

BC-restricted = Not suitable for approaches

(25 June 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	219 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	201 YS	6.17	215 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	219 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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AIR NAVIGATION RADIO AIDS

(25 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,1215,3486, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	(3),#	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317,121.5	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88,348.6,243.0	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	358		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8,3486	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	VNT	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,3486	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N 184 A 297 N
Camarillo	*SRAWZ	CAV	359		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(3)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,123.8	3023.5,122.6,#	
"	VHF/DF		118.5,119.3,119.5,119.9,121.1,121.5,122.5,126.18,132.0		
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
"	VHF/D			118.1 - 135.9	323.2
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-Montague	BVOR	MOD	116.6		
	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8, 269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215,120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	CI		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243., 250.6, 3023.5;233.8,#		
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside ATCS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(25 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Colton	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego-Lindbergh	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0	3023.5;122.7,# 269.4,284.6,290.3	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3) San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0, 255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS Marysville	*BVOR	ILA	113.1		
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,	(2),# 271.2,343.6,348.6	
" "	VHF/DF		Gds: 118.1,118.3,119.3,119.5,120.5,120.9, 121.5,122.1,126.18,135.9,137.88		
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2,120.7,338.2,118.1,		290.8
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4391	(3),#	
Ellicott	MHW	ELL	287		
(1) Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;254; 278;243.0,122.2	(3),#	DME
(1) Kiowa	BVOR	IOC	112.6		ATCS-Denver
(1) Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1) Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.5,257.8,120.9,243.0	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1) Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3) Kenton	VORW	ENO	114.8		DME
Dover AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8,243.0	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,353.9,255.4,3014,3182 362.3,1205,121.5,243.0,378.8,3854	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) " "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;191,121.5,126.18,257.8,348.6	(2),#	
Destin (A)	HW	DES	209		
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3,121.5	(2),#	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 1193,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,1197	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,3486, 126.18,257.8,243.0,250.2,119.7	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" "	VORW	PAM	112.4		
Pensacola NAS	BVOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 2430 (126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,1323,257.8,3486	(2),#	(0700-2300)
Perrine (A) ATCS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	MRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0,141.84	(1),#	35 A 110 N 215 A 290 N
St. Augustine Fairchild	CI		272;126.18	(2),#	(0800-1600 Mon-Fri)
St. Petersburg, Pinellas County	CI		317;118.3,257.8	(1),122.7,121.5,126.18,#	(07-24)
Sarasota (P)	MH	SRQ	263	126.18	
" Bradenton Arpt.	CI		121.3	#,122.5,121.5	(0700-1900)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;1191,126.18,121.5,257.8,243.0,3486	#,3023.5,122.7	
" " Intnl AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(25 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.1 8,120.7,119.5,257.8, 118.1,348.6,243.0,271.2,290.8,338.2,343.6	(2),#	
" "	VHF/DF		Gds: 120.7, 121.5, 122.5, 126.18, 126.7, 132.0, 132.3, 135.9, 118.1, 119.1, 119.5		
"	Center		118.9, 120.3, 121.5, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7, 360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
" Fulton Co.	C(g.7)		245,125.7,121.5,257.8,348.6,243.0	(2),#	(0600-2200)
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278,118.7,126.18,121 5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,243.0	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4,348.6	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8, 305.4,348.6	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8,	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8 243.0		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5, 323.4,355.2,320.7,379.9,352.0
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378.8,385.4	
"	Center		124.5,120.9,301.4,125.1,123.7,123.9,124.7,124.3,119.7,125.0,232.3,234.0,63.5		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8,120.2,125.4	(2),#	
(1) " "	TVOR	ORD	108.4		
	UHF/DF			236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2	(ATCS-Chicago)	DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		[redacted]
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
" "	UHF/DF			243.0,305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 3386,307.2,312.6,319.8,353,3198,1253		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
(1)Nabb ATCS - Louisville, Ky.	BVOR-DTXV	ABB	113.5;V;121.5,126.7, 243.0,122.2, 255.4	(3), #	
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3,126.18,1215,257.8,2430[	(2),#	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0,255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2.255.4	(3),#	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 136.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119.9, 126.18,121.5	(2),121.5,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;121.5,126.7, 122.2,255.4 243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
London	BMH	LOZ	263;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243.25 7.8	(2),#,121.9	(0600-2200)
" Standiford	AC(g.7)		317;120.7,126.18,121.5,120.3, 257.8,243.0,381.6,119.0,319.2	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7,121.5,243.0	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,304,274.3,1189,119.7	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4	(2),#,122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121.5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(25 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8,120.4,381.4	(2),#	
" Martin	CI		317;126.18,121.3,236.6	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		ATCS-Morgantown, W.Va.
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	VORW	NHK	117.6		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;126.7,121.5,243.0 122.2,255.4	(3),#	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		124.9,120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2	#	
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0,257.8,305.4,348.6	
" Logan	VHF/DF			118.1,118.3,120.5,121.5,122.5, 126.18,126.5,137.88	
" Logan	AC(g)		278;118.1,126.5,118.3,137.88, 121.5,120.5,126.18,257.8,263.0	(2),#	
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-Windsor Locks, Conn	BVOR-DTV	CTR	108.6;V;121.5,122.2, 126.7,243.0,255.4	(3), #	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth,Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254;255.4,243.0	(3),#	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn	SBMRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 293 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2),#	
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	125.7,269.2,121.5 #	
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3,118.4	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0700-2300)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(25 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
(3) Bemidji (S)	TVOR	BJI	111.2	122.1	
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V-0500-2230wkdays 05-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,183,486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126.18,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7, ,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121.5,307.9,319.2,324.7,343.6	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;118.3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7, 255.4 122.2, 243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4, 243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4, 120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2, 255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700 Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 0600-2300)
" "	TVOR	OFK	109.6	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,137.88,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]	[redacted]	[redacted]	[redacted]		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
" Lakewood	MHW	NEL	245		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	(2),#,126.18	0730-2230Mon-Fri;Sat-Sun0730-2030.
Trenton (P)	*TVOR		111.6	Monitor.category	(1) twr hrs opern
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0,3486	(2),# 121.5,243.0	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Clovis AFB	HW	CVS	385		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
(1)Farmington	BVOR-DTV	FMN	115.3;V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
" Frazier AFB	HW	FZR	407		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 123.8,257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243,0198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)De Lancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2,2430	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Glenville (P)	MHW	GVI	284		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1,243.0,257.8,274.3,338.2,381.4	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3, 125.5,125.9,132.3,137.88, 243.0,301.4,310.4,343.8, 338.2,355.8,381.6,285.4,125.6,121.0,306.3,269.6	# 120.8,381.4,274.3, 124.8,126.0,196	
" Idlewild	MHW - DTXV	IDL	353;V;122.2,126.7,255.4	(3),#	
(1)" Idlewild	BVOR	IDL	117.2		DME
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3,269.2	(1),#,122.7	
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,2430,2578,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2, 255.4	(3),#	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8,348.6	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	
Charlotte	SBMRLZ-DTV	CLT	212;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 348.6,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	H	FTB	338		
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6,118.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(25 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1) Hickory	*BVOR-DTVJ	HKY	113.1;V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2, 243.0,255.4	(3),255.4	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5,243.0,257.8, 348.6	(2),#	
(1) Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLWZ (voice avail thru Navy Elizabeth City twr)	NFG	254		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		278;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,142 74,243.0,257.8	302 35,122 7,#	
" "	UHF/DF		* 305.4,255.4 other freq on req		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
OHIO					
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(2),#	
" Lunken	C		227;121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,121.0, 121.5,126.18,257.8,243,269, 291.6,307.2,250.2,	(2),#	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;116.7,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,263.0,274.3,136.8	(2),#	
" "	UHF/DF			305.4, 225.0 to 399.9	
(1) Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
(1) Jefferson	VORW	JFN	115.2 243.0		ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1) Waterville	BVOR	VWV	113.1		DME
(3) Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2 Monitor Category (3) 2300-0600 Post twr gds 122.5mc		
" Post AAF	MHWZ	PFL	308 and (1) 0600-2300		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8,243.0,348.6	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6, 243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4,255.4,243.0	(3),#	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8,284.6,290.3,238.2,348.6	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	VORW	BFD	114.4		DME
"	MHW	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2 382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. - NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(25 June 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;119.0,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0, 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 319,324.7,301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236.6,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH-TV	SEG	353;V;121.5,122.2,126.7	(3),#,255.4	
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
Yardley	VORW	ARD	108.8		Test-basis
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
"	BVOR	NCO	112.5		
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1) Allendale	VORW	ALD	116.7		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Beaufort MCAAS	HW	NBC	212		
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 3486,263.0		DME
" AFB	AC(g)		278;118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18,121.5,257.8,348.6,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,348.6,125.9	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4,	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7 3486		DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,348.6,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
TENNESSEE					
Bristol -- - --- See Tri-City					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486,125.1	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;121.5,122.2.255.4 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			305.4,243.0	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486, 340.6,126.8,257.8,291.6,234.0,119.7	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1 → 118.1,118.5,243.0		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486,125.7 ←	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0, 255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272,119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2,243.0 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6,250.2	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2, 255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,347.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8, 385.6,3486,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;121.5,126.7,122.2 243.0, 255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 121.1,121.5,243.0,126.18, 348.6,119.5,257.8,307.2,312.6,290.3	(2),#	
" " →	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 121.5, 122.1, 122.5, 126.7, 126.18, 135.9		
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3, 120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
(1)Ft. Stockton ATCS-Wink -	BVOR-DTV	FST	112.8;V;121.5,126.7,122.2 243.0,255.4	(3), #	
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,3638,2362,3247	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7;243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVBJ	GGG	117.4;V;121.5,126.7,243.0 122.2;236;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Ar pt	AC(g)		278;118.1,118.3,118.7,126.18,290.3, 348.6,284.6,1215,1207,243.0,2578	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan)	HW	NQI	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278,199,121.5,126.18,2578	(2),#	
(1) Lometa	VORW	MTA	117.9		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4, 243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6,243.0, 121.5		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
Newman	MHW	EWM	317		
(1) "	BVOR	EWM	112.4		ATCS-El Paso
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 3486,		DME
SanAngeloMathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,3814,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1, 2630, 121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	335		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" "	TVOR	PNX	109.0		
Smithville	MHW	SIH	203		
Snook (A)	MHW	SOK	371		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272,119.1,243.0, 2578,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4,	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt #1	UHF/DF			305.4	
" "	AC(g)		278;118.3,119.5,126.18, 3486,121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,301.4,269.2,274.3,243.0,121.5,118.9	#	
(1)Utan Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,255.4	(3),#	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;V;126.7,122.2, 121.5	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;V;121.5,122.2, 126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4,243.0	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-DTV	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,3014,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3, 285.4		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 2578,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;1191,1215,2578,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317,1207,121.5,126.18,257.8,383.8,243.0,118.5, [redacted]	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0,215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4,243.0	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,3486;	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567, #		
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(0600-2200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

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DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.

2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.

3. When city and airport names are identical, the airport name is omitted to conserve space.

4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach

✱ An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor aircraft repairs
S3: Storage, minor aircraft, and minor engine repairs
S4: Storage, major aircraft, and minor engine repairs
S5: Storage, major aircraft, and major engine repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

U: Unicom (Aero Advisory Station transmitting and receiving on 122.8 mc). Operates during airport hours only.

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1NW;RR NE	1058	2	28-L4-(S1)	(F1)	N/S strip soft when wet. P-line N.
(PC)Alexander City, Russell	P	1.5 SW	685	2	h29	F2	3200' strip available. N, blkd.
(PC) " Municipal	L	5.5 E; hwy S	330	2	h36	F1	3800' strip available
(P)Anniston	P	5.5 SSW; hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft when wet.
(AF)Anniston, Talladega	L	15 WSW	527	3	h53		
(PC)Auburn-Opelika	P	2.8 E; hwy 1 N	774	3	h40-B*-L4-S5	F2	5050' strip available
Bessemer, Durham	L	2.5 SW; RR SE	500	1	23		Rgt tfc NNE.
(AF,N)BIRMINGHAM	P	5.5 NE	643	3	h57-B-L6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days.
(PC)Brewton	L	3.5 S; riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3NNW;hwy SE	634	1	20	F2	Rgt tfc NE.
Canoe, Bachelor	P	0.5 SW; RR N	288	1	16-S5	F2	
Centre	L	0.6NNW;hwySSE	581	1	20		
Clanton, Gragg	L	1.8 NE; crk S	593	2	h40-BL4-S3	F1	ENE, SE blkd, SE end ruf. Soft-wet. Ctn-not maintained.
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE; hwy W	593	2	h40-BL4-S5-U	F3	
Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW; hwy S	330	3	h40-B-L4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. TV ant, rnwy 31.
(P) " Napier	L	7.5 NW; RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
Elba	L	1.5 W	265	2	25-*L4		Unattended. Bcn on req.
Enterprise	L	3 W	349	2	37		
(PC)Eufaula, Weedon	P	4.3 NNE; hwy E	275	2	h34-*L2-S5	F2	
Eutaw	L	2 SE; hwy N	160	2	23		
(P)Evergreen, Middleton, 20 MSY-ATL	P	6 WSW	258	2	h40-*L4-W		Bcn prior req 80 oct avail. prior req.
Fairhope, Klumpp	P	3.1 E; rds S, E	110	1	19	F1	
(PC)Fayette	L	2.2NNE;hwy W	364	2	h21		2400' strip avail.
Flomaton	L	2 NNE; hwy W	247	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE; lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Foley, Oak		6 S; Hwy E					ABANDONED
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW; RR NW	905	1	18		
(PC)GADSDEN	P	5 SW	554	2	h48-B-L4-S5-W	F4	
" Goodyear	L	3.5ESE; hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE; hwy NE	478	2	22	(F1)	
(PC)Guntersville	L	3.8 NNE; hwy W	609	1	h24		
Headland		2 ENE; hwy NW	361				PERMANENTLY CLOSED
(PC)HUNTSVILLE	P	3.1 S; RR E	619	2	h52-BL4-S5-U	F4	Use rnwys.
Jasper, Walker County	P	2.2 NNE; RR W	496	3	h28-S1	F2	P-line NW. 3100' strip avail.
Lafayette	L	1.4 NE; hwy W	850	1	18		
Lanett, Valley	P	2 SE; riv N, E	564	2	31-S5	F1	
Livingston, Jackson	L	1 N; RR E	170	1	18		Ruf, rolling.
(P)MOBILE, Bates	P	10.5 W; bet rds	217	3	h51-BL4,6-S5-W	F4	
" Davis		13.5 SW					ABANDONED
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW; hwy N	219	3	h80-BL4,6-S5-W	F4	Use rnwys.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-U-W	F4	Use rnwys only.
Ozark	L	2.0 SE	358	1	20		Drive-in theater S.
Roanoke	L	2 S	907	1	21		
Russellville, Wood Dearing	L	4 E	762	2	20		SE, NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW; hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
Selma, Dallas	L	2.2 SW; riv SSE	123	1	23	(F1)	
(AF)SELMA, Selfield	P	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S; riv NE	200	2	29		
(PC)Troy	L	5 NNW; hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW, hwy ENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N; hwy W	270	1	40		Unattended
(PC)Wetumpka, Elmore	L	7 W; hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
NEW AIRPORTS (or airports out of alphabetical order)							
Red Bay Municipal	L	0.5 NNW	620	1	21		Ctn - wet. No sod on fld. 80 oct fuel in emerg.
(PC)Hamilton, Marion Co.	L	0.5 SW		1	80-S3		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)AJO	L	5 N; RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28		Arpt not fenced. Use with caution.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	
Buckeye-Stephens	P	0.8WNW;hwy S	890	1	26-S5	F2	E, W blkd.
Bullhead City, Bullhead	L	1 N; riv W	550	1	30	(F2)	
Cameron	L	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3175	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6.0 SE	1450	2	42		Unattended.
" , Three Point	P	1.5 NNW;hwyE	1389	4	40-L4	F3	2600' N/S strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE; RR W	1236	1	h26-S5	F3	P-line NE.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not mainted.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	F1	Hazardous take-off SW.
CLIFTON-Greenlee County	P	8.7 SSE;hwy W	3800	2	62-BL4		P-line E.
Colfred	L	1.6ESE;RR 1N	345	2	h40		Ctn-access is by poor desert trail.
(PC)Coolidge, Florence	P	6.0 SE	1587	3	h56	F3	
Cordes	L	0.4 NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4.0 NE	6200	2	23		Ctn-erosions.
Dateland, Whitewing Rnch	L	13.8 N; RR S	550	1	29		
Dewey-Humboldt		1 E of Dewey					ABANDONED.
Douglas	P	2.5 E	4181	3	h41-L2,4-S5	F1	5300' strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd. ARPT OF ENTRY. Tfc pat alt, 1000'. NW/SE clsd acft over 30,000 lbs.
(PC)Duncan	L	2.3 SW	3878	2	35-S3		
Elfrida	L	1 SE;hwy W, N	4200	1	26		
(PC)FLAGSTAFF	P	4.5SSW;hwy W	7010	1	h63-BL4-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
" -Junction	L	1 mi SW	1900	1	53		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4750	1	34		Rolling. Cattle on fld.
Ganado	L	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW; RR W	858	3	h62		
" Gila Gin	L	6.9WNW;riv NE	750	2	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant, NE.
" Stephens Ranch	P	13 mi NW	650	1	26	F2	P-line E.
Gilbert	L	0.7 SSW	1245	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E, W.
Globe Wheeler Crosswind	L	4.2ENE;hwy W	3845	1	29		Surd by mtns. Rolling, ruf. Soft-wet. Cattle-fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	F1	
(PC)Hackberry	L	6.4NW;hwy S	3390	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1.2S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6620	1	34		Ruf. Use strip.
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
" Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2NNE;hwy SE	5241	2	48-BL2	(F2)	Strip soft. Unattended.
Kaibito	L	1.8 SW;rd E	6070	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5810	1	56	(82)	Ctn-erosions. Soft when wet.
Kelvin	L	0.5E;RR S	1810	1	17		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5NE;RR NW	3446	3	h69-BL4-S3	F3	
" Temple Bar	L	61NNW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 mi E	5300	1	24		Soft when wet. Erosion.
(P)Marana	L	7.7 WNW;rivSW	1891	3	h65		Inten trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.
(PC)Marble Canyon	P	0.3SW;bet hwy riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	11.5E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Mormon Lake	L	0.5 N	7160	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5-U	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches, adj to strip. E blkd.
Paul Spur		0.7 SE					ABANDONED
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn.-Rolling.
Peach Springs	L	1.2N;hwy SE	4825	2	19		P-line ESE. Cattle-fld. Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Phoenix, International Harvester Proving Ground	L	11.0 S	1234	1	54		
Phoenix, Paradise	P	8.0 NNW;canal S	1245	3	32-S5	F4	P-line E.
(NG) " - SKY HARBOR	P	2.8 ESE; RR N	1124	3	h78-BL4,6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Rcvr rqrd. Rgt traffic rnwys 26R, 8R.
"South Phoenix	P	3.0 SSE; riv N	1100	1	26-S5	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3.0 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2941	3	32		Ctn-down drafts. On high mesa.
← Polacca	L	3.5 SW; rd 1 N	5590	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8.0 NE; RR E	5042	2	h76-BL,4-S5-W	F4	Use runways.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on field.
(PC)Red Rock, Marana Aux #3	L	8.0 ENE	1970	aw	h30		
← Rimrock	L	2.5 NW	3575	2	26		Rolling.
← " Rancho Roca Roja	L	1.2 ENE	3955	1	26		Mountains ENE. Land to WSW.
Roll, Antelope Ranch	L	2.0 SW; RR E	250	1	30		W blkd. P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	1 mi S	5400	1	33		Caution-soft when wet - erosion.
(PC)SAFFORD	P	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1.0 NW; hwy S	5700	2	45		
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE (south) blocked.
" 27B, LAX-PHX	P	15.8 SSE; rd N	1362	2	41-BL2		
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	6.5 N; rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Sedona, Oak Creek	P	2.0 SE	4800	1	38	F2	
Seligman	L	2.0 NW; hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2.0 NW; hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2.0 ENE; hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3.0 ENE; hwy S	254	3	20		Ctn- soft sand.
"McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip rough.
← Superior	L	2.0 WSW;hwy N	2646	2	h40		NNE blkd. Mountains WSW.
Tempe, Sanders	P	5.0 SSW; RR E	1240	1	26-S5	87	N, S blkd.
Tes Nos Pas	L	2.0 E	5450	1	27		Caution - erosions.
(PC)Tombstone	L	4.0 SE; hwy W	4743	1	42		Take-off to ENE.
Topock, Lake Havasu	P	19.0 SSE; riv N	490	3	60	F2	Caution on NNW/SSE strip.
Tuba City	L	1.0 WSW	5000	1	44		Rolling.
(NG)TUCSON	P	7.0 S; RR W	2630	2	hl20-BL4-S5-W	F4	
" Cielo-Terra Guest Rnch	L	13.5 N; hwy W	2650	1	30		
"Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
"Downtown	L	1.4 S; RR SW	2490	3	43	F2	N blkd. P-line NW.
"Ryan	L	13.0 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
"Thunderhead	L	15.0 ESE; rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn - vegetation. Surd by mountains.
(PC)Valle	P	2.3 E; hwy E	6001	3	57-BL2		
Webb	L	3.5 N; hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE; RR N	315	2	h40		
White River Fort Apache	L	3 mi S	5109	1	42		Ruf - vegetation on lndg area. Surd by mountains.
Wickenburg	L	15.0 W; hwy S	2380	3	h45		Use rnwys.
← "El Rancho De Los Caballeros	L	3.6 WSW	2510	1	26		Ctn - cattle, autos. Uphill landings, downhill tk-offs. Circle rch before lndg. Hill WSW.
← "Flying E Guest Ranch	P	4.4 WSW;hwy N	2490	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W; rd N	4188	2	h61	(F1)	
(PC)Williams	L	4.3 N; RR 1 E	6700	2	45-BL4		Cattle-fld. NE/SW strip muddy-wet. NNE/SSW strip rough, dangerous.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Take-off SW or W. Soft-wet. Use strips.
(P)WINSLOW	P	2.0 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
"Chilson	L	15.5 W	5500	1	35		Cattle on field.
← Young, McKenzie Ranch	L	1.2 WSW	5095	1	26		Ctn-erosion. Hazardous WNW end. Cattle on field. Rolling.
← " Q-Ranch	L	8.5 ESE	5515	2	34		Hill SE; wind-mill SW. Ruf.
(AF)Yuma-VINCENT AFB	P	4.5 SSE;hwy N	213	3	h96-BL4, 6-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi. radius, 1213' above arpt.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14.0 SSE	275	2	h37		
" Aux #4	L	14.0 SSW	200	2	h37		Derricks, cables N - open ditch.
"Fisher's Landing	L	20.2 NE;riv W	250	1	32		
"Marsh	P	0.7 E; riv N,NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
Alma	L	1.5ESE;rdS	420	1	17		
(PC) Almyra	L	3W	208	1	h30-S5	91	Emerg only. Dangerous. Soft.
Arkadelphia, 24, DAL-LOU		1.5ENE;RR NW				F1	PERMANENTLY DISCONTINUED.
(PC)Batesville	P	3S;hwy E	464	2	h28-BL4	F2	P-line W. Rnwy lgts dusk-2400.
(PC)Benton	L	1.6W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5SSW;hwy E	1296	1	27-S3	F1	2270' strip avail. lgtd.
Berryville, Masco	L	1WNW;hwy E	1200	1	19		Cattle on fld.
(PC)Brinkley, Federer Mem'l	P	1E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch holes between boundaries. No storage.
Cabot, Bailey	L	0.5W;RR;hwy SE	305	2	16		E ruf. Unattended.
(PC)CAMDEN, HARRELL	P	4.5NE;hwy W	128	3	h35-BL4	F2	NE/SW strip to be used in emerg only.
Carlisle	L	0.5S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6WSW;hwy E	217	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5SE;rds NE	309	2	32-B-S5	F3	Unicom days.
Cotton Plant, Overhold	P	3W;hwy S	250	2	18	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3W;RR N	200	1	26-S5	F3	ENE, E blkd. Use strip.
El Dorado	P	1.5S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6W;hwy S	277	3	h51-BL4	F4	Use rnwys.
→(P)Fayetteville, DRAKE FLD	P	4S;hwy W	1251	4	h38-BL4-S5-W	F3	Mtn SE.
" Henson	L	3.5ENE;hwy N	1240	1	16		N blkd. Rolling.
←(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL4-S3-W	F4	
(NG)FORT SMITH	P	4SSE;RR S	468	2	h70-BL4, 6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2NW;rd N	229	2	24-S1	F2	
Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
(PC)Harrison	P	4.1NW;hwy NE	1375	2	h40-BL4-S5-U	F1	
Hasty, Smith	L	3.3SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7E;RR N	229	2	21-S3	F2	S blkd;p-lines N, WSW. Ctn-N/S -wet.
Heber Springs	p	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, Thompson-Robbins	P	6NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5NW;RR E	359	3	h55-*L4-S5	F2	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
(PC)Jonesboro	P	3.5ESE;hwy SW	264	3	h44-BL4-S5-W	F1	Use rnwys.
Lake Village, Tindall	L	1.3SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5ESE;rd N, E	257	6	h70-BL4, 6-S5-W	F4	P-line N.
Lonoke, Hauk	L	4.3NW;lk NE	235	1	16		Soft when wet.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
Malvern, Harlas	P	2.2WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30-L4	(F1)	Ctn-wet. No bcn, Rnwy lgts dusk-midngt.
(PC)Mena, 41, NEW-MKC	P	2SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet. weeds.
Morrilton	L	4.7NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1E;hwy W	200	1	13		Ctn-when wet.
Mountain Home, DiamondBay	L	9ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2N;rd E	450	2	19-(S1)	(F1)	
(PC)Newport	L	6 ENE	237	4	h50-S1	F3	Use rnwys.
Ozark, Whitman	L	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE. Caution-wet.
PINE BLUFF, Grider	P	5.3SE;hwy 1N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5N;hwy W	215	3	26	F1	
Pocahontas	L	2SE;hwy W	280	2	38	(F1)	
Prescott		2.8SW;RR SE					ABANDONED.
Rogers	L	2.7N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.6NW;hwy N	202	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req after 2400.
(PC)Searcy	L	2.8S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ.	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8SSE;RR	1352	1	26-*L4	F1	
(PC)STUTTGART	P	7N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5NNW;hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4NE;RR NW	389	2	h40-BL4-S3-W	F4	Use rnwys.
Texarkana, Mack's	L	4SE;RR N	390	2	18-S3		SW blkd. No storage.
(P)Walnut Ridge	P	4NE;RR SE	275	3	h50-BL4-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	245	1	26		
West Memphis, Bowen	P	1.5W;hwy N	215	2	17-S5	F3	P-lines E, NE, W. Rgt tfc E, NE. Ctn-when wet.
" Farmers	P	3.2 W;hwy N	212	1	26-S3	F3	Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
Mountain Home, Lahar Field	L	2 SW	900	1	23	(F2)	Unattended
Lewisville, Harrison	P	0.3 NE	360	1	18-S3	F2	

F-fuel octane, → New or revised data, U-UNICOM (122.8 mc), (See Airport Legend Page), (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC) Adelanto, El Mirage	P	11 WNW; lk N	2865	4	h37-S3	F3	
" Sun-Hill Ranch	L	13.1 NNW; hwy E	2950	1	23	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC) Adin	L	0.5 SW; hwy S	4228	1	29		Ruf-weeds. Too soft for use-wet weather.
Aguanga, Stardust Ranch	L	3.4 NW; hwy W	1750	1	20		Hill E.
Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
(PC) " Mun #1	L	1 W; RR S	4391	3	h35-S1	F2	P-line NE, SW. Ant. NE.
Amboy, Conns	L	0.5 NW; RR, hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-lines E. Rolling. Soft when wet.
(P) ARCATA	P	7.6 NNW, ocean W	217	2	h60-BL4,6,7-S5-W	F4	Rgt tfc rnwy 13.
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
(PC) Auburn	P	3.8 N; hwy 1W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet
Avenal	L	0.3 W; hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet. Electric ear.
Bakersfield	P	2.8 S; hwy W	378	1	h30	F2	CLOSED - Sat, Sun.
(P) " KERN CO. #1	P	4.4 NNW; RR W	515	3	h59-BL4,6-S5-W	F4	TV antenna E, SE, S.
(PC) Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2150	3	28-L4	F2	P-line N; hill NNE, Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	22		Lnd NNW; tk-off SSE. Surd by mtns. Ruf.
Beckwourth, Plumas Co.	P	1.2 E; RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Benicia-Air Harbor	L	2.9 WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC) Bishop	P	1.8 ENE; riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1 NNE; hwy NW	5280	1	34-B-W		P-line NNW. Rolling.
(P) BLYTHE, 21, LAX-PHX	P	7 W; hwys S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E; hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.
Bonsall, Shearer's Ranch	L	4.2 ENE; hwys SW	270	1	21-U		Mtns ESE. Caution-ruf.
Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	24		Soft, ruf, rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	28		SSE, NNW blkd. Use caution.
Boulevard, J3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE; rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4 SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
Bridgeport, Bryant	L	0.3 NNE; lk N, W	6465	1	31		P-lines, S, W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5 WNW; RR S	764	2	h60-BL4,6-S5-W	F4	Fee when no 2-way rdo. Rgt tfc rnways 7, 15. 925' ext on rnwy 15 avail for take-offs only. P-lines 1 mi W.
Buttonwillow-Kern Co. #15	L	1 NNE; canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	36-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5 SSE; hwys E	2250	1	17		P-line W.
Calipatria	L	0.5 WNW; hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
Calistoga	P	0.2 ENE; RR S	365	1	h23-S1	F2	Rft tfc WNW. P-line WNW.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE; RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emergency.
CATALINA ISLAND, Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC) Cedarville	L	1.5 N; hwy W	4610	1	h36		
Chester	P	1.5 SSW; hwy NW	4525	2	53-S5	F2	ENE, SSE, WSW blkd.
(AF) CHICO	P	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7 SE; RR, hwy E	201	1	29		
" Ranchaero	P	2.2 WSW; hwy NE	173	1	22-*L4-S5-U	F2	
(PC) Chino, Pacific Airmotive	P	4.5 SE	625	3	h62		Rgt tfc to E, NE. Ctn F86 & C47 acft operg in vcnty. Taxiing on rnways.
Chowchilla	L	0.8 SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Clarksburg, Borges-Clarksburg	P	2.4 NNE; riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N; hwy E	714	3	h52-L4-S1	F2	
(PC) Columbia	P	3.4 NNW; hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2 WSW; hwy S	45	1	15		P-line SE. Soft when wet.
" U. S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft - wet.
Compton	P	1.5 SW; hwys E, W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC) Concord, Buchanan	P	1.5 NW; hwys N, S	22	3	h50-BL4-S5	F3	P-line WSW.
Corcoran	P	1.3 WNW; hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn - weeds.
" Baldwin	L	2.7 NNW; RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2 SE, RR, hwy W	205	1	29-L*,3-(S1)	(F3)	Twr NNW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC) Corning	P	1.3 NE; hwy W	300	1	24-B	F2	
Corona, Thursby's	L	1.3 NE; RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N; hwy E	3380	2	26		E/W strip under const.
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7 SW; crk NE	1418	2	30		Hill WNW, Caution - wet.
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
(P) CRESCENT CITY, Del Norte County	P	2.5 NW, ocean W	56	2	h50-BL4-S2-W	F2	
Creston	L	1.5 SSW	1200	2	18		SSW blkd.
Culver City, Hughes	L	3.6 SSW, RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL2-W		
Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	
Darwin	L	0.6 W; hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution - holes.
" University	P	2.4 WSW; crk S	65	3	h37-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley, Amargosa	L	0.7 W; hwys E, N	2037	1	23		Rgt tfc N.
(PC) Delano-Kern Co. #3	P	1.5 SE; RR, hwy W	316	2	h60-BL4-S1	F2	Use rnwys.
(PC) DEL MAR	P	1.1 NNE; riv NW	11	1	h25-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5 NE; hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5 NNE; hwy W	900	1	45		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.8 NNE; hwy NW	65	1	19		NE blkd. Soft when wet.
(PC) Dorris, Butte Valley	L	6 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	158	1	23-L4	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
(PC) Dunsmuir, Mott, 25B, FSO-SEA	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd. winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.5 SE; hwy SW	275	1	16		
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-BL3,4-S5-U	F4	Rft tfc SW.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N; hill W. Soft when wet.
(PC) Eureka	L	2 W	20	1	h24-S5	F2	
" -County	P	3.6 ENE; hwy N	5	2	h22-L4-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
Fair Oaks-Phoenix	P	3.5 ENE; riv E, S	270	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3 S; RR E, SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC) Fall River Mills	P	1 N; hwy E	3300	1	h33	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		Unattended.
Fontana	L	3.5 NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.0 ENE	4280	1	15-S3	F1	
(PC) Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW; ocean W	65	1	h24		
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC) Fort Jones, Scott Valley	L	3.5 SSW; rd E	2728	1	38	(F1)	Surd by mtns.
(P) Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5	F3	Rgt tfc rnwy 11.
(PC) Franklin	L	5.5 SSE; RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S, E	331	2	h7I-BL4,5,6-S5-W	F4	Rgt tfc rnways 11 & 7. Use rnwys.
" -Chandler	P	1.8 W; hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnways after rain.
" Furlong	P	6.5 NW; canal NE	300	1	25-S5	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32-*L	F2	Hi-voltage p-line SE end strip, unlgtd, SE blkd.
(PC) Fullerton	P	3.0 W; hwy S, N	93	1	21-BL4-S5	F3	w/caution. Entire fld clsd to hvy multi-eng acft.
Furnace Creek	L	2.0 NW	-211	1	h45		N 1200' clsd, hazard mrkd, 84500' open lgt acft day
(PC) Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gasquet	L	1 W; hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE. NW/SE strip not maintd.
Glen Ivy Hot Springs	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley	L	0.8 W; hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" Loma Rica	L	2.7 E	3140	1	42		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3 WNW; hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC) HALF MOON BAY	P	5.5 NW; hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC) Hanford	P	1.2 SE; hwy S	245	1	h22-S1	F2	Rgt tfc to NNW.
(PC) Happy Camp	L	0.5 W; hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N; lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC) Hawthorne	P	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG) Hayward	P	2 WSW; RR W	46	3	h52-BL4-S5-U-W	F4	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR 2 E	225	1	23		

F-fuel octane. ➡ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5WSW;RR SE	1502	2	h23-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW; RR SSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-*L4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		Closed
" McKim Ranch	L	5 NW; riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E; RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8SE; ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P) IMPERIAL-COUNTY	P	1 S; hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
Independence		0.9 N; hwy W					ABANDONED
(PC) " Inyo County	L	6 SSE; hwy W	3835	2	h50-*L2,4		
(PC)Indio, Shavers Summit	L	29.8ESE; hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co.	P	1.1WNW;RR E	2426	3	h73-*L4-S5	F2	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S5-U	F2	
(PC)Jacumba	L	1.3 E; hwy N	2810	1	24		W end soft. Mtns, E. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2820	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE; RR N	222	1	18		
Kernville-Kern Co #13	L	2 S; riv W	2575	1	h30		Soft.
(PC)King City	P	1.5NNE; RR W	370	1	h45-*L2-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N; RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE; riv S,W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8NNE; riv S,W	25	1	h16-S5	F3	
Lake Hughes, Neenach Rch	L	11.8NW; hwy S	2975	1	19		
(PC)Lakeport, Lampson	P	4SSE; rd E	1380	1	35-S5	F2	Mtn WNW. Ruf.
LaMesa	P	4.2SE; hwy 1.2N	480	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S; rd W	275	2	22-S5-U	F3	P-line SSE. E/W rolling. Rgt tfc ESE.
" Sweetwater		4.8SSW; hwy S					ABANDONED
Lancaster, Quartz Hill	P	5.2 SW	2470	3	26-*L4	F2	NW blkd. P-line W, SW. Soft in spots.
" Sterks Ranch	L	2.6 ENE; hwy S	2361	2	21		P-line W. Soft in spots.
" Waldrip	L	2 NNE; RR W	2335	1	19		
(PC)Lemoore	L	9 SW; hwy N	245	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Machado Field	L	1.2 N; hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8SW; hwy NW	2350	3	31-*L4-(S1)		Soft. Weeds on N/S strip.
(PC)Lincoln	L	3.6WNW; hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5SE; hwy 1.5W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5NW; hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6SSE; RR W	65	1	18		N, S blkd. Caution-weeds.
Livermore-Sky Ranch	P	1.2WNW; hwy NE	448	2	40-B*L4-S5	F3	NE blkd.
Lodi	P	4.5SW; hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N; hwy E	54	1	30	F2	P-lines E, W.
(PC)Lompoc	P	0.6N; riv l N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mat avail - use with caution.
Lone Pine	P	0.8 S; hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W, N 800' rnwy 16L perm clsd.
(P)LOS ANGELES, Intn'l	P	9.5 SW; RR E	126	3	h85-BL4-7-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
(PC)Los Banos	P	1.2 W; hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S; hwy 1.5W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills Kern Co. #9	L	0.6 NE; hwy S,W	285	1	h63		
" Blackwells Corner	L	10.5W; hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
(PC)Madera	P	3.5WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa, Sunset	L	3.1 NE; RR SW	520	3	21-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5WNW; rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
(P)MARYSVILLE, YUBA CO.	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW; hwy 1 NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE; riv W	40	1	14		
Middletown, Larry's	L	2.5WNW; hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S; RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Montague	P	1 W; hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE; RR W	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)MONTEREY PENINSULA	P	3.4ESE; bay NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	17		P-line across W end. Lnd W on 450' extn.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N; RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1ENE; rd S	1137	1	22		P-line E.
(PC)Napa, County	P	5.5 S; RR E,S	36	2	h53-BL4-S5	F3	
Napa Stewart	L	2 S; hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1SSE; riv S	8	2	23-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5S; hwy E	990	2	h58-BL4-W		
" Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW; rds S,E	3060	2	26-(S5)	(80)	No storage. NW blkd. Rolling. Soft-wet.
New Cuyama	L	0.4 S; hwy N	2225	1	40		
North Sacramento-City	L	1.2 N; RR W	30	1	17		INACTIVE. Caution-weeds.
Novato, Marin County	P	2.6NNE; RR W	1	2	30-(S3)	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8ESE; RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE, SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S; hwy 2 NE	5	3	h62-BL4,7-S5-W	F4	Clsd to seaplanes, vessels moored in channel. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4WNW; hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE; riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ojai, Henderson	L	3.5WSW; RR E	600	1	18-(S3)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E; hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW; riv W	8000	2	29		Clsd winters. FEE. Lnd, take-off S on N/S strip.
" Grant's	P	1.8 SSE; hwy E	3700	3	31-S3	F3	Minor eng rprs only. Rolling.
" Monache Meadow USFS	L	10.8WSW; riv E	8000	1	25		
" Tunnel USFS	L	16.5WNW; riv S	9100	1	18		Land and take-off to SW.
(NG)ONTARIO-International	P	1.5E; RR N,S	952	2	h70-BL4-6-S5-W	F4	Rgt tfc rnwys 3,7
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No storage. SW corner used by farmers.
" Kirkwood	L	4.8NE; RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W; riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW; hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Oxnard, Broome Ranch	L	8 SE	15	1	10	F4	Ctn-ditch and p-line parallel SSE strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W; hwy E	43	2	h45-BL4-S5-W	F4	Ctn-hi performance jet acft operg in ctl zone.
(P)PALMDALE, Air Force Plant 42		Airport now Air Force Installation.					
Palm Desert	L	1.2 NW; hwy SW	215	2	30	F1	W blkd. E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5E; dry riv NE	448	2	h70-BL4-S5-U	F4	Rgt tfc N and NW.
(PC)Palo Alto	P	2 ENE; bay l E	2	1	h25-S5	F2	Ant. SSE; p-line S, WNW.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5NE; hwy l.5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W; rd S	168	1	26-*L4-S1	F2	Rgt tfc strip 34. Windmill NE.
Petaluma-Sky Ranch	P	2.3 NE; rd NW	78	1	h21-*L1-S5-U	F2	
(PC)Pismo Beach-San Luis Obispo Co.	P	2.7 SSE; RR E	14	1	h23-S1	F1	
(PC) Pixley	L	1.2 SW; hwy E	260	1	h20-(S1)		
Placerville, El Dorado Co.	L	1.5ESE; hwy 1 N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	84	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW; hwy S	1850	1	40		Use strip. P-line each end - ruf, E end soft.
(PC)Point Arena-Hotel	L	2 NW; hwy E	80	1	13		Ruf.
Pomona Brackett	P	3 NW; hwys N, E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW; hwy l N	444	2	h60-BL4-S3-U	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Gansner	P	0.5 N; hwy W	3415	1	h31-*L4-S1	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6WSW; hwy SE	1393	1	h40-L4-S1	F2	
Ravendale	L	0.2 N; RR SW	5300	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7SSW; crk N,S	354	2	h40-BL4-S5-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE; rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S. Ruf.
" Sky Ranch	P	5 S; canal E, N	486	2	29-S5	F2	
Redlands, Flying Inn-Redlands	L	3 NE; RR E	1574	1	26-L4-S3	F2	Rgt tfc E. Lgts on req after 2400. Rolling.
Reedley, Great Western	P	5 N; RR W	381	1	22	F2	Rolling. Rgt tfc N, avoid flgt over school.
Rialto, Miro-Fontana	L	2.5NW; crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE.
" Morrow	P	1.8 S; hwy S	1100	1	h32-S5	F2	P-line ENE, WSW.
Richvale	L	1.5 WNW; RR E	112	1	25		
" LaMalfa	L	3 ENE; hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5SSW; hwy E	2300	2	26-S1	F3	P-line ENE.
Riverside, FlaBob	P	2.3WNW; riv SE	760	2	37-L1-S5	F4	2000' pavement avail.
Riverside	P	4.5WSW; RR W	790	2	46-*L4-S5	S7	FEE for lgts. Rolling. Bcn on req.
Robbins, Lampson's	L	0.4 W; hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N; rd S	450	1	h18		Use rnwys.
Rosamond	L	2.5 WNW	2415	1	26-S3	F2	No storage.
" White oaks	L	19 WNW	4100	1	36		Mtns N.
Rutherford Inglenook Rch	L	1.5WNW; rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5SSW; RR W	21	3	h60-BL4,6-S5-W	F4	
" Capitol Sky Park	P	3.5WNW; RR N	15	1	30-S5	F2	Use strip.
" Jensen	P	4SSW; RR W	20	1	17-S5	F3	Rgt tfc S. Unlgtd ant, N. Soft-wet. S blkd.
" Sky Ranch	P	4.6SSE; hwy E	26	2	23-S5	F2	P-line S, NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing, aw-allway field, W-weather reports avail.

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

[25 June 57]

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(P)SALINAS	P	2.8 ESE; RRSW	84	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras	P	0.5 SE	1200	1	h20-*L4-S3	F2	No storage.
" #2	P	5.6NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7NNW;RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
" Tri-City	P	3.3 SSE; riv N	1040	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E, S. 2700' of E/W strip lgtd.
San Carlos-San Mateo Co	P	1 NNE	6	2	h25-S4	F2	8'levee S. Clsd to DC-3 and heavier.
→(P)SAN DIEGO, Lindbergh	P	2 W; bays S,W	15	2	h81-BL4-S5-W	F4	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY.
(PC) " Montgomery	P	7 NNE; hwy W	423	2	h34-BL4-S5-U	F2	Rgt tfc rnwys 5, 10.
" Pike's	P	4.8WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(PC) " San Diego County (Gillespie)	P	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F2	Rgt tfc ESE.
San Fernando	P	1.5 E; hwy 1 SW	1168	1	24-S1	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE; RR SW	1033	2	38	F4	P-lines NNE, SSW. Rgt Tfc NNE.
→(P)SAN FRANCISCO INTNL	P	9 SSE; bay E	10	4	h89-BL4&7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley	L	15.3 NE; rd S	630	1	25		Rd crosses strip. Tfc pat. NE. Surd by mtns. Cattle on fld.
San Jose	P	3.4 E; rd W	114	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW; RR SW	62	1	h45-BL4-S5-U	F4	
" Reid's Hillview	P	4 E; rd NW,SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo	L	1.9 N;RR SW	342	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
" State Polytechnic College							
(PC) " COUNTY	P	3 SSE; hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Valley	P	1 W; RR N	550	2	20-S1	F2	Rgt tfc N. Caution weeds on strip.
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
→(PC)SANTA ANA, Orange Co.	P	5 S; hwy N	54	1	h48-BL4-S5-W	F4	
(P)SANTA BARBARA	P	8.1 W; RR N	14	5	h47-BL4&6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Sky Park	P	5.3 N; hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
Santa Maria, Hancock	P	1.1SE; RR N	236	3	h33	F4	P-lines W, NW, SW. Rgt tfc E, ESE. 3800' strip avail. NW/SE strips not maintd. NE/SW strip clsd.
" Machado	P	2.2 N; riv N	230	1	27	F2	W blkd.
(PC)SANTA MARIA-PUBLIC	P	4.2 SSW; hwy E	259	2	h57-BL4-S3-U-W	F3	
(P)Santa Monica	P	2.6 ESE; rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3. Rnwy 4-22 perm clsd.
Santa Paula	P	0.8 S; riv S	240	2	21-*L4-S5	F2	Rgt tfc to S. 91 oct avail on req.
Santa Rosa	L	2.8NNW; hwyE	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW; RR I E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	P	0.5 S; RR N	965	1	18-S1	F1	W blkd; hills S, E; Rgt tfc N. Ctn-weeds, ruf.
→(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	1000' dirt overrun W end, 400' dirt overrun E end.
" Crawford	L	4.1ESE; hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8ESE; rdsE,N	2150	1	53		1800' SSE end strip unusable winter mos-mrkd. Unattended.
Selma	L	2.3 E; rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E; RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W; ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S; hwy W	1580	1	23		Mtns N. Rgt tfc N.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE; lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Solemint, 6 S Ranch	P	1 WNW; hwy S	1349	1	h26-S1	F2	E, W blkd. Clsd Suns - auto races.
(PC)Sonora, Columbia		SEE: Columbia, Columbia Airport					
South Belridge, Belridge	L	0.8 NNW;hwyE	575	1	38		
(P)STOCKTON	P	4 SSE; hwy E	28	3	h46-BL4&6-S5-W	F4	
" Oranges Bros.	P	5 N; RR E	23	1	h20-L4-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	1	19	F1	Unattended. E end E/W strip ruf.
Stratford, Jones Farms	L	1.1NW; RR NE	200	1	16		
" Newton	L	2.7SSW;hwyNW	190	1	h22-U		P-line NNW.
" Rowan	L	1.7SE	200	1	19		
" Schwartz Farms	L	2.0 SE	195	1	25		
" Westlake Farms	L	6.1SW; hwy W	200	1	15		
Strathmore, Trauger	P	1.1NNE; RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunset Beach	P	2.0 E; ocean S	30	2	19-S5	F2	6' fence end rnwy 24. P-line WSW.
Susanville	P	6.5SE;hwys adj	4146	3	32-BL2, 4-S5	F3	P-line N.
Taft-Kern Co. #2	P	0.6 E; RR S	873	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip 7R-25L.
Tehachapi-Kern Co. #4	L	0.8 NE; RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8SW; hwy W	-117	2	h50-BL4-S5-W	F3	Use rnwys.
Three Rivers	L	2.2NNE;rivS,W	850	1	20		SSE blkd. Soft when wet.
(PC)Torrance	P	3 SW; hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NE, NW.
(PC)Tracy	P	3.5SSW; RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5ESE; riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1ESE; RR S	164	1	27		SSE blkd. Soft when wet.
(PC)Trinity Center	L	0.4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE; dry lk S	1716	1	60-B*L2		Rolling.
Tulare	P	3.7ESE; hwy W	270	1	21-S1	F2	
Tulare Moore's	L	2.2NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE; hwy SW	4048	1	35		
Turlock	L	4WSW;RR SW	78	1	20-		Edges soft.
" -Municipal	L	9 E; hwy N, W	160	1	h83-S1	F2	
" Roe		7.8 S; riv S					ABANDONED
Twentynine Palms, Cones	P	1.5ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
(P)UKIAH	P	1.5S; RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N. Rnwy rstd to acft in excess 24,000 lbs.
Upper Lake, Gravelly Valley USFS	L	20 N; lk 1 S	1900	2	44		NNE blkd; hills WNW. Deer on fld. Clsd Nov-Mar. Land NNE, WNW; take-off SSW, ENE.
" Polk	L	0.6SE;hwysN,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8NE;hwy NW	65	1	23	(F2)	
Valley Center, Schafer's	L	4 E; riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7SE; RR NE	13	1	h24	F3	Rgt tfc SE.
Vidal	L	1 SE; hwy SW	590	1	29		Emergency only.
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwys.
(PC)VISALIA	P	5 W; RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8WNW; RR S	317	1	28-S1	F2	P-line WNW.
" Piegrass Bros.	L	3.7NNW;riv S	320	1	20		CLOSED.
" Dinuba	L	8.5NNW;RR I NE	310	1	h25		
Walnut Grove	P	2.4SW;riv W	SL	1	26	F2	P-line E.
Warm Springs	L	2.3SSE; RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4W; hwy N	2875	1	35		
Wasco-Kern County #5	L	2 NNW; rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6NW; hwy S	160	2	h45-*L4-S5-W	F2	Bcn prior req.
Weaverville	L	1 SSE; hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8NW;Sea adj	-152	2	51		CLOSED, except on ofl bus.
Westwood	L	1.5 W; hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2NNW;hwyW	546	1	24		SSE blkd.
Williams, Dalton	P	1.3NE; RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3ENE; rd S	1356	1	18	(F2)	P-line W. Slippery when wet. Rgt tfc strip 25.
Willows, Nolta's	L	4 N; hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S; RR W	90	1	20		Soft when wet.
" Glenn County	P	1.3WSW; hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5ENE; hwy W	98	1	h60		
Woodland	L	3 SE; rd S, W	30	2	27		Soft when wet.
" Watts	P	5.5 W; hwy E	121	2	h27-*L1-S5	F2	P-line ESE. 3400' strip avail.
(PC)Yuba City, Sutter County	P	0.6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W; hwys SW	2350	2	22		P-line WSW.
NEW AIRPORTS (or airports out of alphabetical order)							
Upland Cable-Claremont	P	1.8 ENE;hwy S	1450	3	h21-*L4-S5	F3	ENE blkd. 3350' strip avail. Bcn on request.
Vacaville, Nut Tree	P	1 NE	112	1	h19-U	F2	Rgt tfc rnwy 19
(NG)Van Nuys	P	4 NW	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rft tfc rnwys 26, 34.
→ Fremont, Center Fld.	L	2.1 SSE;hwy N,W	40	1	20-(S1)	(F2)	P-line WNW. Atnd wk ends only.
COLORADO							
Akron, Ward	P	0.7 N	4600	1	28-*L4-S1	F2	P-line S, E.
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E. Ruf
(PC) ALAMOSA	P	2S; riv 1.5NE	7535	2	h59-BL4-S1-W	F3	Unlgtd 1120' overrun
"Kramer	P	3 WNW; RR N	7550	2	52-*L4-S5	F2	NE blkd. Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	2.7SSW;hwy1.5N	7730	3	58		S blkd.
Boulder	P	3ENE;bet RRs	5350	4	42-BL4-S5-U	F2	
Brush	L	2.7ENE;hwys W	4280	3	35	F1	S, SSE, W blkd. Ruf.
Buena Vista	L	2 SW	8060	3	35		Stock on fld.
Burlington	P	0.5W; RR S	4160	4	38-S1	F1	S, SE blkd; p-lines N, NE, NW.
Calhan	L	0.6ESE;hwy N	6500	1	22		Use at own risk. Ctn-ditch S. Cattle-fld.
(PC) Canon City, Fremont County	L	6.9 E; hwy N	5436	2	h54		
Center	L	65WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd. Ruf. Soft when wet.
(AF)Colorado Sprgs, PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
" Pine Valley		9.2N;bet RR,hwy					CLOSED
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	1	59-BL4		
" Ute	P	3.2 SW;hwy E	5899	1	50-S5	F1	
(PC) Craig	P	2 SE; riv N	6197	1	36-L2-S5	F3	Caution-ditch. Use strip.
Creede	L	2SSE;hwy NW	8700	2	50		P-line NE. Use strips.
Crested Butte	L	0.8 SE	8800	1	27		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. →New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Del Norte	L	2.5N	7900	3	60		Hills SW, W. Ravine S, N/S Strip rolling
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
(PC) Delta, Starr Nelson	L	4 E; RR N	5200	4	56-*L1		
Denver, Ruston Hgts.	P	10NNW; hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E; RR S	5478	3	41-L4-S5	F3	Rgt tfc strips 26, 30, 36. Ditch W.
(P) "STAPLETON	P	5 ENE; RR N	5331	5	H100-BL4-7-S5-W	F4	Rgt tfc rnwys 35, 26L, 26R, 30, 21. Rdo rcvr rqrd. Land W numeral 26L Acft avoid flgt vcnty jail lctd 4000' NE apch end rnwy 21.
Dove Creek	L	0.6 E; hwy W	6910	1	44	(F1)	P-line SW.
(PC) Durango-LaPLATA	P	10.8SE; riv NW	6684	1	h56-BL4-S5	F4	SW end soft, ruf.
Eads	L	1.3WSW; RR N	4250	2	35		Ruf. Emerg only.
" Freeman	L	10 SSE; hwy W	3950	4	35		P-lines S, SSW, W, NNW.
Eagle, 76, LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Eaton-Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E; dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE; riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on fld.
Flager	L	1 S; hwy N	4975	3	40-*L4-(S3)	(F1)	E, SE blkd.
(PC) Ft. Collins, Christman	P	4 WNW	5160	2	h40-BL2-S5	F3	Use strips.
Ft. Morgan, Young	P	6.0 N	4550	3	52-L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6.0 N; riv E	8000	1	68		Surd by mtns. Peake either side S apch. Ctn-holes.
Glenwood Springs	L	2S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd. Cattle on fld.
(PC) Granby	L	1 ENE; RR S	8203	1	40		
(P) GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC) Greeley	P	3.5 E; rd S	4645	3	50-BL4-S5	F2	Keep alert for dusters during summer months.
(PC) GUNNISON-County	P	1.2 SSW; RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6, 17.
" Quarter Circle	L	29.8 SSE	9440	1	37		Closed winters.
"Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE; riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld. Ruf, Emergency only.
(PC) Hugo	L	1.5 NW; hwy W	5128	3	40		
Julesburg	P	2.4 SW; RR N	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	L	10.0 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW; hwy S	4290	3	35		Cattle on fld. Use strips.
(PC) Kremmling	L	0.9 E; hwy N	7411	1	h55		
(P) LA JUNTA	P	4.5 NNE; hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW; riv 1 N	3673	3	42-BL2-S3	F1	N blkd; p-lines SW, W. Ruf.
Las Animas	L	1.4 S; hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE; hwy S	5365	2	42-*L4		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5618	1	26-*L	F1	N blkd. Rolling. Land, take-off N.
(PC) Longmont	L	2.9 W; hwy S	5047	3	44-B*L4-S5-U		
(PC) Loveland	P	2 WNW; hwy S	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E; riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E; hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista, SAN LUIS VALLEY	P	6 E; hwy N	7808	1	63-BL4-S5	F1	Lgts req after 2200.
(PC) MONTROSE COUNTY	P	1.5NNW; hwy SW	5758	2	h56-BL4-S5	F1	P-line SW. NE/SW Strip soft when wet.
Norwood	L	3 NE; riv E	7250	1	27	(F1)	Rolling. Unattended.
Nucla	P	2.3 SSW; riv 1 S	5580	2	50-(S1)	(F1)	
Ordway - #1	L	0.9 S; RR N	4300	3	39		Poor drainage, dangerous.
(PC) " - #2	L	6.4 SE	4367	3	h60		Unusable-weeds.
Ovid, Woodham	L	2.1 E; RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW; RR NW	5850	1	30-S1		Soft when wet.
(P) Pueblo Memorial	P	7 ENE; hwy S	4725	2	h85-BL4-S3-W	F4	
Rangeley, California	L	5 WNW; hwy S	5500	1	44		
" - Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE. S blkd.
Rifle	P	3.3 E; riv N	5400	1	60-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8SSW; canal N	4370	2	28		P-lines NW; hill SE.
Saguache	L	2 WNW; hwy NE	7635	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W; RR S	7484	1	38-(S5)	(F1)	Ruf. Steep grade on W.
San Acacio, Lyckman Ranch	L	3.3 SW; hwy N	7710	4	74	F1	Soft, ruf.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N; hwy W	4410	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	25 NNW; hwy NE	6920	2	34		Unsafe when wet.
(PC) Sterling-Logan County	P	2.8 W; RR S	4037	2	h47-S5	F3	P-line NE. Ditch S.
Stratton		1.3 NE; hwy S					ABANDONED
(P) TRINIDAD	P	10.5ENE; riv NW	5761	2	h55-BL4-S3-W	F3	Use runways.
" Newcombs Ranch	L	20 E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U. S. Vanadium	L	2.9 NE	5850	2	52-L1-S3	F2	Soft-wet. Rolling. Unattended.
Vernon, Dickson	L	5.0 SW	3950	1	45	F1	P-lines S.
(PC) Walden, Jackson County	L	1.5NNE; hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable. Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 N; RR hwy S	3950	3	29-(S1)	(F1)	P-line SE, S. Ruf.
Watkins, Craig	L	6.2 W; hwy S	5500	2	26		S blkd; p-line W. Rolling.
" East Colfax	P	2.7WSW; hwy N	5650	3	30	F2	P-lines N, NW. Ruf.
Wray	P	1.2 NNW; hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S. Emergency only.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Yuma	P	1.4 SSE; hwy N	4150	3	34-S1	F1	SE, S, SW blkd; p-line NW. Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
CONNECTICUT							
Ansonia	L	1.6 ENE	440	1	18-(S5)	(F2)	
Bethany	P	1.3 N	680	1	28-*L2-S3-U	F1	500' N end slopes sharply.
(P) BRIDGEPORT	P	3.5ESE; hwy 1N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj NE.
(PC) Danbury	P	2.5SW; RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E. Hartford, Rentschler	P	1.5SSE	45	4	h58-L4-S5	F4	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
(PC) GROTON, Trumbull	P	2.8SE; RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
(PC) Hartford, Brainard	P	2.3SE; riv E	18	2	h47-BL2,3,4S3-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall. FEE. Rnwys 9-27 & 15-33
Madison, Griswold	P	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited. [perm clsd.
Meriden	P	2.4SW; RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC) NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
New Milford, Candlelgt Farms	P	3.0 W	650	1	21	F1	
Pachaug	L	1.4 E	204	1	25-*L4-S3	F1	
Plainville, Robertson	L	2.5N; RR E	200	1	21-*L4-S5	F1	
Simsbury	P	2.6NNE; RR W	210	2	18-S5-U	F3	
S. Woodstock, DeFlorez	L	1.2SSE; hwy W	465	2	18-S3	F1	No storage
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7NNW; RR 1E	843	2	20-S3	F1	
Waterford, New London	P	1.7N; hwy N	60	2	19-*L4-S5-U	F3	SE blkd. Ridge NW.
(PC) Willimantic, Windham	P	2.7NE; hwy SE	244	3	h43-BL4-S3-U	F2	Dike NE.
(NG) WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4,5,6S5-W	F4	2-way rdo rqrd unless prior authorization rcvd
NEW AIRPORTS (or airports out of alphabetical order)							
DELAWARE							
Bridgeville	L	1.7SE; hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpt	L	2.2 N	37	3	24		P-line SW.
(PC) Georgetown, Sussex Co.	L	1.5SE; RR N, E	51	2	h50-U		Fuel emergency only.
Hartley, Lasch	L	0.8WNW; rd NE	70	1	15		SE blkd.
Laurel	L	1.5SW; hwy S	30	3	21		Unattended.
Milford	P	1.1NNW; hwy E	35	2	24-*L4-S5	F3	ESE blkd.
" Biggs	L	1 NW; RR E	60	3	21		SE blkd. P-line NE. Rolling, ruf. Rgt tfc N, NE, NW.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W; hwy N	28	4	38-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E; riv N	20	1	18-*L		
" Ewing	L	3 SSE; hwy E	50	1	16		
" Lakeside	L	1.8; hwy E	45	1	18		S blkd. [twr, Philadelphia rdo only.
Wilmington, Du Pont	P	3 WNW; hwy S	185	2	29-BL2, 4-S5-U	F2	SSW blkd. Lgts to 2300 prior req clc NewcastleCo.
AF, NG) " NEW CASTLE CO.	P	4.8SSW; hwy SE	79	4	h71-BL4, 6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W; rd SE	45	1	21-S3	F1	WNW blkd; p-line ESE. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
New Castle, Piasecki	P	1.5 W; hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip. soft-wet. Rgt tfc NE.
DIST. OF COLUMBIA							
(AF, N) WASHINGTON NATIONAL	P	2.2S of Monument	16	3	h67-BL2,3,4,6,7-S5-W	F4	2-way rdo rqrd. FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. Rnwy 9-27 perm clsd.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Allenhurst, Haulover Canal	L	0.5 N; hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE; rd S	3	1	19		S blkd. Sandy.
(PC)Apalachicola	P	2 W; bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE; rd W	60	4	33		
Atlantic Beach, Bull	P	1 NW; ocean E	15	1	20-S5	F1	
Avon Park	L	1.5 W; hwy N	156	4	h40-S1	F1	P-line NW. Use rnwys.
(P)Bartow	L	5.5 NE; RR NW	124	3	h50-B*L4		AF primary contr school. Intensive student trng within 20 mi radius 0700-2400. Mon-Fri. No ATC interphone. CLOSED CIVIL ACFT.
Belle Glade- State	P	1 NNE; hwy W	17	2	24-S5	F1	W blkd. Soft when wet.
Bradenton	P	1 SW; hwy E	22	2	34-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW; RR E	70	3	h70-S5	F1	Use runways.
(PC)Bunnell	L	3.5 E; lk SW	34	4	h50		Cattle on fld. Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W; hwy 1S	20	1	h40		Use rnwy.
(PC) Cedar Key, Lewis	L	1W; gulf W	7	1	h24		Tower S. Use rnwy. Unattended.
Chipley	L	1.8 SE; RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30- S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W; hwy N	20	2	h30-*L4	F1	Use rnwy.
Cocoa (Merritt Island)	P	2.1 ESE; riv E	4	1	31-BL4-S5	F1	
Crestview	L	2.5 N; RR E	274	1	33-BL4-S5-W	F2	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE; hwy W	7	1	30		
(P) DAYTONA BEACH	P	2.8 SW; hwy N	34	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h80-B-S5	F1	Use rnwys.
Dunnellon	L	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW; hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW; bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4.0 S; riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW; RR SE	14	4	h40		Caution-not maintained. Use rnwys.
" Bradley	P	2.8 N; RR W	9	1	h26-S5-U	F4	
(PC) " BROWARD CO. INTNL.	P	3.7 SSW; RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY. Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE; RR E	19	3	27-S5	F1	N, NW blkd; p-line W. Caution-wet.
(PC)" St. Lucie County	P	3.5 NW; RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F4	Use rnwys.
" Stengel	P	4 WSW; lk E,W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds. P-line N.
High Springs, Sky Road Inn	P	5.0 N	90	1	21	F1	
Hollywood		1 S; RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	9	4	h32-*L1-S5-U	F4	Use rnwys.
(PC)Holopaw	L	2.2 E; hwy S	70	1	26		
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3ENE; RR W	20	3	h50-BL2,4	(F3)	Unattended.
(P)Jacksonville, Craig	P	9.0 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys. perm clsd.
(PC) " Herlong	P	9.0 SW; hwy NW	87	4	h40-S3	F1	
(NG)" IMESON	P	6.3 N; RR W	52	3	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Rnwy 18L-36R
" Mile Branch	P	11 SW	62	2	18-S5	F1	Cattle on fld.
(PC)Keystone Hgts, Keystone	P	4.5 NNW;RR W	196	3	h50-S3	F2	Use rnwys. xcpt 9-27 clsd.
(P)KEY WEST, International	P	2.3 E; ocean S	4	1	h48-B*L-S3	F4	ARPT OF ENTRY. FEE. Use rnwys. All rnwys,
(PC)Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
Labelle Mun	L	1.0 S	18	2	24		P-line N. Unattended. NE/SW unusable.
(PC)Lake City	P	3.7 ESE;hwy N	202	4	h68-S3	F1	Use rnwys.
(PC)LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of T-28 or T-34 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F3	Rnwy lgts not avail after 2400.
(PC)Lake Wales	P	2.3 WSW;RR N	125	2	h40-*L2-S5-U	F3	Int, mil student trng 0700-1730 Mon-Fri. Rgt tfc rnwy 17.
(PC)Leesburg	P	4 ENE;lkSE, NW	67	2	h50-BL2-S5		Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N, Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80-S3	F1	
(P)MARIANNA, Graham Airbase	P	5.0 NE;hwy E	113	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo rqrd. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW;RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	26-S5	F3	Acft higher than 600 hp prohibited.
(AF)"-INTERNATIONAL	P	5.0 NW;canal NE	9	4	h94-BL4,5,6-S5-W	F4	ARPT OF ENTRY. FEE. 2-way rdo rqrd. FOR. CLEAR. BASE. Non-sked exec & pvt acft use 20th St. term. ramp. No storage. Use rnwys.
" Tamiami	P	9.0W;canal N, W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "P"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S, W. blkd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Minneola, Kerlin	L	0.5 NE;hwy W	100	2	16		Unattended.
Mount Pleasant	P	1.0 W	301	1	22	F1	
(PC)Naples-America	P	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys. Rnwy lgts prior req after 2400.
(PC)New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F3	35' antenna 300' NW end Rnwy 11. Use Rnwys.
(PC)Okeechobee-County	L	2.5 NW; RR S, E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF)ORLANDO	P	2.5 E; lk S	115	5	h55-BL4, 6-S5-W	F4	Rnwy 10L-28R perm clsd.
" Hoequist	P	3.8 SW; lk NW	100	2	20-S5	F1	E blkd.
(PC) Pahokee, Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC)Palatka, Larkin	P	3 NW; RR N, S	56	4	h50-BL4-S1	F4	Use rnwys.
Panama City, City Air Park		3.5 NNE;hwy E					ABANDONED
(PC)" FANNIN	P	3 NNW;bay NW	14	2	h49-BL4-S5-W	F4	Use rnwys. Unattended 2300-0600C.
" Skyland	P	0.2 W; RR N, E	32	1	19-S5	F2	P-lines N, S. N end soft. Rft tfc S.
(P)PENSACOLA	P	4 NNE;bay E	121	3	h50-BL4, 6-S5-W	F4	Use rnwys. Rnwy 3-21 perm clsd.
(PC) Perry-Foley	P	3.2S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC)Plant City	L	2.5SW; RR SE	154	1	19		Washes near edges of rnwy. Use rnwy.
"Robinson	P	1.5 WSW;RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-BL4-S5-U	F4	Use rnwys.
(PC)Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-S5	F1	Use rnwys.
Quincy	P	2 NE; hwy S	226	2	35-S1	F1	SW blkd.
(PC)St. Augustine-Fairchild St. Augustine	P	4 N; hwy W	10	3	h50	F4	E/W rnwy clsd. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(AF) " PINELLAS CO. INTNL.	P	9.5 N; bay E	10	4	h50-BL4-S5	F4	Rdo rcvr rqrd.
(CG)St. Petersburg, Whitted	P	2.5E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd. Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC)"-BRADENTON	P	3.5NNW; RR E	24	4	h50-BL4,6-S5-W	F4	N/S rnwy emerg use only.
(PC)Sebring Air Terminal	P	6.5ESE;RR2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
(PC)Stuart, Witham	P	1.5SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
Tallahassee	P	9NNW; riv NW	250	2	26-S3	F1	Surrounded by trees.
(P)" DALE MABRY	P	3 W; RR S	70	3	h52-BL4, -6-S 5 W	F4	Rnwy 9-27 clsd rgts. Use rnwys.
(PC)Tampa, Hillsborough Co.	L	7 NNE; riv 15 S	67	3	h50		CLOSED-LEGALLY. Cattle on fld.
" Knight	P	3.7 S; bay S	8	4	h40-BL2-S5-U	F3	Use rnwys.
(P)"- INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5,6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-indg N, NW; hwy tfc S.
Tarpon Springs	L	2WNW; gulf W	12	2	20		INACTIVE.
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC)Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnwys.
(P)VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P)West Palm Beach, Palm Beach County Park	P	7.5 SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys.
(PC)Williston	L	2.2SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying T-34 acft engaged in student trng. Rgt tfc rnwy 29. Ctn-entering active rnwy. Hard-surfaced parking area for mil acft only.
(PC) Zephyrhills	P	1.5 ESE;RRNW	92	3	h55-*L-S1	F1	Bcn prior req/circling. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
Clewiston	P	1.0 SW	18	3	30-S3	F1	P-line N, NE, SW- trees NW.
Longwood, Slade	P	2 mi W	110	1	26-S5	F1	P-line S.
GEORGIA							
Adel, Cook County	L	1.3W;hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P)ALBANY	P	4 SW;hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys. P-line W, E/W rnwy clsd ngts air carriers.
Pine Knoll Lodge	L	11.5WSW;RR S	196	2	30		SW blkd.
(P)Alma, 43, MIA-ATL	P	2.5W;RR N	200	2	43-BL4		P-line NW
(PC)Americus, Souther	P	4NE;RR W	470	2	52-S5	F1	No sto, Slick-wet. Ctn-hangar in E/W strip.
(PC)ATHENS	P	3.5E	807	2	h40-B*L4-S5-W	F2	Use rnwys.
(P)ATLANTA	P	8S;RR N	1024	5	h78-BL4, 8, 7-S5W	F4	FEE. Clsd HB, VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3W;riv NW	820	3	h44-BL4-S5	F3	
(P)AUGUSTA, Bush	P	7.3SSE;riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W;RR S	424	3	h41-BL4-S3-U	F4	Embank. W. Use rnwys. N/S rnwy clsd.
(P)Bainbridge	L	6.5NNW;hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy. Clsd wk ends, holidays xcpt prior approval.
(PC) " Commodore Decatur	L	2 WNW;hwy ENE	103	2	h40-BL4		Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Blakely, Early County	L	2 SSE;hwys NE	260	2	20		Soft when wet.
(PC)Brunswick	P	2 NNE;RR W	14	2	h23-B*L4-S3	F3	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC)Butler, 14, TLH-ATL	P	0.5 NW;RR S	667	2	32-BL2		S blkd; p-line SW.
(PC)Cairo-Grady County	L	3.3 ENE;hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
(PC)Camilla	L	2.2WSW;hwy N	180	2	30		E blkd. Use center of strips.
(PC)Carrollton	L	2.3 NE;hwy E	1049	1	23-L4	F1	P-line NE. Trees SW.
Cedartown, Waters	L	1.2 W;hwy E	798	2	26		P-line E. Soft when wet.
Chipley, Gardens	P	2.0S	904	1	31	(F1)	
Cochran	P	5NE;rlv E	324	2	21-B*L2, 4-S5	F1	
(P)Columbus	P	1.5SSE;riv S	240	2	47-S5	F1	SE blkd. Rgt tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE;RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys. Caution-due unlgtd trees in apch areas.
Commerce	L	1.8E;hwy S	910	2	14-(S1)	(F1)	Lgt acft only - rolling, to rnwy 5, approx 1000' of rnwy unusable.
Conyers	L	1S;hwy E	750	1	20		P-line N. Ruf.
(PC)Cordele	L	1.8NNE;RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW;RRs E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence endeof strips. Cattle on fld.
Dahlonega, Wimpy's	L	4NNW;lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7ESE;riv NE	700	2	21		INACTIVE.
" Mountain View	P	2NW;hwy E, N	867	2	19	F1	ESE/WNW rnwy clsd.
(PC)Darien, Edenfield	L	3.5 N;hwy NE	30	1	30		
Dawson, Terrell County	L	2.5SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC)Douglas, S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-S5	F1	Use rnwys-holes adjacent.
Dublin Arpk	P	3.0 S	300	2	20-B-S3	F1	
Ellaville, Gill's	L	1.E;hwy N	565	1	16		INACTIVE. N blkd. Land from S to N, take-off from N to S.
Fitzgerald	L	2 SSW;RR W, E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W, E	1277	2	BL4, 6	F3	Use rnwys.
Griffin-Spalding	P	1.5S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW; Hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S5-W	F4	
Lithonia, Gunn	P	3.3 WNW;hwy S	960	1	h21-S3	F1	Hill W. Rolling.
Louisville, Port Maybe	L	4N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4, 6-S3-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E, W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd. P-line NE. Do not lnd SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SE strip.
Marietta, Col.	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd. P-line NW. Soft, slick-wet. No sto.
" Parkaire	P	7.7 E	1100	2	23-S1	F3	
Milledgeville	L	1.5 NW; RR SW	360	2	25		Unattended. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E; RR S	300	2	25		W blkd.
MOULTRIE	P	7 S;RR E, W	287	3	h43-L4-S1-W	F1	Clear Jr. bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-BL4		AF basic contr, school-student trng 25 mi radius, Lmtd svcg, facs trans mil acft 0800-1700 Mon-Fri 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE;RR S	238	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	L	3.7 SE;hwy W	975	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	15-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	305	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd. No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h80-BL4, 6-S5-W	F4	Use rnwys. Rnwy 14-32 closed.
Smithville, N. Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W strip clsd-p-line W, end.
(PC)S. Newport, Harris Neck	L	8.E;riv N	22	3	h53		Use rnwys. Stock on field.
(PC)Statesboro	L	3.8 NE;hwy W	182	3	h53		S blkd: twr W. Use rnwys.
Stockbridge, Bellah	L	4.ENE;dam SE	750	aw	21		Unattended.
				1			
Swainsboro, Thompson	L	1.4 W;hwy E	300	1	32		INACTIVE. Ruf.
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.

n-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL4	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, Le Tourneau-Westinghouse	L	2.5 NE;RR W	950	2	46-BL2, 4	(F3)	E, NNE blkd; p-line SSW. UNICOM-req. Servcg, fuel on call.
(P)VALDOSTA	P	3.7S;RR W	203	4	h56-BL4-S3-W	F3	Use rnwys.
(PC) Vidalia	P	3.2 SE; RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19	F1	Rolling.
Wadley, Foster	L	3.0 E	250	1	30		
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5NW;RR 1.5 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE; RR S	943	2	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
IDAHO							
Aberdeen	L	2.7SW, canal E	4460	2	26		Soft when wet.
American Falls	P	2NE;RR NW	4404	1	38-35	F2	Ctn-weeds, ridge of dirt SE edge
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2SW;hwyNNW	5325	1	38		Soft off gravel when wet.
" Lost River	L	3.1WNW;rivNE	5300	2	50		Soft when wet
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle on field. Soft when wet.
Ashton, Anderson	L	5.8 ESE;rivN	5520	1	22		Ruf. Soft when wet.
AtomicCity, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle on field. Soft when wet.
" Cox's Well	L	26.6SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle on field. Soft when wet.
" Midway	L	0.7N;hwy SW	5000	2	h21		500' extension NE/SW strip ruf.
Bancroft	L	1.2E;RR SW	5425	1	26		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	19.5W offorney	3710	1	19		CLSD WINT. Land to N; take off S.
Big Creek USFS	L	0.2NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take ofNNE. Fence SSW. Skis winters.
Big Springs USFS	L	1.1WNW;RR SE	6350	2	27		Skis winters. Soft when wet.
(PC)Blackfoot	P	1.5 N;rivNW	4488	1	h30	F2	
(NG)BOISE AIR TERMINAL	P	4.5 SSW;RR2W	2858	3	h80-BL4,5,6S5-W	F4	Non-rdo equipd acft use rnwys 28R-10L only when tfc NW or SE, making left pat. on rnwy 10L. Rgt tfc rnwy 28R. Rnwy 16-34 perm clsd.
" Bradley	P	3.3WNW;rivNE	2637	1	30-L4-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5NW;riv 1.5S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Campbell Arpk	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5NW;Stanley	6404	1	19		Land S; take-off N. Cattle-fld. Skis wint. S end wet.
(PC)Buhl	P	1.8W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3ENE;rivNE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, signs SW.
(PC)Caldwell	P	1.3W;RR, hwy N	2554	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5NW,Stanley	6635	3	40		Open June-November. ESE blkd.
Cascade	L	2SE;riv NW	4239	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	L	36.5ENE Pierce	3770	1	20		CLSD WINT. Land to SW; take-off NE.
(PC)Challis	L	1.2NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW; ridge SSE. Skis winter. E/W strip unusable.
(P)COEUR D'ALENE Air Terminal	P	6.3NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE BigCrk	6705	1	18		EMERG ONLY. Skis winter. Danger-ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5N;canal E	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.5S;bet rd,crk	5200	1	36		Maintd June to Nov. Land to N; take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.8SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	L	0.4NE;RR S	2850	1	26-*L1		P-line S. Skis Nov-Apl, Nat lodge S. Soft when wet.
(PC)Emmett	L	2.6SW;RR NW	2359	1	24		Use strip. Soft when wet.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

(25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IDAHO							
Fairfield, Camas County	L	0.4S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW. SE blkd.
Fish Lake USFS	L	36.5 ESE Pierce	5800	1	29		
(PC)Glenns Ferry	L	1.3WSW;riv S	2536	1	32		
(P) Gooding	P	3.5 WSW;hwy N	3728	3	h49-BL2-W	F4	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. Weeds, cattle on fld. Soft off gravel-wet
Grandview	L	0.7ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)HAILEY, Friedman	P	1.1SSE;RR NE	5315	1	52-S5	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Henry's Lake, Flying R	L	2.8SE;hwy E,SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1NW;riv NE	2300	1	14		Ctn-brush on strips. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW;take off to SW.
Horse Heaven	L	9.5SE;Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-Off to SW. Open May-November.
(P)IDAHO FALLS, Fanning	P	2NW;riv E	4731	2	h51-BL4, 6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15SE Stibnite	4662	1	23		Land NE, take-off SW. Holes SW end. Poor apchs.
Indian Valley	L	2.0 N	2800	1	20		Unattended. Open Apr. -Nov.
Island Park, Last Chance	L	4.4WSW;rivW	6160	1	30		S 500'usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam rd.	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28	F2	Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft-wet. Ruf.
(PC)Kooskia	L	0.7S;riv W	1265	1	19		P-line E. Hill NNW.
Landmark R.S., Landmark USFS	L	3 SSE	6680	2	19		Maintd July-Nov. SE blkd;hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5ESE Belmont;bet crks	2990	1	28		Open June - October
Mahoney Creek USFS	L	23ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW;take-off NE.
Malad City	P	2.6WSW;hwySE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2750	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5ENE;rivSW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6NNE;hwy S	5975	1	26-(S5)	(F2)	No storage. Hills S. Tk-off N. Soft-wet.
Moose Creek USFS	L	26.5NNE Red Riv HotSprings	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch. watch for tfc. Open Apr-Nov. NE, SW blkd. P-line NNE. Cattle on field.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8W;RR NE	3161	1	38-L4	F2	4800'x2500'aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5E;hwy NW	2535	3	28-S5	F2	WSW blkd;p-line ENE.
New Meadows	L	0.5N;hwys SE	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3NW;riv NE	1003	1	27-S3	F3	Use ctn. Ridge WNW, ESE. Rgt tfc lndg SE. Ruf.
Paris, Bear Lake County	L	3.3ENE;rdS	5928	2	h57-B		Ctn-fowl on fld. Fuel, repairs on call.
Parma, Clarks Flying Service	L	0.6SSE;RR NW	2225	1	26	80	P-line NW. Rgt tfc to S. Attnd sunrise-sunset, May-Oct.
Patterson, Ima Mines Inc.	L	0.8S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks.
Payette	P	2NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
(P)POCATELLO MUN	P	8.1 WNW	4448	3	h83-BL4, 6-S3-W	F4	Ctc Pocatello twr for take-off and landings.
(PC)Preston	P	1.5NW;riv W	4726	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-L4	F2	
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7S;hwy NW	4639	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3NE;riv WNW	1600	1	25		NNE blkd;mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19NE Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N. Canyon to S. Soft-wet.
Rupert, Brockie	L	9ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1SSE;RR NW	4906	1	39-S5	F2	Soft when wet.
" Kubal	L	4.3SE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" River	P	1.2S;hwy E	3980	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet.
(PC)Sandpoint	P	1.5NNW;RR W	2138	1	h32-L4-S1	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	3600	1	21		Clsd winters. Ridges each end. Exper. flyers only. One way apch. Cattle-fld. Watch for tfc.
Shoshone, Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED. ENE, WSW blkd. Ruf. Jon fld.
Spirit Lake	L	0.7W;RR NE	2500	1	22		Hills NW, SE. Ctn-debris; rd crosses strip. Cattle
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		Land SW;tk-off NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000'ENE soft-wet. When wind permits land upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10WSW;riv SW	5850	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct. avail in emerg. or prior req.
Victor	L	0.8SE;crks SW	6240	1	31		INACTIVE. Use ctn-not maintd. SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8S;riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S, W. Cattle on fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
ILLINOIS							
Alexander, Negus	L	2.8WNW; RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E; hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW; hwy E	750	2	22-S3	F2	No storage. E blkd.
Aurora	P	2.7NNW;RR E	701	2	h28-U	F3	N, S, W blkd.
Beardstown, Hood	L	2.1SE; hwy E	440	1	18-(S3)	(F2)	
Benton	P	1.5 NW	445	3	26	F2	Soft when wet.
(PC)BLOOMINGTON	P	3.3 E; hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Mound, McCoy	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE; RR W	705	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC)CAIRO	P	4.5NNW;RR E	322	2	h36-BL4-S5-U	F3	
Canton, Ingersoll	P	2.5NNW; RR E	700	2	26-*L4-S5-U	F2	Soft when wet.
(PC)Carbondale, Southern Illinois	P	4 NNW	408	3	h36-BL4-S5-U-W	F4	4200' strip avail.
Casey	P	0.8 NW; rd N	645	2	23-*L-S5	F2	Rgt tfc S, W over town.
Centralia	P	1.5ESE; rd N	520	2	h20	F2	2600' strip avail. N blkd. E/W strip soft-wet.
Champaign	P	2 NNW;hwySW	766	2	28-*L-S5	F3	S, NW blkd; p-line W. E/W rnwy perm clsd.
(PC) " UNIV. OF ILLINOIS	P	5.5SSW; RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.
Charleston	L	1.3SW;RR1NW	690	2	26		Unattended.
Cherry Valley, Morlind	P	1 E	750	3	33-S5	F3	NE blkd. P-line N.
Chicago, Hammond	P	24.6SSE of Loop	615	4	32-BL2-S1	F3	
" Hinsdale	P	18.2 WSW	705	2	23-S5	F2	P-line S. Use strips. Soft when wet.
" -Howell	P	19.1 SSW	600	4	28-S5	F4	Soft when wet. Use strips. perm clsd.
(P) " -MIDWAY	P	9 SW of Loop	618	7	h64-BL2-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Rnwy 18L-36R
" Stinson	P	15.1WSW;quarryS	646	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h37-BL4-S5-W	F4	0600-2200. Rgt tfc N. FEE. 2-way rdo rqrd.
(AF,NG)" O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	4	h73-BL4,6,7-S5	F4	Rdo rcvr rqrd. Overrun lgts.
" Pal-Waukee	P	21NW; RR W	642	4	h29-BL4-S5	F4	No 91 octane.
Chicago Heights Governor's	P	5WSW; hwy E	750	2	29-S5	F3	E blkd. Rolling.
Clinton, Thorp	L	7.8NE; crk N	720	2	15	80	
Compton, Bresson	P	5 N; hwy E,S	800	1	26-S3-U	F2	S blkd. No storage.
Crete, Mall	L	3 W	760	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S; hwy W	680	2	15		Rolling.
Danforth, Classen	L	0.3SW; hwy E	650	2	18-*L4		
(PC)DANVILLE, Vermilion Co.	P	4.8NNE; RR E	697	3	h40-B*L4-S5-W-U	F4	Use rnwys.
(PC)DECATUR	P	4 E; RR S	679	3	h53-BL4-S5-U-W	F3	
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5SW; RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon	P	1.9ESE; RR S	765	2	h28-S5-U	F2	Code Bcn.
East St. Louis, Lakeside	P	7 NNE; lk W	420	3	32-S5-U	F1	Soft-wet.
" Parks	L	4.2 SW; RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6S; RR W	585	2	30-S1	F2	S blkd. Road crosses E/W strip.
Elgin	P	2.3 N; riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy 18. Rolling.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					ILLINOIS		
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Forrest, Honegger	L	3 S; RR E	710	2	23	F1	E blkd. Use strip.
Freeport, Albertus	P	3.5 SE; RR S	840	3	h23-S5-U	F2	S blkd.
Galesburg Mun		3.5 W		1	h38	80	
Gilman	P	1.2NNE; RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6NNE; RR E,W	499	1	26		Unattended.
(PC)Harrisburg-Raleigh	P	5.2 N; hwy E	399	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail. Use when wet. Lgts oper by elec. ear.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3WSW; hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E; hwy N	510	1	30-S3	F2	
← Highland-Winet	P	3.6NE; hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE; lk E	625	1	24		N, S blkd.
(PC)Jacksonville Mun	P	2.7 N; hwy E	623	3	h30-BL4-S3-W	F2	3200' strip avail.
(P)Joliet	P	5 W; riv W	582	2	h30-BL2-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S; hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
Kankakee	P	3.2WSW;RR 15E	625	2	26-S5-U	F3	Ditch N. S blkd. Use strips.
Kewanee Arpk	P	6 E	760	2	24	F2	
Kewanee	P	3 S; hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E; hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
(PC)Lawrenceville	P	4.5NE; lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5SE; RR N	440	1	22-S3	F2	S blkd. P-line N. Soft-wet.
(PC) Lincoln, Logan County	P	2ENE; hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC)Litchfield	P	1.4SW; hwy E	690	2	h23-BL4-S5	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	P	2.2WNW;canal E	670	4	h31-BL4-S5-U	F4	Use strips.
← Lombard, Mitchell	P	2.8NNW; RR S	740	3	24-*L-S5	F2	P-lines, S, SW.
← " York Township	P	2 SSW; riv W	740	2	18-S5-U	F2	Use strips.
Macomb	P	2.4 E; hwy E	695	2	26-S5	F2	N, E, blkd.
(PC)MARION-Williamson County	P	4.6WNW;hwy W	472	3	h38-BL4-S5-U	F4	4200' strip avail.
(PC)Mattoon, Coles Co., Mem'l.	P	5 E; RR I N	720	3	h37-BL4-S5-U	F4	3900' strip avail.
Metropolis	P	2 NW; hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7NNW;hwy E	650	2	28-L1-S5	F3	E blkd.
(P)MOLINE, Quad-City	P	4 S; hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
Monmouth	L	1.5NNE; RR W	770	1	31	(F2)	S blkd. E/W rnwy clsd. Unattended.
Morris	P	4.5N; hwy W	588	2	23-L1-S1	F3	
(PC)Mt. Carmel	P	13.7NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W; RR S	424	1	22-S1	F2	N blkd. Soft when wet.
(PC)Mt. Vernon	P	2.5ENE; RR S	465	3	h22-L4-S5-U	F3	3800' strip avail.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6NW; RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12,000 lbs. Lgts req after 0100.
Olney, Ulrich	P	1.8ESE; RR S	537	1	30-S1	F1	P-lines N; S blkd.
Ottawa	P	1 NNW; rd N	615	2	28-S5	F3	N, S blkd. Rgt tfc S.
← Palestine, Crawford County	L	1 N; RR S	444	1	26		W blkd.
Pana	L	2 E; RRs N	670	2	23		N, S blkd.
← Paris, Stewart Hog Ring	L	1 S; RR W	742	1	21-L6	F1	
Pecatonica	P	1 N; hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5S; RR E	521	3	34-*L-S5-U	F3	E blkd; p-line W.
(NG)PEORIA, Greater Peoria	P	4.8WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Mt. Hawley	P	6.4N; RR SW	800	3	30-L4-S5	F3	NE, SE, S, SW blkd.
Plymouth	L	2 W; rd S	650	1	20-(S3)	(F2)	S blkd. Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	26-L2-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5WNW;hwySW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5E; hwy N	625	2	24	F2	N, S blkd.
(P)QUINCY, Baldwin-Quincy	P	10.5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
← Robinson	P	5.3E; hwy S	453	2	35	F2	E/W rnwy clsd. S blkd. Ruf.
Rochelle	P	2 S; hwy E	780	1	22-S5	F2	Closed.
Rock Falls	P	3 S; hwy W	645	4	25-S5-U	F2	P-lines W, SW, NW.
(P) ROCKFORD, Greater Rockford	P	4.9 S; hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE; riv NW	732	3	30-*L2-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC)Salem, Salem-Leckrone	P	1.9NW; lk NW	571	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4WSW; RR N	670	2	20-S5-U	F3	P-line N. Soft when wet. Use sd.
Savanna, Stransdale	L	4 SE; hwy W	610	3	23-S1	(F2)	1000' NW end NW/SE rnwy clsd. P-line W. Unattend.
Serena	P	2.8ElevatorSE	640	1	21-L4-S3-U	F3	P-line NNE. Soft when wet.
Shelbyville, Shelby County	L	2.5 W; RR S	618	2	28-S2	F2	NE, SE, SW, NW blkd.
Sheldon, Disoway	L	5.4 SSW; RR W	688	2	26-L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S; RR E	772	4	27-S5	F1	Use strips.
(NG)SPRINGFIELD, Capital	P	3.2NNW; hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.
" Southwest	P	3.5SW; RR N,S	606	2	28-*L4-S5-U	F3	Use strips. Bcn on req.
Steger, Will County	L	0.5 S; RR W	710	3	15		W blkd; p-line N. Soft when wet. Rgt tfc strips 9, 36.
Stockton	L	1.9SSE; hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE; RR N	650	2	23-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					ILLINOIS		
Sycamore	P	1.4ESE; RR N	840	4	26-S5	F2	Rgt tfc NW tk-off. P-line N, NE, E, SE.
Taylorville	P	1.8WSW;RR SE	612	1	h22-B-S5	F2	Soft-shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
← Toledo, Plane Lane	L	1 S	595	1	22		Soft when wet.
Tuscola	P	2 SW	650	1	23-S5	F2	
← Urbana, Illini	P	2 NNE; hwy E	735	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE; hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	L	1 WSW;RR E,S,W	640	1	22-S3		P-line N.
Waukegan	P	1.5NW; RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-S5-U	F2	Landing fee multi-engine acft.
(PC)West Chicago, DuPage Co.	P	3 NW; RR S	760	4	h32-BL4-S5-U	F4	
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B-S5-U	F3	
Wood Dale, Moody-Wooddale	L	1.3NNE;rd adj N	711	4	27		Clsd wk-ends. Acft over 3500 lbs prohibited.
Wyoming	L	1.4SSW; hwy E	720	1	21		
		NEW AIRPORTS (or airports out of alphabetical order)					
Momence	P	3.5 mi W	645	2	25-S5	F2	NW, NE, SW blkd.
Carmi, Rebstock	L	1 NE	372	1	25	(80)	Unattended
					INDIANA		
Anderson	P	3.5SE;hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S;RR E	910	3	41-S5-U	F4	
(PC)Angola, Tri-State	P	4.2W;hwy S	984	3	20-B-S5	F3	SE blkd. Hill NW.
(PC)Annapolis, Port-O'-the Woods	L	2.2 NNW;hwy 1E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE. N blkd.
(PC)Bedford	P	3.5 SE;hwy E	728	2	h31-U	F1	Use rnwy.Ruf.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-BL4-U	F3	Use strips, rnwys.
Bluffton, Miller	P	4.2 WSW;RR S	827	2	26-B-S5	F2	E blkd.Rgt tfc E, S. Depression near center E/W strip.
" -Wells County	P	2.8 WSW;RR S	820	1	32-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5SSE;RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	751	3	27-*L1-S5	F2	E, NE, SE blkd; p-line SW. Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-S5	F4	Use pavement only.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC)Connersville, Mettel	P	2.8 NNE;canal W	857	3	h25-BL4	F2	3200' strip avail.
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW;hwy E	804	4	33-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE, E.
Culver	L	2 E;lk W	815	2	23		Rolling. Use strips.
Decatur, Hi-Way	P	3.0 E	841	1	26-S3	F1	Soft when wet.
DeMotte, Cheever	L	2.2SSE;hwy E	676	3	29-(S1)	(F1)	N,S, WNW blkd; p-line ESE. Ruf. Unattended
Dyer, Triangle	P	1.5NE;RR E	630	4	31-*L-S5	F2	S blkd. Use strips. Soft-wet.
Elkhart	P	2.7NNW;hwy 1E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E;riv N	750	3	30-*L2, 4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W;hwy S	380	1	20		S blkd.
Elwood	P	2 S;hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(AF) EVANSVILLE, Dress Meml.	P	4.5NNE;RR W, E	389	3	h60-BL4, 6-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	2.9 NW	380	2	26-S5		P-line S. No storage.
(NG)FORT WAYNE, Baer Fld	P	7.5 SSW; RR E	801	3	h70-BL3-7-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	3	h33-BL2-S5-U	F3	
Franklin	P	4 S;hwy 2 E	745	2	24-*L4-S5	F2	Ctc-low fence W side of N/S strip at N end. Use strips.
French Lick	L	0.8ESE	500	1	h26-S1	F3	Hill N
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	561	2	h46-BL4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SW. Bcn, lgts req after 2100.
Greensburg	P	2.1WSW;RR N	915	2	23	F2	
← Greenwood, Wheatcraft	P	1.4 NE	820	3	18-L4-S1	F2	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24 -S3	F2	
← " Hoover's	L	1.8 SW;hwy N	875	2	19	(80)	
Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW;hwyS	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3.8;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	21-S5	F2	P-lines SW;gully S.
(P)INDIANAPOLIS, Weir Cook	P	8 SW; RR N	796	4	h63-BL4,5,6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open jet acft. Fee multi-eng and wt excess 110,000 lbs.
" Shank	P	6 NW;hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd. Ruf.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
Jeffersonville, Hap's	P	2 N	475	1	20	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-BL4	F1	S blkd, P-line SW. No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	28		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE, NW, SE blkd.
KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S1-W	F3	
" Rusicka	P	2.5 S;hwy E	840	1	20-S5	F2	Use strips.
Lafayette, Aretz	P	3 NE bet RR, hwy	614	2	30-S5	F1	P-line NW. Use strips.
" Balsamer	P	4 ESE;riv NW	664	2	h40-*L4-S5-U	F3	P-line WNW. Use strips. Gross wt - 50,000 lbs.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5SSW;RR W	803	aw	30-BL4-S5	F3	P-lines S, SW, SE, NW.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE, N blkd. Use strip.
Logansport, Williamson	P	6 NE	790	2	20-S3	F1	P-line W.
Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	P	3.8SSW;hwy E	850	1	h42-BL4-S5-U-W	F4	Attended 0530-2300 daily.
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S2)	(F1)	
Michigan City	P	4 E; hwy Jct SW	650	2	h30-*L4-S5-U	F3	Tower N; P-line S, E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N, W.	668	1	h24-S3	F2	
Mishawaka, Sportsman	P	3.7NE;riv S	760	2	21-S5	F2	P-lines NE, SW.
Monticello, Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd.
" Dittman	P	2.8 S; lake E	700	2	30-S3	F1	P-line SW
Mt. Vernon	L	1 E; bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
(PC) Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
" Reese	P	3 SE	991	3	20-S5	F2	
New Castle	P	1.3 ENE; hwy N	1080	3	29	F2	N, NE blkd, Rgt tfc W. Use strips.
" " -Western	P	3.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N. Vernon, St. Anne	P	2.2 NNE;RR W	750	2	h45-*L4	F1	
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	22-*L4-S3	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S5	F3	
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd. Rgt tfc S.
Portland, Brigham	P	1.5 NE;rd S	923	2	30-S5	F2	S blkd. Use strips.
" Steed	P	1.5 NW;hwys N,E	926	3	26-*L4-S5	F2	N, NE blkd. Use strips.
Princeton	P	0.8 E; RR NE	502	3	20-S3	F2	Use strips. Tower NW
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
(PC)Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	19-S3	F3	Hill E.
Rising Sun	L	0.5N	530	3	22-S1	F2	Rolling
Rocrester	P	1.5 E, bet RR, hwy	787	4	25-S5	F3	N,NW,NE,SSE blkd. Use rnwys. N rnwy tk-off only.
Rushville, Howell Bros.	P	2 SE;hwy SW	965	3	16-S1	F2	E blkd, P-line S.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE, E Blkd; p-line N. Use strips.
Sheridan	P	2.1 N;rd W	940	3	23-B-S5-U	F2	SW, W, NW blkd. Use strips.
" Black Hawk	L	5.3 N; road E	925	2	18		P-line N. Use strips.
(P)SOUTH BEND, St. Joseph Co	P	3.5 NW;hwy S	778	4	h50-BL4, 6-S5-W	F4	2230-0630 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail;bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
" Cadet	L	6.5 NE;RR 2E	730	3	25-S1	F3	INACTIVE
" Chain-O-Lakes	L	5.2W;1k SW	765	4	24-U		P-line N, NW.
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N, NE, SE.
(P) " HULMAN	P	5.ESE;hwy N	585	3	h32-BL4, 6-S5-W	F4	Use rnwys.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B*L4-S5-U	F2	
" Urschell	P	1.7N;RR S	829	2	26-L4-S5	F3	Use strips. P-line N.
Vincennes, O'Neal	P	1.5 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail,Rgt tfc N,E, NE. Use rnwy, strips.
" Smith	L	4 N; RR E	839	2	27	(F3)	NE, SSW blkd, Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W. Use strips.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	750	2	18-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical order)							
Lafayette, PURDUE UNIVERSITY	P	1.5 SW	607	2	h39-BL2-S5-W	F4	Clsd to acft over 26,500 lbs gross wt orlarger than C-47 or DC-3 xcpt by special permission. Use rnwys. 3700' strip avail. FEE.
Huntington, Scott Ranch	P	6 SSE	816	2	22-L4	F2	
Roselawn, Zoro Airpark	L	1 W;RR N	655	1	22	F2	Trees E, p-line W.
Elkhart, Midway	P	4.9 NW;riv NE	780	2	26-*L1-S3	F1	S, W blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Albia, Airway Implement Co.	L	1.8 S; RR E	959	1	22-(S1)	(F1)	P-line NNW.
Algona	P	2 WNW;hwy N	1219	2	28-BL4-S5-U	F2	P-line N.
(PC)"Squeeze	L	4.5 S; hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	952	2	30-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E; hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W; hwy E	1153	3	33-*L4	F2	P-line N. Bcn prior req.
Audubon	P	1SSE;RR, hwy W	1300	1	15	F2	
Baxter	L	0.5 SE; hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N; RR W	652	2	9		DANGER-SHORT FLD. Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7WNW;hwys S	850	1	19-(S-3)	(F1)	Atnd week-ends. No storage. S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk. Rolling P-line S.
(PC)Boone	P	2 ESE; hwy N	1143	2	26-BL4	F2	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12,18. Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1145	1	18		
Carroll	P	4.2 ESE; RR N	1196	3	34-L4-S5	F2	
(P)CEDAR RAPIDS	P	6.7 SSW; RR E	863	2	h54-BL-4,6-S5-U	F4	
"Hunter	P	3 S; hwy E	732	4	27-L1-S5-U	F2	
Centerville	P	3.5SSW; RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N, E, W blkd. Land at own risk.
(PC)Chariton	L	2.5 W; hwy S	1050	1	24-L2		P-line S.
(PC)Charles City	P	3.3E;bet RR,hwy	1126	3	28-BL4-S5	F2	S blkd; p-line N, SW, NW.
(PC)Cherokee	P	1 S; RR W	1212	3	33-*L1-S5	F2	P-lines NE, SE. Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE; RR W	992	2	h21-BL4-S5-U	F2	Rgt tfc SW, SE. Ditches S, NNE. 2900' strip avail.
" Schenck	P	0.8 SE	992	1	25-*L1-S3	F2	Minor eng rprs only. Rgt tfc N.
Clarion	P	1.4 NW; hwy S	1162	4	27-BL4-S3	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S; hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)CLINTON	P	7 WSW; hwy S	701	3	h37-BL4-S5-U-W	F1	
Columbus Junction	L	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE; hwy S	974	4	37-S5	F1	SW blkd; p-line SE; tank S.
Creston	P	2.5 SW; RR N	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W; hwy W, N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.N1000'N/S rnwy ϕ
(P)DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F4	unusable when wet
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
(PC)Denison	P	2.8 SW; hwy N	1280	3	30-*L4-S5-U	F2	Soft when wet. Land at own risk.
(NG) DES MOINES	P	4.5 SSW; hwy S	957	4	h75-BL4,5,6-S5-W	F4	Rdo rcvr capable of rcvg twr commun rqrd for all
" Dodge	P	8.0 NW	935	1	25-S5	F2	P-line N. itinerant acft.
" North	L	4.9 NNW	810	1	20		
Dewitt	L	1.5 SE; RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1085	2	30		S blkd, Land at own risk.
(PC)DUBUQUE	P	7.5 SSW; hwy E	1075	2	h56-BL4,6-S5-U-W	F3	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk. Rolling.
(PC) Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk - 2200.
Elbader, Meyer	P	1.1 SE; RR E,S	915	1	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W; riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5S; hwy E	1200	1	20-*L1		S blkd. S end rolling.
Emmetsburg	P	1.3 SW; RR N	1205	3	35-S1	F2	
(PC) Estherville	P	4.6 E; hwy S	1298	3	32-*L1-S5-U	F2	P-line SE, S, SW.
Fairfield Memorial	P	1.0 SE	780	2	26-S1	F1	P-line N.
Farnhamville, Saucke	L	3 SW;hwy 1.5N	1150	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling
Floyd, Henry's	L	4.0 NE; riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC)FORT DODGE	P	3.5 N; hwy E	1160	2	h44-BL4, 6-S5	F4	Use rnwy.
Garner, Wicks	P	1.8 NW; hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2.0 NE; riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW; hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;RR 1A N	770	2	23	F2	
Grant Center, Maynard	L	2.0 E; RR E	1100	1	18		Unattended.
(PC)Guthrie Center	L	0.5 NW; riv E	1083	2	26-*L-S(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N; riv E	610	1	26		
Hamburg, Hoover	L	2.2 W; RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	L	2.7 NW; 1k N	1180	1	24	(F1)	P-line WNW.
Harlan	P	5.0 SSW; hwy E	1204	2	27-BL4-S5	F2	P-line S.
Hartley	L	1.2 SSE; RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd; p-lines S, SE; bins NE atnd week-ends. Caution-weeds.
Humboldt	L	1.0 N; RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1250	1	20		Use strip. Rolling.
Independence		4.1 W					ABANDONED.
(PC)IOWA CITY	P	1.7 SW; riv E	661	3	h43-BL4-S5-U-W	F3	
Iowa Falls	P	4.1 S; RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E; hwy N	1041	2	24-*L1-S5	F2	
(PC)Keokuk	P	4.6 NW	671	2	h38-BL4-S5-U	F1	
Lamoni, 10, MKC-MPS	P	3.0 WNW ; RR E	1163	2	37-BL2-W	F1	
LaPorte City, Clarks	L	2.4 NW; hwy 1 E	900	3	26		Land at own risk. Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1300	1	24		
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S5	F2	W, NW blkd; p-line SE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IOWA		
Lenox	L	1.3 N; hwy W	1200	1	26		N blkd, Rolling. Use center of strips.
Leon	L	4.1 N; RR SE	1050	1	20		Land at own risk.
Malvern, Bass	L	5.5 SSE; RR E	988	1	16		Land at own risk.
← Manchester	L	1S; RR, hwy W	935	1	25		Unattended.
Manning	L	0.6 SW; RR W	1321	2	24		Twr NE. P-lines S, SW. Emerg. only.
(PC)Mapleton	P	0.5 NW; riv NW	1150	2	29-S5	F2	NE, SE, SW blkd. Ruf.
Marshalltown, Neiderhauser	P	4.0 N; hwy 1 E	990	2	26-L4-S5-U	F2	W blkd; p-line N.
(P)MASON CITY	P	6.5 W; hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.8 ESE; riv S	1215	1	24-S1	F2	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW; RR S	950	2	25		E/W Strip clsd. P-line S. Cattle on fld.
Milford, Fuller	L	0.7 mi NNW	1440	2	36		S, W blkd. P-line E.
Missouri Valley	L	1.5 S; bet RR, hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3.0 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW; hwy N	1100	1	15		Ruf.
(PC)Mt. Pleasant	P	2.5 ESE; hwy N	727	3	19 S1	F2	
(PC)Muscatine	P	6.0 SW; hwy SE	546	2	h42-BL4-U	F3	
" Greiner	L	6.0N; hwy E	700	1	13	(F1)	Rolling.
Nashua, Harrison	L	2.0 NW; hwy E, N	1000	2	26-(S1)	(F1)	E, NW blkd. W end E/W Strip ruf.
Nevada, Nelson	P	1.7 W; hwy N	995	2	21-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
New Hampton	L	2.3 NW; RR NE	1180	3	28		NE blkd; p-line SE.
Newton Mun	P	1.7 SE	952	2	26-BL4-S5-U	F3	P-line SW. Fld soft when wet
Nora Springs, Spotts	P	3.2 W; RR S	1170	2	26-*L-S1	F2	E blkd. Rolling.
Oakland, Kimberly	L	0.5 NW; riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3.0 W	1050	3	28-S5	F2	W blkd; p-line NW. Use strips.
Osage, Rex	L	1.7 NNW; RR SE	1160	1	20		Use at own risk.
Osceola	L	2.2 N; RR, hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	P	2.0 SSE; RR NE	850	2	21	F2	P-line NE. Use strips.
(P)OTTUMWA	P	6.4 NNW; hwy 1 E	845	2	h52-BL4-S 5-W	F4	
Pella	L	3.5 SE; RR NW	877	1	24		
(PC)Perry	P	3.5 WSW; hwy N	1014	2	23-L4-S3	F2	
(PC)Pocahontas	L	1.5 ENE; hwy S	1216	2	25-(S1)	(F1)	N blkd.
Prairie City	P	2.0 N	950	2	30		Ctn-cattle on fld. Trees W; cable line.
(PC)Red Oak	P	1.5 W; hwy N	1044	3	28-L4-S5	F2	P-line N.
Riceville, Mosher	L	1.1 WNW; hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rockwell City	L	W; hwy W	1234	1	22-S3		90 oct. P-line W. Trees N.
Rudd, Ehlebrachts	L	0.5 S; hwy N	1150	2	19		N, W blkd. Rolling. Use at own risk.
Sac City	P	3.0 SSE; riv W	1250	2	22-*L1-S5	F2	
Sheldon	L	5.0 NNE; riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E; RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	P	2.8 WSW; riv NW	963	2	37-BL4-S5-U	F3	
Sibley	P	2.0 S; RR NW	1500	2	26-*L4-S5	F2	E, S, W blkd; p-line N.
Sigourney	P	3.0 S; riv N	692	2	24	F2	S blkd. Soft when wet.
(AF, NG)SIOUX CITY	P	6.5 S; RR 1 NE	1097	3	h75-BL4, 6,7-S3-W	F3	
" Rickenbacker	SEE: North Sioux City, S. Dak., Rickenbacker Fld.						
Spencer	P	2.9 WNW; RR 1S	1335	3	40-L4-S5-U	F2	P-line NE. Lgts prior req after 2400.
Storm Lake	P	3.5 SSW; hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE; RR1 SE	1178	1	15	F1	P-line SE. Rolling.
Tama	L	1.3 S; hwy E	825	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW; riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2.0 E; hwy S	810	3	18		S blkd; p-line SE; culvert W; use strips; cattle on fld
Vinton, Milroy	L	1.5 NW; hwy N, E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE; riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE; RR NE	769	2	26		P-line E.
(P)WATERLOO	P	5.0 NW; riv 1 S	870	3	h54-BL4,6-S5-W	F4	
← " Canfield	L	3.0 NW; hwy NE	800	4	28		P-lines N, NE, bldgs SE, W blkd. Personal use only.
(PC)Waverly, Bantam	L	6.0 E	1000	1	26	(F1)	P-line N.
← Webster City	P	3.3 SW; RR 2.3 N	1100	4	26-S5-U	F2	P-lines N, NE.
Wesley	L	1.5 E; RR N	1250	1	30		N, S, W blkd.
Winfield	L	3.0 E; RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.
		NEW AIRPORTS (or airports out of alphabetical order)					
Spirit Lake Mun	L	1.0 mi S	1405	1	15	F1	Ruf - rolling.
Corning		3/4 W; hwy N	1250	1	24-L4	F1	Rgt tfc S.
← Larchwood, Zangger Flying Service	P	2 E; RR S	1470	2	20-*L1-S3	F1	RR south.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					KANSAS		
(PC)Abilene	P	1.7WSW; RR N	1148	3	h21-L4-S1	F3	2300' strip avail, NE blkd, p-line SE. Ruf, Soft-wet.
Anthony, 24, AMA-MKC	P	2.7WNW; hwy S	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Arkansas City	P	3.5S; hwy, RR W	1170	4	27-S5	F2	N, NE, S blkd; p-lines SE, SW.
" Strother Aux #1	L	7.5NE; riv E	1145	1	26		Use strip.
" " Aux# 2	L	6.6W; hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2S; RR NW	1940	2	32-S5-U	F2	Use strips.
(PC)Atchison	P	3 W; hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N; hwy W	2960	4	26-S5	F2	Use strips
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N, E, W blkd; p-lines S. Lgts prior req after 2200.
Baxter Springs, Y & M	L	3.5W; hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW; hwy S	1520	3	24-S5	F1	P-line SW. Use strips.
(PC)Beloit	P	1.2NW; RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strups.
Bern	L	0.6S; RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.
Bird City	L	0.5 S	3470	2	24-B	(F1)	P-line N. Caution-wet. Use strips.
Brewster, Hutton	L	1SE; hwy N	3420	3	35		SE blkd; p-line SW. Low area S center of fld un-usable. Ruf. Use strips. Caution-elevator adj NW.
Burdett	L	1 SW; RR N	2140	2	19	(F1)	SSE blkd. Ditches N, W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N, W. Use strips.
Caldwell	L	1.2E; hwy S	1105	2	22		SE blkd; p-line SW. Ruf. Use strips.
(P)Chanute	P	2 WSW; lk SE	1001	2	h42-BL2, 3-S5-W	F3	SE blkd; p-lines S, NW
(PC)Cimarron	L	1.8N; hwy W	2750	3	29-(S1)	(F1)	Unattended
Clay Center	P	2 W; hwy S	1200	3	30	F2	P-line S, SE, SW, NW. Ctn-wet. Ruf.
" Dinsmore	L	6WSW; RR N	1250	2	21		N, S blkd. Soft-wet. Hedges W.
" Wood	P	3.5 N; hwy W	1260	3	15-S5	F2	Use strips.
(PC)Coffeyville, McGugin	P	5.3NE; RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC)Colby	P	1.8N; hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail NW/SE, NE/SW strips ruf-caution.
" Murray	L	0.8N, ;hwy W	3125	1	22-S1	F1	P-line S. Ruf. Hazardous-erosion center of strip. Use strip.
Coldwater, Stark	L	0.7NE; RR SE	2100	1	27		P-line NE. Use strip. Cattle on fld.
Collyer, Scherr	L	1.7 E; RRN	2563	4	25-(S1)		S, SE, SW blkd. Cattle on fld.
Columbus	L	1.2SW; RR E	900	2	21-S3	F1	NE blkd; hedge S. Soft when wet.
(PC)Concordia	P	1.7S; hwy W	1474	3	36-S1	F2	Erosion edges of strips. Use strips.
" Blosser	L	1S; hwy W	1475	1	18		P-line E. Caution-ruf.
(PC)Cottonwood Falls, Chase Co.	L	0.5 SSW	1264	1	26		P-line N
Council Grove	L	4.5WNW; lkS, W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd; p-line S, SE.
(P)DODGE CITY	P	3ENE; RR SE	2594	4	h46-BL2 4-S5-U-W	F4	Use rnwys.
" Ford County	L	6WNW; hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Garden	P	6.3ESE; RR S	2440	1	22-S5	F2	Soft when wet.
(PC)Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6SE; hwy W	1360	4	25-L4-S5	F3	E, S blkd; p-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE; RR NW	3640	3	32-(S1)	(F1)	Use strips.
← Ellinwood	P	1.5NW; hwy, RR	1790	2	26-*L4-S5	F2	Caution-oil well 58'E N/S strip; N blkd; use rnwys
Ellsworth	L	1N; hwy S	1611	2	24		
(P)Emporia, 37, AMA-MKC	P	5.4S; hwy E	1204	3	h21-BL4-W	F3	N/S strip 4000'; use ctr strips, dry; pvd rnwy, wet.
Eureka	L	2.7E; hwy S	1100	1	26		S blkd.
Fall River	L	3.9NW; dam NE	1035	1	20		S blkd. Rolling.
Florence, Clothier	L	5.8SE; crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	P	4.5SW; hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N; hwy E	1230	2	15		
Fredonia	L	3NNW; hwy E	880	2	26		
Garden City	P	3.3E; hwy S	2842	3	44-S5	F3	Use strips. Caution when wet.
(P) " NEW GARDEN CITY	P	8.5ESE; RR SW	2895	4	h65-BL4-S1-W	F3	Use rnwys. Only rnwy 17-35 usable ngts.
(PC)Gardner	L	1.5 W; hwy SE	1070	2	39		Ruf, N blkd. Use strips.
(PC)Garnett	L	1.6 E; hwy NW	995	3	28		Ctn-at all times. Intsxns ruf, SSW blkd.
←(P) Goodland	P	2 NNE	3653	4	h44-BL4-S5-W	F3	
(PC)GREAT BEND	P	5WSW; hwy SE	1891	3	h80-BL4-U	F3	Use rnwys.
Great Bend-Darr	L	1W	1890	2	32-U		Soft when wet. P-line S.
Greensburg	P	1E; RR N.	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
(PC)Harper	L	1.3WSW; hwy SE	1429	3	22-(S1)	(F1)	P-line N. Ditches end of strips. Soft-wet. Use strips.
← Hays	P	1.5E; RR S	2021	aw	29-B*L2-S1-U	F2	
(PC)Herington	L	8 ENE; RR 3N	1485	3	h67		Closed civil acft. Rgt tfc NW.
(PC)Hiawatha	L	2 NNE; hwy W	1130	2	23	(F1)	Ruf. Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC)Hillsboro	L	0.7SW; hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Holyrood	L	0.5ESE; RR N	1820	1	17		P-line N. Shoulders ruf.
(PC)Horton	L	1.2NNW; hwy E	1134	2	22-L4	(F1)	
← Hoxie	L	0.8N; hwy S	2665	3	28		S blkd; p-lines NW, SW.
← " Hedge	L	1.8 NW; hwy S E	2780	1	17-(S5)	(80)	Ruf.
Hugoton, HAP	L	1.5SW; hwy N	3120	4	26		N blkd; p-line NE; hill SW. Use strips.
(P)HUTCHINSON	P	4 ENE; hwy S	1542	3	h70-BL4, 6-S5-W	F4	Use rnwys.
" Mills	L	4.4S; RR W	1533	1	26-(S1)	(F1)	
(PC)Independence	P	6 SW; RR E	820	3	h55-BL4-S1	F4	Rnwy 18R-36L perm clsd.
(PC) " Montgomery County #1	L	9.5NW; hwy W	918	1	35		Use with caution. Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution. Ruf.
(PC)Ingalls	L	6.8 NW; riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5	F3	Soft when wet. Use strips.
(PC)Jetmore	L	7.2S; hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW; hwy NW	3330	3	28-(S5)	F2	P-lines N, S, NE.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
(PC) Junction City	P	0.8NW;hwy E	1104	3	36-B*L4-S5-U	F1	P-lines NE,SSW. Use strips.
Kanorado, Winter	P	0.6SE;RR N	3910	1	27-S5	F2	P-line N. Use strip.
(AF)KANSAS CITY, Fairfax	P	3 NE;riv N, E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5NNW;RR E	2169	1	26		Unattended
(PC)Kinsley	L	1.2 SSE	1375	1	20	(F1)	Use strip.
Kiowa	L	2.5WNW;hwy S	2060	1	21		Cattle on fld. Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	825	2	29		N blkd: p-line S. Ruf.
La Cygne	L	0.7W;riv NW	3200	2	25-S1	(F1)	HAZARDOUS. N,NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	1537	1	22	F1	P-line E.
(A)Langley, Kanopolis Resvr.	L	8 NNW	2012	4	36-B-S5		INACTIVE-NO FACS. Use strip.
Larned	P	1.6NNE;RR SE	2012	3	32-*L2-S5-U	F2	Use caution on N/S strip;soft when wet.
Lawrence	P	2.5NNE; hwy S	832	2	24	F3	P-line W. Use strips.
(PC)Lenora	L	1.2NNW;crkNE	2260	6	h70-BL4-S5	(F1)	Ruf.
(PC)Liberal	P	2.5WNW;RR S	2888	2	27-*L4	F4	
Lincoln	L	1.5NW;RR S	1412	4	26-S5	F2	NE,NW blkd.
Lyons	P	1.3 W;hwy N	1700	2	26		P-line N, windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	h38-B*L4-S5	F4	Unattended.
(PC)MANHATTAN	P	5.5 WSW;RR SE	1060				Use rnwy, strip. Ditch SE end NW/SE rnwy. Cln-Danger Area@NW arpt. NW end ext 1050'-sod.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd. Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	26-S1	F1	Windmill NE;dike W end E/W strip. Use strips.
Marion	L	1.8 ESE;hwy N	1390	4	36		S end N/S and NW/SE strips soft when wet. E, NE, S, NW blkd: p-line SE, SW.
						(90)	P-line NNE, NNW
(PC)Marysville	L	1.3 NE;hwy S	1285	2	27-L-(S5)	F3	P-line N, E. Shoulders soft-wet.
(PC)McPherson	P	1.5SW;hwy 81	1493	2	h23-L4-S5		P-line N. Use strips. Caution when wet.
Meade	L	1W;RR, hwy N	2528	2	26-B*L4		Caution-gopher holes. Ruf. Use strips.
Medicine Lodge	L	2.1SE; RR S	1920	1	34		Snow fence S end winters. N,S blkd.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Unattended
" Horner	L	2 NW	1265	2	26		SW blkd. Cattle on fld.
Moline, Elk County	L	2.3ENE;hwyS W	1050	3	31		P-line W. Use rnwys.
(PC)Neodosha	L	2.3 ENE;hwy W	840	3	h30	F1	Caution - soft when wet.
Newton, 81	P	2 SSE;hwy W	1430	1	22-S5	F2	Ruf. Use strips.
Norton	P	0.7 NNW	2305	2	52-BL4-S1	F2	Use strips. P-lines N & SE. S blkd.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	SE blkd. Caution-60' poles adj S. Use strips.
Oberlin	P	0.9 NW;hwy SE	2684	3	28-B;L4-S5		P-line NW. Lgt acft only. Use rnwys.
Olathe-City	L	5 ESE; hwy W	1090	3	h17		N,S blkd. Use strips.
Osage City	L	1 E	1100	1	26-(S1)		INACTIVE.
(PC)Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32	(F1)	P-line NW. Soft when wet.
Osborne	L	0.8ESE;riv S	1565	2	26-*L4-(S1)	F2	Use N/S rnwy. 2700' strip avail.
(PC)Ottawa	P	5.3S;hwy W	975	3	h24-S5	F2	N,W blkd.
" Conard	P	3.8 NNE;hwy W	946	2	28-S3		NW blkd. Use strips. Ruf.
Oxford	L	4.5 E;RR S	1185	2	33	F1	Use only when dry. Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1		
(PC) " PEP	L	13 W;hwy N	870	3	h40	F2	Use strips.
Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F1	Use rnwys.
(PC) PITTSBURG-ATKINSON	P	2.5NW;hwy E	948	3	h40-BL4-U-W	(F1)	P-lines NE, SE, S. Use strips.
Plains	L	0.3NNE;hwy N	2755	3	30-*L4-(S1)	F2	Use rnwys.
(PC)Pratt	P	4.5N; hwy E	1959	3	h80-BL4-S5	(F1)	E blkd. Rolling.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd;p-lines N,W. Use strips.
Pretty Prairie Prairie Oak	L	1 NNE;RRNW	1573	2	25-(S1)	(F1)	P-lines E,W.
Protection	L	0.7SSE;hwy S	1830	3	23-(S1)	(F1)	N,W, blkd. P-lineE. Ruf-obstns-dangerous.
Rexford, Dible	L	0.5W;RR NW	2900	2	24		P-lines N,NE,E,SE,NW. Cattle-fld.
" Foster	L	4.4 WSW;RR N	2900	4	24	F3	SW blkd.
(P)Russell	P	2.7ESE;hwyNE	1863	3	h26-BL4-S5-W-U		Ruf. Use strips.
(PC)Sabetha	L	1.4E;RR NW	1290	2	23	F2	P-line N. Ruf.
St. Francis	P	1S;hwy N	3415	3	37-B*L4	F4	P-line NW. Use strips, rnwy only.
(P)SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	(F1)	Closed
Satanta	L	1.2N;RR SE	2970	2	26-(S1)	F3	3200' strip avail. W,SW blkd; p-lines N,NE. Ruf.
Scott City	P	1.3ESE;hwy N	2970	4	h25-*L-S1-U		Use strips.
Sedan, Walter's	P	2.7SSE;hwy S, W	940	1	L7-S3	F2	
Seneca	L	0.5W;RR S	1180	1	23		P-lines N,S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5W;hwy N	1889	4	26-L3,4-S5-U	F3	P-line N,NE. Lgts avail sunset-0200. Use strips. Ruf.
Sublette	L	1NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE,SW.
Topeka, Allen	P	4.3 WSW;hwy N	1000	3	h23-*L4-S5	F2	N,SW blkd. Cln-N/Strip-ditch. Soft when wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W	F4	Bridge SE.
Toronto	L	1.1NE;RR E	965	4	24		SW, W blkd; p-line NW. Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3620	2	26		P-line W.
Ulysses	P	1.3NNW;hwy E	3070	3	30-S5	F2	S blkd: fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	38		
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line, rolling, ruf.
(PC)Washington	L	0.9E; hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2WSW;RR S	1332	2	h73-BL6-S5-W	F4	Use rnwys. 145 octane avail.
Wichita, Beech	L	6E;hwy S	1378	3	h51		Factory use only. P-line N. Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr-tfc instructions. 5300' strip avail.
" Ken-Mar	P	7.6 NE	1410	4	29-*L1-S5-U	F2	P-line N,SW. Use strips.
" Rawdon	P	5.7 E	1396	1	25-S1	F3	P-line S. Rgt tfc N,W. Use strip.
" Westport	L	4.5SW;RR N	1290	1	26		N blkd. No storage. Cattle-fld. Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd. Ruf. Caution when wet.
(PC)Winfield-Ark. City Strother Fld	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S,SE. NW/SE strip ruf. Use strips.
Zenith, Hayes	L	0.6 ESE;hwy N	1800	2	24	(F1)	N blkd. Use strip. Caution when wet.
		NEW AIRPORTS (or airports out of alphabetical order)				F2	Caution when wet. P-line N.
Oakley	P	2.3 mi E	3042	3	28		Not attended. Strip usable dry wea-ctn; unusable wet.
Ness City Mun	L	0.5 mi N	2240	1	26	F1	
Abilene Wright Airpark	P	1 mi S	1150	1	25-S5		
KENTUCKY							
Albany		6.0 W; hwy S	1020	1	22	F4	Ctn when wet-New turf.
(PC)Ashland-Boyd County	P	7.5NW; RR S	542	1	h50-*L4-U		Lgts on 1 hr. prior req thru Huntington rdo.
Bardstown, Nelson County	L	4.1 W; hwy S	630	1	21	F4	Cattle on fld. Caution when wet.
(P)BOWLING GREEN-Warren County	P	2.3SSE;hwy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
Carrollton, Butler St. Park	L	2.0SE;hwy RR W	500	1	25		Caution - wet.
Clementsville, Gulf Interstate	L	6.0 W;Liberty	1030	1	35		
(P)COVINGTON, Greater Cincinnati		SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.					
Frankfort, Capital City	P	1.0 SW	788	1	h40-BL4-S3	F3	Use rnwys.
(PC)Georgetown, Marshall	P	1.5 S; hwy E	910	1	16	(F2)	Unattended.
Gilbertsville, Ky. Dam.	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E, W landings use rnwy.
State Park							Caution-slippery when wet.
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Hills N, S, E. Caution when wet.
Golden Pond, Ken Lake	L	4.4 W;ilk W	388	1	22	(F2)	E blkd. Mtns each side of strip. Unattended.
Harlan	L	5.3 NE; riv S	1230	1	22-S5	F1	E blkd;p-line W. Rolling.
Harrodsburg, MaAfee	L	5.9 N; hwy W	651	1	21	(F1)	S blkd. Mtn sur fld. Unattanded.
(PC)Hazard	L	2.5 NNW;rivN,W	881	1	20		P-lines along hwy in N apch.
Henderson	L	5.0 WSW	385	1	18	F2	
Hopkinsville	P	1.0 E	510	1	h50-BL4-S5-W	F4	
(P)LEXINGTON, Blue Grass	P	6.0W; hwy N	978	3	h40-BL4-W	F2	Use rnwy.
London	P	3 SSE; hwy E	1189	1	h43-BL2,4-S5-W	F4	NE blkd. P-line S. Trees SW.
(P)Louisville, Bowman	P	5.5 ESE;RR N,E,W	497	3	h50-BL4,6,7-S3-W	F4	2-way rdo rqrd. FEE.
(NG)" STANDIFORD	P	4.3 SSE;RR NE,W	420	2	h25-(S3)	(100)	
Madisonville	L	6.0 ENE;RR S	500	1	24-S3	F1	
" Athey	P	1.0 NE;hwy S W	525	1	h33		Unattended.
(PC)Mayfield-Graves Co.	L	3.6 ENE;hwy S	500	1	14		Rolling. Stock on fld.
Mays Lick, Rees	L	3.5 W;hwy NE	1165	1	h36-S5	F2	P-line E. Levee W. Use rnwys.
(PC)Middlesboro	P	1.2 W	900	1	22		Rolling.
Midway-Green Meadows	L	3.0SE;hwy N					ABANDONED.
Milford		0.5 SE; riv S, W	540	1	20-S1	F1	NNW, SSE blkd.
Monterey, Karsner	L	2.0SE;hwy W	610	1	20		300' SW end ruf. Unattended.
Morehead	L	8.0WSW;RR N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(PC)OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	4	h50-BL4-S5-W	F4	P-line E.
(P)PADUCAH, Barkley	P	8.8 W; RR 1 N	500	1	31		Fences at ends of strip.
Perry Park, Perry	L	2.2 SSW;riv W	671	1	18-(S3)	(F1)	Caution-mtns sur fld.
Pikeville	L	2.1NNW;RR S	1080	1	20		Unattended.
Russell Springs		1.0 S hwy E	830	2	17-S1	F1	
Shelbyville, Shelby	L	2.9 E;hwy S	927	1	30-S5	F1	
(PC)Somerset-Pulaski Co.	P	2.5 S; hwy W	810	1	19		P-lines along hwy in N apch.
Springfield	L	4.0 ESE;hwy N	650	1	31-S1	F1	Sunken area at intersection NE/SW, E/W rnwys.
Stanton	L	1.0 E	372	3	h50	F1	Hills to SW.
(PC)Sturgis	P	1.5 ESE;hwy W	430	1	20-S5		
West Point	P	1.3 ENE;RR W					
		NEW AIRPORTS (or airports out of alphabetical order)					

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Abbeville	L	3.0 E;hwy S	16	2	20-S3	91	
Alexandria-Flying Service	L	2.4NW;hwy N	88	1	25		Unattended.
" McArthur Drive	P	2WSW;hwy E	87	1	16-S5	F3	
(PC)Bastrop, Morehouse Mem'l	P	2.5SE;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Burden	L	4.7 SE; RR SW	35	1	41		NW blkd. Cattle on fld.
" Downtown	P	3.5 E; hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only. P-lines N.
(P)" RYAN	P	5.5 N; riv3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2.0 N; RR E	113	3	h36-BL4-S5	F3	P-line E.
Bunkie, Haas	L	3.0 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
Covington, Arrowhead	L	4.0 W; hwy N	30	1	18		
" K.P.	L	2.0 NNW;hwy E	27	2	28	F3	N,SSE blkd.S end of N/S Strip soft-wet.
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-*L-S1	F3	
DeQuincy	L	1.5 SW;RR NW	78	2	22		Ctn-E/W Strip ruf. Rd crosses strips.
(PC)DeRidder, Beauregard Parish	P	3.0 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Bcn prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd. Soft spots when wet. Land from and take-off to S.
Elton, Doise	L	1.5 S W;hwy,RRN	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Fenton, Watkins	L	2.5 SSW;hwy W	30	3	19	(F2)	P-lines W, NW.
Franklinton, Green		12.0 SSW; rd E					Perm Closed
Gilliam	L	1.0 NE;hwy SW	190	1	25		Soft when wet.
Gueydan, Saltzman #1	L	3.8 SSE; rd N	5	2	18		ENE, ESE, WNW blkd.
" " #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE; rd N	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	P	3.0 ENE; hwy S	40	3	h50-B*L	F1	
Haynesville	L	0.9 N; hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly		1.2 NW;hwy W					Perm Closed
Jackson, Holloway		5.0 S SW;hwy 2 S					Perm Closed
" Howell	L	2.5 ENE; rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE; RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan-Broussard	L	0.5 S	12	2	15-S3	F2	Attended May-Nov.
Kaplan, Trahan Airstrip	L	6.0 W; hwy N	10	1	20		P-lines N, S.
(P)LAFAYETTE	P	2.0 SE; RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
← " Bois De Lafayette	L	2.5 S; hwy E	34	3	20		P-lines N, S.
" Girard	P	2.0 NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur		0.5 ESE; hwy S					Perm Closed
"Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
← Lake Charles,McFillenAirpark	P	4.0 S	17	1	26-S3	F2	
Lake Providence	L	0.3 E; river E	110	1	18-S3	F1	
(PC)" Byerley	L	1.8 NW; lk S	106	2	35	(F3)	
Logansport, Averett	L	4.2 NNW; rd E	300	2	20		S blkd; p-line SSE.
Longville	L	0.5 SE; RR W	80	1	27		
(PC)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
Many, Hart	L	1.8SSW;hwyNNW	324	1	23		Use with caution.
(PC)Marksville	L	2.2 S; RR E	78	1	27		
Minden-Minden-Webster	P	1.0 NW	250	1	h35		
Monroe, Mid-South Duster	L	6.8 S; hwy W	80	1	23		P-line W. Use strip.
(P)" SELMAN	P	5.0 E; RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root		6.0 SE;hwy NE					Perm Closed
Morganza-Pte Coupee	L	0.1 S; RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2.0 SSW; hwy E	115	2	h41-BL4-S5	F2	
(NG)New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No ngt operns 5-23, 9-27.
(P)" MOISANT INTN'L	P	11.0 WNW;riv S	3	4	h70-BL4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
Oakdale	L	2.5 W; RR E	123	1	21		P-line SSE.
(PC)Opelousas, St. Landry Parish	P	2.0 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Mem'l	P	20WNW;bayouNW	9	3	45-S5	F3	NE, W blkd.
(PC)Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1.0 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
(PC)Rayne	L	1.0 NW; RR S	29	2	18		
" Hains	L	4.0 SSW; rd E	20	1	26		P-line N.
(PC)Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
" Garland	L	7.6 W; hwy S	80	1	18		P-line S. Use strip.
Roanoke, Ferguson	L	2.4 NE; rd S	25	3	17		S, SE blkd.
Robson, Naylor	L	1.6 SSW; rd N	155	1	21		P-line N.
(PC)Ruston	P	1.0 SE; RR N	317	3	h34-BL4-S5	F4	
St. Joseph, Castle	L	2.0 N; hwy NE	75	1	22		P-line N.
(p) SHREVEPORT, Greater Shreveport	P	6.5 S W; RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) "-Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8.0 S; RR E	170	1	31-S5	F1	S end soft when wet.
Slidell, Pravata	L	1.5 NW;hwy N	9	1	18		Use ctn. Ends of strips ruf. Cattle-fld.
Tallulah, Scott	P	2.4 ENE;hwy S	84	2	32-*L4-S3	F2	Bcn prior req.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5WNW;hwy S	40	1	16		
Vinton, Breaux		1 NNW;RR S					Perm Closed
(PC)Welsh	P	0.5 NW;RR S	19	2	31-*L4-S5	F3	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3.0 NW;hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution. Unattended; No storage.
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
← Alexandria,Myers Arpt # 2	P	9NW;Riv N	75	1	30-S3	F1	P-line S.
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC)AUBURN-LEWISTON	P	4.5 SW;riv 1 N	292	3	h44-BL4-S5-U	F3	WNW blkd. Use rnwys.
(P)AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30,3-21 clsd to acft over 15,000 lbs, and all acft winter months.
(PC)BAR HARBOR	P	9.0 NW;riv E	84	3	h45-BL2-S5-U	F4	Bcn oper June-September.
(PC)Belfast	L	1.0 SW;hwy 1 E	160	2	h40		SE,NW blkd. Safety strip E side NW/SE rnwy unusable. EMERG USE ONLY.
Benton, Fernald's	L	0.6WNW;riv W	120	1	14		Overhead cable W-dangerous. Ruf. Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	1	21-*L-S5	F2	
(PC)Caribou	P	1.0 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT. OF ENTRY.
(PC)Deblois Flight Strip	L	2.0 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun.
Dexter	L	3.0 ESE	485	2	h30		NE blkd. Use rnwy.
Eastport	L	1.5WNW;hwyNE	67	2	h28		No storage. Unsafe-holes, ruf high bushes. NW blkd; p-lines NE,SE,SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1.0SW;RR,hwyW	470	2	18-S5	F1	NNW blkd.
(PC)Fort Kent	L	3.4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwyN,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC)Greenville	P	2.0ENE;pond E	1401	2	h30-S1-U	F3	Unattnd winters. Repairs avail. on request.
(P)HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. Rnwy 5-23 clsd winters wheel-equipped acft.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Lewiston, College Road	L	2.2NNE;riv1 W	210	1	16		SW blkd. Ruf,soft, rolling.
Lubec	L	2.8 SW; rd SE	85	1	12		DANGER-SHORT FLD; Soft when wet.
(P)Millinocket	L	1.0 SE	408	2	h50-BL2,4-W		Unattended. Use rnwys. Ctc lgts avail rnwy 18-34 only.
Milo	L	1.3 SE;hwy W	295	1	18		Rgt tfc W. P-line W.
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	N,S blkd.
Moose River, Sky Lodge	L	1.0 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE,W	270	2	h40		Use rnwys.
Norway	L	1.0 N; RR S	387	1	15-S1		Soft when wet. Use strip. Unattended.
(P)Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F4	Ctn-edges of rnwys ruf. Use rnwys. FEE.
Patten, Camerons	P	5.0 NW;hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
Peru, Linnell's	L	0.8NW;RR,riv NE	410	1	20		
Phillips,Pleasant Valley Farms	L	2.9 NNW;riv N	670	1	41		
(PC)Pittsfield	L	0.8SSE;riv N,S	190	2	h40		SSE blkd. Skis winter.
(P)PORTLAND	P	2.0 W; riv NE	60	3	h42-BL2,4-S5-W	F4	Rnwy 10-28 clsd winters.
(PC)Princeton	L	1.5 SSE	250	2	h40		Use rnwys. NW blkd.
(PC)Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC)ROCKLAND	P	3.0 SSE	60	3	h45-B*L4		
Rumford	L	2.0 SSE;riv NW	615	1	18		
(PC)Sanford	P	4.7 SE;hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Lgts unreliable.
Seven Isl., Maine For. Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD).
Skowhegan	L	1.0 NNE	240	1	18		P-line W.
South Portland, Port O'Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Stonington	L	1.2NNW;hwySW	20	1	16		Ctn-debris,boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW;hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5	F1	Fld surrounded by trees. W blkd.
Van Buren, Levesque	L	1.0 NW; riv E	520	1	15		INACTIVE. Ruf, rolling.
(PC)WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S5-U	F3	WSW blkd. Use rnwy 14-32 with caution.
Winterport, Fernald	L	3.0WNW;RR E	181	2	h40		Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW;riv NE	30	1	30-*L-S3	F1	P-line ESE.
Baltimore, Eastern	P	9 S;RR W	20	2	21-S5	F3	SE blkd.
(AF) " FRIENDSHIP INT'L	P	11 E;riv S	146	3	h94-BL4,6,7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG, A) " Harbor	P	6 SE;riv SW	14	2	h44-BL3,4,5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2400-0800
							Use paved areas.
➝ " Martin	L	10 E;plant W	18	4	h71		No public services.
" Rutherford	P	8 WNW;rd W, N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf.
Brandywine, Curtis	L	3 SSW;RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Russell	P	8 WNW;bay W	25	1	32-U	F4	
Churchton, Deep Creek	P	1.0 ENE;bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	P	2.5 E;hwy S	400	3	21	F1	P-line S. Rolling
Clinton, Hyde	P	2 WSW;hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, etc Washington rdo.
College Park	P	0.4 E; RR W	49	2	22-*L4-S5	F3	N, NW blkd.
(PC)Crisfield	L	3 NNE;RR SE	4	2	h25		3500' strip avail. Soft-wet. Unattended
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S;riv N, S	780	3	h58-BL4-S1-U	F3	Mtn SW;ridge W.
" Mexico Farms	P	3 S,riv NW	610	2	25-S3	F1	E, SSE blkd;mtn W. Ruf. Rgt tfc E.
(PC)EASTON	P	2.2N;RR E	65	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE;RR NW	140	3	21-S3	F1	Clsd to heavy acft when wet. Rolling.
(PC)Frederick	P	1.8E;riv N, E	304	2	h38-B*L4-W	F3	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs, NE/SW rnwy 15,000 lbs.
(P)HAGERSTOWN	P	4.2N;factory SE	704	2	h44-BL2,4-S3-W	F4	Use rnwys. Weekends lgts avail sunset-2200.
Hollywood, Half Pone Point	L	3.5 E;riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Laytonsville, Davis	P	2.3N;hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8WNW;twrESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd. permission only.
Salisbury, Delmarva	L	2.8 NE;RR S, W	45	1	20-U		Clsd all com operns. Lndgs by prior
(P) " -WICOMICO COUNTY	P	5.3 ESE;hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8SSW;hwy SW	10	1	20		SSW blkd, E/W strip under const.
Stevensville, Kentmorr	L	4.7 SSW;bay W	12	1	25		E blkd.
➝ Westminster	P	2.6N;hwy E	780	2	25-S3	F1	Rolling. P-line E.
NEW AIRPORTS		(or airports out of alphabetical order)					
MASSACHUSETTS							
Adams	L	1.3SE;RR W	1400	1	18		CLOSED
➝ Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5-U	F2	Hi-tension line SE;p-line E. Ruf.
Barre, Hiller	P	4.7SSW;riv NW	599	1	40-L4-S3-U	F3	
Berkley, Myricks	L	3 E;RR SW	65	2	20		S blkd. Ruf.
(AF)BOSTON-Bedford(Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd. 17-35 perm clsd. No storage.
" Beverly	P	17.5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL 6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum. 2-way rdo rqrd. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
" Revere	P	5.5 NNE;twr N	25	3	h27-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S;hwy E	80	1	h18		CLOSED. P-line N.
(PC)Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW;RR S	640	1	16-S3	F1	Ruf.
Edgartown	P	2 S;bay E	20	4	33-S1	F1	P-line NE, SE.
(PC)Fall River	P	4.3NNE;RR N, W	192	2	h39-BL4-S3	F3	
Falmouth, Coonamessett Ranch	P	6.4 NNE	100	2	40-*L4	F1	
FITCHBURG	P	2.5 SE;riv S, SW	348	2	h45-BL4-S1-U	F3	P-line SSE.
(PC)Gardner	P	2 SW;hwy N	946	2	22-S5	F1	
➝ Great Barrington	P	2 W	725	3	27-S5-U	F3	P-line NE, SW.
Hanover, Clark	P	2.5 WSW;riv S	74	3	h23-S5	F1	N, NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW, Ruf.
Hopedale, Draper	L	2.7 SE; RR ENE	269	1	h32	F2	
(PC)HYANNIS, Barnstable	P	0.9 N;RR E	56	3	h41-B*L4-S5-U	E4	
➝ (PC)LAWRENCE	P	2.5 ENE;riv W	165	3	h40-BL4-S5-U	F4	Use rnwys.
Leicester	P	2 N	1141	2	h20	F1	Ruf.
Mansfield	L	2 SSE; RR NE	124	3	25-S5	F3	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E;riv SE	9	1	23-S1-U	F1	
Marston Mills, Cape Cod	L	2.2 NNE;lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(PC)MARTHA'S VINEYARD	P	4.3 S; hwy E	66	3	h40-BL4-S5-U	F4	Antenna pole SE.
➝ (P)NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi.
➝ (PC)NEW BEDFORD	P	2.5 NNW;RR S	79	2	h50-BL2,4,5,6-S5 -	F4	
← Newburyport, Plum Island	P	1 NE;riv N	11	2	28-S5	F1	P-line NW, W blkd.
(PC)North Adams, Harriman	P	3 W;riv N	651	3	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE;lk NW	200	2	20-*L1-S5	F1	P-line SE. Ruf.
Northampton, Atwood	P	1.2 SSE;riv S	116	1	22-*L4-S5-U	F2	Mtn SSE. Rgt tfc N
(PC) " LaFleur	P	1.2 ENE;RR W	120	2	23-*L4-S5	F2	
(PC)Norwood-Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC)ORANGE	P	1.5 SE;hwy SE	555	3	h50-S1	F1	
Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
Palmer, Metropolitan	P	4.8N;RR E, SE	410	3	22-*L1-S5-U	F3	Hill NNW, Rolling.
(PC)PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW;hwy N	149	3	28-S1	F1	Use strips only
(PC)Provincetown	P	2.3 WNW	8	1	h35-*L4-U	F2	
Southbridge	P	1.7 N;hwy E	700	2	26-S5	F1	
Spencer	L	3.5NNE	1040	1	17-(S5)		Ruf
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No storage. P-line SE.
Taunton, King	P	4 ESE;riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf, Twr SSW.
Tewksbury, Tew-Mac	P	2 SE;riv E	90	1	18-S5	F2	Hwy tfc SSW apch. P-line S.
(PC)Turners Falls	P	1.8 ESE;riv NW	365	3	31-*L1	F1	SSW blkd.
Wareham, Country Club		1.3 E;riv S					ABANDONED.
Westboro	P	1.9 WNW;RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9SE;RR SW	650	2	20-S5	F3	P-line SW.
(NG)WESTFIELD, Barnes	P	3.NNE;hwy W	270	3	h70-BL4, 6-S5	F4	
Williamstown, Fair View Farm	L	4 SW;hwy E	954	1	16		
(P)WORCESTER	P	3.5 W;hwy N	1009	3	h55-BL5, 6-S5-W	F4	
NEW AIRPORTS		(or airports out of alphabetical order)					
MICHIGAN							
Ada, Somerville	L	1S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC)Adrian-City	P	3SW;RR N	800	2	34-*L4-S5-U		WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E, SE blkd. P-line NW. Ruf.
(PC)Alma	P	1.3 NE;riv S, E	750	2	h25-BL4-S5-U	F2	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7NNW;hwy E	880	2	22-*L4-S5-U	F1	
(NG)Alpena, Phelps-Collins	P	6.5 W; riv adj	689	3	h60-BL4-S3	F2	Bcn opers October-May
(PC)Ann Arbor	P	4 S;RR E	835	3	32-BL2-S5	F4	Soft when wet.
" Washtenaw	P	6 W;hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW;hwy S, E	915	1	24		S blkd.
Atlanta	L	0.8 ESE;hwy N	875	3	22		Use strips. Ruf.
Au Gres	L	0.9 NNW; RR S	590	2	20		NW blkd. P-lines NE, SE, SW. Soft-wet. Use strips.
(PC)Bad Axe, Huron Co. Mem'l.	L	1.2 SSE;RR W	763	3	25-L4	F1	
Baldwin	L	1.3 SSE;hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use strips.
Baraga	L	4 NW;hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N, S, W blkd. Ruf. Ctn-trees on strips.
Barryton	L	0.8 ESE;riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG)BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC)Bay City, Clements	P	3.5 S;riv W	599	3	h26-S3	F3	3600' N/S strip avail. Use rnwys.
Beaverton	L	0.8 SW;RR W	728	2	16		
Belding	L	2.1 W;hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE;RR W, S	614	3	26	F1	NW, SE blkd p-line E. Ctn-sand blows N end.
(PC)Benton Harbor, Ross Fld	P	1.5 NNE;hwy S	642	4	h50-BL4-S5-U	F3	Embank, all apchs. Use rnwys.
Big Beaver	P	0.8 E;hwy W	650	2	24-S5	F1	Ditch SW. Use strip N blkd.
Big Rapids	P	1.5 NW;RR E	928	2	38-BL4-S5	F1	Bcn, lgts prior req after 2230.
➝ Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-BL4-S1	F4	N, NE, S blkd. FEE.
Blaney Park	P	0.5 NW;lk N	710	aw	22	F1	Road crosses NNW/SSE strip at S end.
Blissfield, Betz	L	2 NNW;riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE; RR NE	685	2	26-S1	F1	Twr SW. Use strips. Strips plowed-winters.
Breedsville, Bangor	L	0.6 WNW;RR E	654	2	18		INACTIVE. N, S blkd. Ruf. Soft-wet.
Brevort	L	1 NW;hwy S	740	1	23		W blkd. Rolling. Use strip
Brighton, Byne	L	3 N;hwy E, W	1020	1	20-S5	F1	Rolling.
Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N end N/S Strip. Knoll N, NE.
(P)Cadillac	P	2.5 NW;hwy E	1305	4	h37-BL2,4-S5-W	F1	
Caro	L	2.8 SW;riv SE	700	4	23-*L-S1	F1	S, SE, NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, antennas surround fld. Use strips.
Charlotte, Beach	P	1.8 ENE;RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Cheboygan	L	0.5 ENE;riv W	590	2	25-S1	F1	S blkd.
Chesaning	P	0.8 W;hwy NE	639	2	23-L4-S1	F2	W blkd: P-line E, S. Lgts to 0400.
Clare	P	1 NE;riv SW	840	4	26-S5	F2	P-lines, S, W, SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC)Coldwater, Branch County	P	2.7 WSW;RR S	954	3	h35-BL4-S3	F2	
Croswell-City	L	1 W;riv E	732	2	25		ESE, S, N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE;lk E	1390	3	30-S1	(F1)	P-lines SW, WSW.
Deckerville, Nauman	L	1.5 S;hwy E	800	1	24	F2	E blkd.
(PC)DETROIT-CITY	P	5.5 NE	626	4	h46-BL2, 3-S5-W	F4	W blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) " WAYNE MAJOR	P	16.9WSW City Hall	639	4	h79-BL4,6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
(AF) " WILLOW RUN	P	22 WSW;riv 1 S	716	6	h73-BL4,3,4,6,7-S5-W	F4	FEE. 2-way rdo rqrd.
Dowagiac, Cass County	P	1 NW;hwy S	750	4	31-S5	F3	S, SW blkd. P-line NE. Minor eng rprs only.
Drummond-Island	L	0.5 S;bay 1 N	630	2	25-(S1)	(F1)	ENE blkd. Rolling.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➝ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd,P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N; RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	1	25	F1	E, W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S.400' W end E/W Strip soft-wet. Use strips
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip.
(PC)Empire	L	3.2 SE;hwy 1N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2			P-line SW.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE. E, S, W blkd.Ctn-loose sand.
Flat Rock, Nan-Bar	L	1ENE;RR N	596	1	26-S5-U	F2	P-line E, NE.Rgt tfc W, SW.Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE, NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2E;riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Atnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd:hills NNE, ESE, SSW, WNW. Ctn on NNE/SSW strip when wet.
Fraser, McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N, SW blkd;p-line SE.Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E, SE, W, NW blkd;p-line NE.3300' N/S strip lgtd dusk-2400 other req. Skis winter.
(P)Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW. Lgts dusk-2400 other req. Use rnwy strips.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S, W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand.
(P)GRAND RAPIDS, Kent County	P	3.5 S;3R NE	692	6	h57-BL2,4,6-S1-W	F4	NE, E, SE, SW, W blkd. Ant. NW.
Grant	L	1.8 ENE; RR E	820	3	27-(S1)	(F1)	SE blkd.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
Greenville	L	2.5 S;RR 1 E	855	2	24		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	P	1.4 S;lk W	626	aw	34-S3	F1	S blkd; p-line N. Not maintd winters.
Hammond-Bay	L	2 ESE;hwy N	670	1	20		E, W blkd. Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE, SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3NNW;hwy E	1100	3	33		INACTIVE. E, S, W, SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2SSE;hwy1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	L	2 N;hwy W	760	2	28		
Hillman	L	2.4 NW	850	2	23		S blkd; woods N, W.300' overrun ext N. Use strips.
Hillsdale	L	1.6 NW; RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW; bay 1 S	612	3	27-*L4-S1	F1	N blkd; p-line NE, SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No storage.
" -Sands	L	2 ESE; RR SW	605	2	50		Unattended.
Houghton Hgts,Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N; pole, antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E, W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W; dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
Ithaca, Johnson's	L	1 ENE; RR S	750	1	23		Use strip. Soft when wet.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	Rnwys 9-27, 18-36 rstd 12, 500 lbs. gross wt. P-line S. Use rnwys.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd. Antenna NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	4	h38-BL2,4-S5-W-U	F4	P-lines W, SW. Unlgtd ant. on house W apch. Use rnwys.
" Austin Lake	P	3.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N, E, W blkd. Ruf.
Lake City, Homes Acres	P	2 ESE; RR S	1290	2	26-L-S3	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW.Ctn-oil derricks.
L'Anse, Muzzy's Lodge	L	2.3 SSE;RR E	966	3	23		P-line NE, SE. Soft. Skis-wint. Lgt acft only.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd. P-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW; RR S	856	3	h50-BL3,4,6-S5-W	F4	NE blkd. Rnwy 14-32 rstd DC3 acft and smaller.
Lapeer, Dupont-Lapeer	P	2.4 ENE;lk W	830	4	36-S5	F2	Use strips.
LaSalle, Price	L	4.5 SW Monroe	608	1	19-*L4		P-line S.
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW, NW blkd. P-line W. Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE, ESE, WSW, W, WNW blkd; p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd. P-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd, N/S strip ruf. Ctn.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE; twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	L	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S strip ruf. Use strips.
Manistee-Blacker	P	4 ENE;riv S	613	2	h19-*L4-S3	F1	E end E/W Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd; p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd. Soft-wet. Ruf.
Marine City	P	5 W	616	2	20-S5	F1	NE, SE, NW blkd. Ruf.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd. Rolling. Use strips.
Marquette-County	L	8.0 W;hwy S	1415	2	27		Not maintained winters-clsd to wheel acft.
(AF) " SAWYER	P	14 S;RR W	1181	1	h73-BL4-S3-U-W	F3	Use rnwy.
Marshall, Brooks	P	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W.
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft. Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW; RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No storage, fuel Sunday.
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N.Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-BL4-S5-U	F3	
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Montague, Ottiger	L	3 N	700	3	30	F1	Trees N, E, S. P-line W. Attnd evenings.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd. P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F3	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
Napoleon, Maule	P	0.8NW;bet 127 hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	L	0.8 SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2NW;rd S	600	2	18		N, S, NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
New Hudson, Knapp	L	0.5 SW; RR SE	947	2	25		N blkd.
Newport, Marshall	P	3.2S;lk SE	588	2	29-L1-S1	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	L	3 NE; bay E	625	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	830	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2 SSW;riv W	850	2	26		N, E, S, W blkd. Rolling, ruf.
(PC)Owosso-City	P	2 E; riv S	740	3	h30-BL4-S1-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F4	First 500' E end E/W Rnwy clsd; also clsd ngts.
Petersburg, Ensign	L	1.8 ESE;RR 1W	680	2	26	(F1)	E, S blkd. Ctn-sand-erosions.
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		NE blkd. Ctn-Oil drilling NW, E end. NE/SW strip under water.
Plainwell, Otsego-Plainwell	L	1.5 N;riv NW	727	2	26		INACTIVE. E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE; RR E	700	4	25-*L-S5	F3	NW blkd; p-lines NE.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h40-BL2-4-S5-U-W	F4	UNICOM opers 0700-2200:other hrs on req.
" Allen's	P	5.5 NE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N, E.	585	3	27-S5	F1	NE, SSE, SW blkd; hill N, Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW; hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N; riv N	1150	3	25-S1	F1	N, SW blkd. Use strips.
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rapid River, Del's	L	0.3 N; riv E	590	1	15		
Reed City, Miller	P	0.5 N	1055	1	25-U	F2	Unicom 0600-1700
Rexton	L	1.9 WSW;RR N	850	2	22		N, E, W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE; lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru October.
Romeo	P	2 E; lk E	730	2	33-S3	F1	S blkd; p-line N. Soft when wet.
" Kuntsman	L	4.9 SE; dam NE	680	2	26		INACTIVE. N, S blkd. Soft-wet.
Roscommon	L	2.5 SE; RR NE	1100	2	42		E, W blkd.
Saginaw	P	4.5 E;RR S, N	601	3	33-B-S3	F3	E, NW blkd; p-line SE. Use strips. Bcn on req.
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd. Ruf, Ctn-hole at strips, intexn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	26-*L4	F3	Only W 2250' ENE/WSW strip lighted.
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
Sandusky, Williams	L	5.5 S;hwy E	780	2	18		Fuel on req.
(P)Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips. Winter E/W strip only. Bcn 1 hr prior req.
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
(PC)Sebewaing	L	0.7W;riv N	584	2	25-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch, Timbers Sky-Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4S;RR W	663	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	P	2.9 NE; RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE, WSW blkd. Ruf.
(PC)Sturgis, Kirsch	P	1 NW;RR E	924	3	h36-L-S5	F3	P-lines E, S.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ➡New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE, SE, aW blkd; p-line NW
Thompsonville	L	1.5 W;riv E	850	2	25		N Blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5-U	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Vassar, Welsh	P	4.3ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	P	1.5 WNW	625	2	23-S5	F1	N, W blkd, Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW, SW.
(PC)Watervliet	L	1 NE;lk NW	655	2	18		
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage. Use strips. P-line NE.
West Branch	L	0.7ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	1.3ENE;riv NE	950	3	34		W blkd. E/W strip rolling, ruf. Use strips.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
Wixon, Spencer	L	0.8 W;RR N	940	1	24		S blkd; p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
Ypsilanti, McEnnan	P	2.7 SSW;riv] NE	738	4	23-*L4	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7ENE;Riv W	1204	1	24	(F2)	Use strip.
(PC)Albert Lea	P	2.3 N; hwy E	1244	2	h38-S5	F2	
←(P)ALEXANDRIA	P	2 SW; lk NW	1425	4	h57-BL4-W	F2	P-line NE.
Anoka	P	1.2 SE; riv 1SW	896	3	36	F3	Ruf. Use N/S strip. Rft tfc S, W, SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	F2	S, SE, SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F2	NE/SW strip soft.
Backus	L	0.6 NE; hwy E	1335	1	26-S1	(F2)	
(PC)Baudette	P	0.8 NW;riv NE	1063	3	20-S5	F2	AIRPORT OF ENTRY.
(P)BEMIDJI	P	3.8NW; hwy S	1395	3	h57-BL4-S3-W	F4	
" Port-O-Wilds	P	9.4NNE; hwySE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips.
(PC)Big Falls	L	2.5NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N; lk E	1346	1	25		
(PC)Blue Earth	L	3 S; RR E	1102	3	23	F2	
(PC)BRAINERD	P	3.6 NE;hwy S	1226	3	h41-B*L4-S5-W	F4	Beacon oper. prior req.
Cloquet	L	2.5 WSW	1278	3	32	(F2)	
Cook	L	2 S; RR 1 E	1330	2	22		
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30	F2	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W; RR N	1396	3	35-S1	F2	10' drop E end of strip. Use strips.
(PC)Dodge Center	L	1.2 SE; RR N	1299	2	23-U		
(AF,NG)DULUTH	P	6.5NNW;hwy 1S	1430	3	h80-BL4,6,7-S5-W	F4	ARPT OF ENTRY. Use rnwys. 1000' overrun lgtd.
Ely	L	1.2 E; lk NW	1425	2	24		P-line SW, NW. Use ctn.
Erskine	L	2 ENE; lk S	1241	2	25	(F2)	ENE blkd. Use strips.
(PC)Eveleth-Virginia	P	3.5 SE; lk E	1385	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E; hwy N	1161	2	h22-L-S5-U	F2	3000' strip avail.
(PC)Fairbault	L	3 NW; lk 1 W	1052	2	h21-(S5)	F2	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W; riv E	1185	3	h40-BL4-S5-U	F3	
Fertile	P	1.0 NNW	1137	1	24	F1	
Fosston	L	1.5NW;RR SW	1270	2	23	(F2)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24		Use strips.
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
(PC)Grand Marais-Devil Track	P	5.5 NNW; lk S	1658	1	26	F2	Attended summers.
(PC)Grand Rapids	P	2 SSE; riv NE	1302	3	h41-BL4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	2	30-B-U	F3	Closed Dec - March.
Greenbush	L	1.1SSW;hwy NW	1070	2	26		
Hallock	L	1.2NNE;riv W	800	2	20	(F2)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F2	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2-S5-U	F3	
Howard Lake, Frank		2 SW					ABANDONED
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F4	ARPT OF ENTRY.
Isle	L	0.5 N	1271	1	23	(F2)	
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
Karlstad	L	1.1 W	1025	1	26-S1	(F2)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Lake Bronson	P	0.5 NE	960	3	26	F2	P-lines S, W, NW.
LeSueur	L	1.5 S; riv W	850	2	24		Rolling.
Litchfield	L	1 N	1116	1	28-S1		
(PC)Little Falls	L	1.8ESE;hwy W	1118	2	30		Closed
(PC)Littlefork	L	1.8WNW;riv 1 E	1145	2	23		N/S strip ruf.
Madison	P	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W; RR S, E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE; riv N	1140	1	20-S1	F2	Rolling. Ctn-on ridge.
McGregor	L	0.8 N; hwy W	1227	2	23		Use strips.
Melrose-Riverside	L	1.2NW;rnys,rivN	1215	1	34	(F2)	Gravel pit NW end.
(PC)Minneapolis, Anoka Co.	P	12.5NNE;hwy E	908	3	h37-BL4-S5	F2	Ctn-newly seeded. Use rnwy.
(PC)Minneapolis, Flying Cloud	P	13.8SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " Crystal	P	9 NNW; RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
(AF,N)" ST. PAUL INTN'L (Wold Chamberlain)	P	6.5SSE;riv 2 S	840	4	h65-BL5,7-S5-W	F4	Rdo rcvr rqrd. Rnwy 17-35 perm. clsd. Rgt pat rnwys 4, 11R. Flashing amber lgt on twr indicates rgt pat.
Montevideo	L	2.2NNE;hwy W	1036	2	25	F2	Use strips.
Monticello	P	1.3NNE;riv SSW	840	2	36-S5	F2	P-line S. Use strip.
(PC)Moose Lake	L	3.3 SW; lk W	1075	1	25		
(PC)Mora	L	1.2NE; lk N	1012	2	25	(F2)	NW/SE strip ruf. P-lines SE.
Morris	L	3 SW	1134	4	31-S1	(F2)	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W; hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW; lk SW	1231	1	36-S3	F2	N blkd. Use strip.
Northome	L	2 NE; lk S	1427	2	20		
Ortonville	L	1 ESE; hwy S	1095	2	24		
Oslo, Hoff	L	2.8 NE; riv W	800	2	20		Use strips.
(PC)Owatonna	P	2.9NW; hwy E	1147	2	h35-L4-S5-U	F2	Lgts oper dusk-2400.
Park Rapids	P	1.7SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F2)	P-line N. Use strips.
Perham	L	1.8 NW; hwy NW	1370	2	25	(F2)	Rolling.
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
Pine River	L	1 WNW;RR NE	1313	2	20	(F2)	
(PC)Pipestone	P	1 SE; RR E, W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300.
Plummer	P	3.5 SSE;RR E	1120	1	22	F2	
Princeton Mun	L	1 W,hwyN,RR E	983	1	23-L4-W	(F2)	
Red Lake Falls	L	3.5 NE; hwy W	1066	1	20		
← Red Wing	P	2.5 NE;hwy N	770	2	29-S3	80	P-line N.
(P)Redwood Falls	P	1.8NE;riv 1.5 NE	1022	2	22-B-S3-W	F2	
(P)ROCHESTER, Lobb Fld	P	1.7SSE;RR W	1041	5	h45-BL2,3,4-S5	F4	P-lines N, NE, SW. Rnwy 17 clsd ngts.
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERGENCY ONLY). Very ruf.
Roseau	L	1.6NW; riv E	1040	3	35	(F2)	P-lines N, W. Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F2	P-lines N, W.
(PC)St.Cloud, Whitney Mem'l	P	1.5NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt lndgs.
St. James	L	2.3 E; hwy S	1068	1	27	(F2)	Ctn-wet.
St. Paul Lake Elmo	P	10.2 ENE; lk W	925	2	h23-*L4-S5	F2	
St. Peter	L	2.4NNW;riv 1 E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE; riv W	1253	2	28-S3	F2	
Silver Lake	P	3.2 NW	1050	1	26-S1	F2	Rolling.
(PC)Sleepy Eye	L	3.3SSE;hwy W	1004	2	26	(F2)	
(PC)South St. Paul	P	1.8S;riv 1 NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9SW;hwy N	1073	2	22-S3	F2	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	(F2)	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F2	P-line NW, SE. Use strips.
Staples	L	1.5NNW;RR SSW	1298	3	22		Use strips.
Stephen	L	1 NE	830	1	22		
(PC)THIEF RIVER FALLS	P	3.6 S; riv W	1115	2	h39-BL4-S5	F2	Lgts prior req after 2400.
Tofte, Gervais	L	1.2 NE; on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	1	26-S3	F2	P-line N. Use strips.
Tyler	L	1.4NW;RR SW	1742	3	21	(F2)	P-line SW.
(PC)Wadena	P	1 E; RR NW	1350	4	32-S3	F2	P-line S, SE, NW.
Walker	L	5 NW; lk E	1364	1	26		
Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F2)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F2)	
Wheaton	L	3 SW; crk N	1022	2	20-S1	(F2)	Use strips.
White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F2	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC)WINONA	P	3.8NW;riv N	656	3	h40-BL4-S5	F4	
(PC) Worthington	P	1.6N;lk 1.5SSW	1572	4	h40-BL4-S5	F2	
NEW AIRPORTS (or airports out of alphabetical order)							
Barnesville	L	In City Limits	1018	1	25		
Benson	L	2.0 NW	1038	1	26		No Storage.
(NG)St. Paul Holman	P	1.5 mi S;riv N,E	703	4	h55-BL2,3,4-S5	F4	P-line NE. Clsd to all trans jet acft.
← White Bear Lake, Northport	P	4 E;hwy N	1022	2	21-S3	F2	P-line N.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW; hwy E	239	3	30-(S1)	(F1)	W, NW, blkd; p-line N. Ruf. Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW; hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Bay St. Louis-Hancock Co.	L	2 W; hwy S	10	1	22		Ctn when wet. Use at own risk.
Baldwyn	L	0.5 E; rd S	380	2	14-(S1)		Soft-wet. E/W strip ruf. Cattle on fld.
Belzoni, Turner	L	2 SW; hwy E	110	1	36	(F1)	SSW blkd. Soft when wet.
Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call. Unattended winters.
Benoit, Speakes	L	2.5 S; riv NW	135	1	43		
➸ Biloxi, Art's	P	4 NNE	46	1	27	F1	Rgt tfc N
Brookhaven	P	3 NE		1	30-S1		Soft when wet.
(PC)CLARKSDALE, Fletcher	P	6 NNE; hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F1	S blkd. P-line W. Sides of strips soft-wet. Rnwy lgts on prior req after 2400.
Columbia	L	3 NNE; rd W	110	1	26		
(PC)Columbus, Lowndes County	P	3.2 SE; hwy W	186	1	40-BL4-S1	F3	Max lndg wt 15,000 lbs sing. wheel acft.
Corinth, 7, MEM-TPA	P	5 WSW; hwy N	418	2	39-BL2		
Crosby Municipal	P	1.2 NNE	315	1	h31-BL4-S3	F1	
Crystal Springs	L	0.7 SE	470	2	18		Ctn-not maintd. Ruf.
Egypt, Ball	L	1.8 S; hwy E	300	1	26-(S1)	(F1)	
Eupora	L	1NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
Gloster	L	1.2 NNE;hwy E	400	1	24		Ruf.
(AF)GREENVILLE	P	3.5ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	116	1	23-S5	F1	No storage. Soft-wet.
" Cypress	P	2.4SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
" Dixie Dusting	L	4.3 E;hwy S	118	1	41		Irregularly attended. No service to public.
(P)GREENWOOD MUNICIPAL	P	2.3 SW; RR E	129	3	h40-BL4-S3-W	F3	P-lines E, SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N; RR S	207	3	hb1-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h80-BL4,7-S5	F4	Use rnwys. Overrun apch lgts.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
(PC)Hazlehurst-Copiah County	L	1.8 E; hwy N	460	1	24		
" Kaywood Plantation	L	8.2SW; rd E, N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16L-34R clsd to hvy acft. Use rnwys.
Kosciusko	L	1 WSW; RR N	500	1	27		P-lines NE, SW. Ctn-soft. Lgt acft in emergency only.
(PC)LAUREL	P	3 SW; hwy SE	235	3	h50-BL4-S3	F3	
Leland, Checker	L	3.6 SSW;hwy E	118	1	16		Irregularly attended. P-lines N.
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft when wet.
" Tate	L	1 NNE; hwy E	119	2	13		Ditches across E/W strip unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE; rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Lyman, Woodome	L	3.5 WNW	110	1	20		
Madison, Campbell	P	1.6SSE;hwy W	335	3	29-S5	F1	
McAdams, Attala	L	0.5E; RR, hwy S	425	1	20		INACTIVE
(P)McComb-Pike County, 8C, MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rlt tfc SW.
(NG)MERIDIAN, Key	P	3 SW; RR NE	297	4	h70-BL6-S3-W	F4	Hi-intensity overrun lgts.
Merigold	P	0.8 N; hwy W	142	1	16-S3	F1	Soft-wet.
Natchez, Air Park	P	2.5NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S5-U	F3	
Newton, O'Keefe	L	1.5ESE; rd N	363	2	22		INACTIVE
Nitta Yuma, Davis	P	0.5 SSE; RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	8 S; hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR 1 N	16	3	h45-BL4	F1	Cattle on fld.
Pertshire	L	0.4 S; hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwyE	75	1	22		P-line N, S.
Pickens, Presley's	L	1 NNE; RR E	230	5	23-(S5)	(F1)	W, NNW blkd; p-line N, NE, E, S. Cattle on fld.
(PC)Raymond, Williams	P	3.5NNE;RR SE	244	3	h40-BL4	(F1)	
Ripley	L	1.8 W; hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
(PC)Starkville	L	2.5 SW; RR NW	325	3	h50		Caution
Starkville, Oktibbeha	P	8 ENE; hwy E	250	3	30-S3	F1	
Tunica, Mocarter	L	7.5NNE;hwy W	210	1	19		INACTIVE.
(PC)TUPELO	P	3 W; hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use rnwys.
Tutwiler, Strange	L	0.7S8E;hwy N	160	1	21-(65)	(F1)	NNE blkd. Soft when wet.
(PC)Union	L	1.6NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE, NW, SW.
Winona	L	1 SSE; RR W	370	1	27		Very ruf.
Winterville	P	0.5 W; hwy W	122	1	24-S3	F1	E blkd. Soft when wet.
(PC)YazooCity, Barrier	P	2 N; RR E	110	2	32-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
➸ Indianola, Valley Flying Service	P	1.5 mi NW	120	1	24	F2	

h-paved rnwys. B-rotating lgt, L-lighting facilities, S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet. Rgt tfc pat.
Bismarck-Memorial	L	1 SE; RR N	1038	1	24-B-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1 W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5NNW;hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable when wet.
Bowling Green	L	2.3NNW;hwy E	882	2	22	F1	S blkd. Use strips.
Branson, Golf Ranch	L	3.0 E	1178	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
Brookfield, Browne's		2 WSW;RR 1 N					ABANDONED.
Brunswick, Elliott	L	4.3NE;hwy W	700	1	12		Use strip.
Buffalo	L	0.6NE;hwy W	1120	1	19		Use strip.
Butler	P	2 N; RR W	870	1	26-W	F1	
(PC)Cabool-Memorial	L	0.8NE; RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S; hwy E	1083	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4SW; RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE; RR N	780	3	h25-BL2-S5	F3	4000' strip avail, 15' hill E apch.
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat on tk-off or lndg to S; other times left tfc pat.
Craig	L	0.4 SW;hwy E	866	2	20		Use strips. Taxi on rnwy when fld is wet.
DeSoto, Cole	L	8 S; lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4SSE;hwy N	315	2	h45-BL4-S5-U	F1	Rlt tfc to N, NE. Use rnwys. Use strips.
Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd. P-line E. Rgt rfc NE/SW strip.
Elmo	L	0.4 S; RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle on fld. Use strips.
(PC)Excelsior Springs Mem'l.	L	1.6ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Farmington	P	1 ESE;hwy N, E	920	3	32-BL4-S5-W	F3	Rgt tfc N, E, SE. P-line E, N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	27-S1	F1	P-line NE. Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	
(PC)Gideon	L	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	L	3WNW;channelW	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE; lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips.
Harrisonville, Mid West	L	3.4 S; hwy W	900	1	18	(F1)	Use strip.
Hayti,	L	1.5 SE; rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
(PC)Hornersville	L	2 W; RR SE	270	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet.
(PC)Houston-Memorial	L	0.8NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels. Usable width 65'.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5ESE;lk SE	825	2	24-S5	F2	NE/SW strip soft-wet. N/S strip ruf. P-line S.
(PC)Jefferson City-Memorial	P	1.3NNE;riv SW	546	3	h36-BL4	F3	3800' strip avail.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h55-BL4,6-S5-U-W	F4	Use rnwys.
(P)KANSAS CITY	P	5NNW;riv S,W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Tk-off and lndgs prohibited on rnwy 17.
" State Line	P	11.6 S;rd E	990	4	22-S5-U	F2	N, NE, NW, E blkd. Rolling.
(PC)Kennett	P	1.3ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	P	2 W; RR N	1050	2	h26		N blkd; use rnwy.
➸ Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2	F3	E, NE, S blkd. W 1000' E/W strip ruf.
Lexington	P	3 NW; hwy NE	690	4	30-S5	F2	S blkd; p-line W, NW, SW. Soft-wet.
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Clsd civil acft.
(PC)Marceline	L	1.3 N; hwy E	874	2	24		Use strips.
(P)Marshall-Memorial	P	1.8 S; hwy E	777	2	39-B-S3	F3	Use strips. Soft-wet. E center N/S strip ruf. N blkd.
(PC)Maryville-Memorial	P	2.2WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	L	1 NNE;RR W	980	1	24		P-line N. Use strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S strip W end of fld clsd, W blkd, 2800' strip avail.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F2	P-lines NE, SE. Use rnwys.
Monett	L	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
Neosho	L	2.5SW; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2ENE;RR N	882	2	h25-*L4-S3-U	F4	N, W blkd. 3550' strip avail. E/W strip soft when wet.
(PC)Osage Beach, Linn-Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	30	F1	Attended week-ends only.
Owensville, Depperman	L	0.7NNW;hwy S,E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Passaic, Cushard	L	2 E;RR, hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use E parallel rnwy only.
(PC)Poplar Bluff, Fields Mem'l.	L	4.3 E; hwy S	330	1	h40-BL4		Use rnwys.

F-fuel octane. ➸ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
Portageville, Fuller	L	1.2 N; rd E	280	1	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S; hwy W	900	1	16		Caution. Use strip.
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
St. Charles	P	4.7 N;hwy 1,2,ESE	470	3	30	81	N, NW, SE blkd. Use strips.
St. Clair	L	1.4 ENE	750	2	21		E, SE, W, NW blkd. Rolling. Steep grade W.
(NC)ST. JOSEPH Rosecrans Memorial	P	4WNW;riv SW	822	3	h60-BL2,4,5,6S5-W	F4	Use rnwys.
(N NCST. LOUIS, Lambert	P	10.8NW;hwy W	568	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
" Southwest	P	12.5SW;hwy S	450	3	h20-L4-S5	F1	Rgt tfc W, S, SW. Use strip, 2500' strip avail. Rnwy lgts sunset-1:30 am.
(N) " Smartt	L	22NNW;hwy S	438	8	h20-S1	F1	Clsd transient acft. Tests conducted.
" Starling Arpk	L	14 SSW;riv N	420	2	23	F1	P-line E edge. Trees W, SE.
" Parks Metropolitan	P	3.5SSW E St. Louis, Illinois	413	3	h16-BL4-S5-U	F3	4000' strip avail. Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-L4-S5-U	F1	W blkd. Use gravel strip-wet. Rgt tfc E, N.
Sedalia Commercial	P	6.3 NW;RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips. Wed.
(PC)Sedalia Memorial	P	1.3 E; hwy S	908	2	h20-BL4-U	F2	Use hard surface NE/SW rnwy only. Unattended
(PC)Seymour, Owen	P	3NE;OrchardSE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling. Ruf. Land at own risk.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips.
(PC)Slater-Memorial	L	0.8WNW;hwy N.	846	2	21		Unattended.
(P)SPRINGFIELD	P	5.5WNW;RR NE	1287	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy acft use strips only. Fence W.
Stanberry, Enyart		1.2NNE; hwy W					ABANDONED.
Stanton, Meramec Cavern	L	0.5 SW; hwy E	8752	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5WNW;bayouN	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	P	1.3SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E; RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Versailles	L	1.7ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf, rolling.
Warrensburg, Sky Haven	P	3.7WNW;hwy S	850	2	28-L4-S1	F3	P-line S.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
(PC)Waynesville-Memorial	P	0.7E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft wet. Use gravel strip.
(PC)Willow Springs-Memorial	L	0.6 E;hwy W	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Grain Valley		W city limits	800	2	h24-S5	F1	Open days.
Branson,Big Bass Lodge	P	5 mi ESE	950	2	26	F2	Caution when wet.
St.Joseph,King's Eastside	P	1.5E	1060	1	h22-S3	F2	760' twr approx 1000' E & 3000' S of S end rnwy.
MONTANA							
Augusta	L	2.8SSE;hwy W	4118	4	30		P-line W
(PC)Baker	L	1.3 SE;lk N	2990	3	37-S1	F1	N blkd;p-line S, W, NW. Dams ESE Soft when wet.
Basin Creek USFS	L	24 NE;Seeley lk in crk bend.	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25NNE Seeley Lk, riv S	4650	1	26		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips.
Big Timber, 13 A, HLN-MPS	P	2.5SSW;hwy N	4493	3	50-BL2-(S3)	(F4)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	3	h86-BL3,4,6-S5-W	F4	
(PC)Birney, Bones Brothers	L	2 ESE;rd S, W	3500	4	29		NE, NNE blkd. Cattle on fld.
Black Bear USFS	L	39NNE Seeley Lk;riv adjE, S	4200	1	22		CLOSED
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4451	4	h52-BL,4-S5-W	F4	
Brady, Woods	P	23.5E, rd S, E, W	3350	4	24-S5	F1	
Bridger	L	0.3W; RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwyNW	3000	1	25		
Cascade, Gordon	L	0.9 W;RR E	3580	4	25		SW end ruf.
(PC)Chester	L	1 W;hwy N, E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6W;RR N	2410	1	25	F1	
(PC)Choteau	P	1.2NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3E; RR hwy N	2424	2	26-B		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W. Rgt tfc E. Ruf.
Condon USFS	L	19 E Ronan; riv SW	3690	1	27		
(PC) Conrad	P	1.2W;rds N, S	3537	2	30-S1	F1	Caution when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet. Cattle-fld. P-line S, SE.
Culbertson	L	0.6 NE;hwy S	1960	1	26-(S1)	(F1)	
(P)CUT BANK	P	3 SW;riv 1E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY
(PC) Deer Lodge	L	1.5W;RR E	4700	3	38		Ruf.
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	45-BL2-S3-W	F2	
Drummond	P	4 SW;hwy 1, 5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportman's	P	1 NW;hwy E, S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7NNW;rd N, E	2680	1	30		80 oct emerg.
Fairfield	L	1 N;RR W	3990	3	36		Muddy when wet. Fuel on req.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
Fort Peck	L	1.6 W; hwy S	2295	2	33	(F1)	
Frazer	L	0.7NNW;crk E	2090	2	23		Rolling. Cattle on fld.
Gardiner	P	2WNW;hwy N	5300	1	36-S1	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8W Choteau	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY
Gregson, Rainbow Skyport	L	1 N;RR E	5030	2	40		INACTIVE. ENE, WSW, NW blkd. Ruf.
(PC)Hamilton	L	1.5 ENE	3640	1	36		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	25	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	
Harlem	L	2.3 NNE;rd E	2560	3	h25		Cattle-fld,Ctn-SW cor NNW/SSE strip. P-line S.
(PC) Harlowton	P	1.5NW;rd S, W	4214	3	29-BL2-S1	F3	4000' strip avail.
(PC)Havre-City County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY
← HELENA	P	1.9ENE;hwy S	3882	3	h55-BL4-S5-W	F4	Rgt tfc W, SW, NW.
							W, SW, NW,
" Morrison	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch	L	2 SSE;crk 1 E	4420	1	20		Private.
Hingdale	L	0.8 SSE; RR N	2180	1	21		
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E; hwy W	2763	1	25-BL4	F1	ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
Laurel	P	2 N	3500	3	26-S1	F1	Use runways only. P-line SE.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	87	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S, W	2096	1	27-S1	F1	
Livingston, Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
Meadow Creek USFS	L	21-ESE;Swan Lk	3970	1	22		
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4-S5-W	F4	
(A) MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
Nashua	L	0.5 E;RR S	2070	1	28		E, W blkd. Cattle on fld.
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
Ovando, Clearwater	L	6.2 WNW;rd W	4500	2	31		Ruf.
" Copenhaver	L	5.2 E;riv W	4300	1	25		Ruf.
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, rd N	2932	1	25-BL2	F1	
Poplar	P	0.6 NE;hwy S	2000	3	42-BL4-S1	F1	
(PC Red Lodge	P	0.5 WNW; rd N	5600	2	37-S3	F1	P-line SW
Richey	L	0.5 E; RR N	2490	1	14	(F1)	Ctn-gopher holes. Ruf. P-line W.
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34-BL4	(F1)	
(PC)Roundup	P	1.8 N; hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4	F1	P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4955	1	24		Rolling
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stanford	L	0.8 SW;hwy NE	4285	3	30-(S1)	(F1)	Twr NE. Use strips.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S, W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1.5;RR SW	2762	1	34-L4-W		Code bcn.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)		Ruf. Cattle on fld.
Terry	L	1.1SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE, RR N	2460	1	24-BL4		
Three Forks	L	1.2 SW;RR NW	4060	2	34		
Townsend	L	2.2 ENE;hwy S	3900	2	42-B*L4	F1	P-line S. Use rnwys. Ditches, vegetation.
Troy USFS	L	1.3 NW;riv E	2017	1	26		Ruf, holes. Experienced pilots only
Turner	L	0.5 NNE	3040	2	28-S3	F1	
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
(PC)Valier	P	0.6 S;lk S, W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)West Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheeled acft winter mos
" Watkins Creek Ranch	L	13.8NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
Whitehall, 36A, SLC-GTF	P	6.7 SW; RR N	4674	1	59-BL2-W		
White Sulphur Springs	L	3.2 S;hwy E	5060	3	36		W blkd;p-lines E, SW. Ruf.
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
Wisdom	L	1.8 SSW;rd E	6126	2	26		W end E/W strip ruf. P-line E.
(PC)WOLF POINT	P	3 E;hwy N, E	1980	1	42-BL4-S5-W	F1	P-line NW.
" Anderson	P	0.8 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical order)							
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Albion, Packard	L	4.0 NW	1807	1	12-*L1,4-S3	F1	DANGER-SHORT FLD; E blkd. Use strip.
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h02-BL4-S5	87	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2160	2	20		N blkd. Soft-wet. Use strips.
Arthur	L	1.3 WSW;h wy S	3700	1	27		Hill W. Use extreme caution.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16-B		NW blkd.
(PC)Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32-S5	F1	Use strips.
Auburn	P	2.7 E; riv SW	932	3	29-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora , Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet.
(PC)Beatrice	P	2.5 N; hwy E	1318	4	h38-BL4-S5-U	F1	E, NE blkd. Use conc rnwy wint. Lgt ac ft use E/W strip.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld.
Benkelman	L	1.2NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	L	3.0NNW;hwy W	1079	2	27-B*L4-(S5)	(F1)	Use strips.
(PC)Bloomfield	L	2.0 SW	1673	1	23		Soft when wet.
Bridgeport, Beyers	P	3.0 NW; RR S	3693	3	29	F2	Clsd October thru April.
Broken Bow	P	2.0 N	2530	3	30	F2	SE blkd. Use strips.
(PC)Bruning-State	P	7.7 E; hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	2	26-S1	F1	N blkd; p-line W. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W; hwy S	3312	2	h45-BL4-S5-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE; RR S	3312	2	34		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2NNW;damNE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.
(PC)Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip available.
(PC)Cozad	P	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC)Creighton	L	1.3 ENE	1625	2	24-B-(S1)	(F1)	Use strips.
(PC)Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC)Curtis	L	2.0 ENE;crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER-SHORT FLD). W blkd. Use strip.
Enders-Dam	L	1.0 SE; RR NE	3130	1	26		Embank. S. Ctn-wet.
(PC)Fairbury	P	3.0 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail. Ruf.
(PC)Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4WNW;hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2.0 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd;p-lines S, SW, W, NW. Use strips. Ruf.
(PC)Gothenburg	P	0.7 SE; hwy S	2557	2	29-BL4-S1	F2	Use strips. maint - not to be used.
(P)GRAND ISLAND	P	3.6 NE;RR 1 W	1846	3	h72-BL4,6-S5-W	F4	Use rnwys. Taxiway parallel NE/SW rnwy not
" Roush	L	2.0 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.

h-paved rnwys. R-rotating lgt. L-lighting facilities S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC)Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC)Hartington	P	1.8SE;RR, hwy W	1383	2	26	F1	Use strips.
(PC)Harvard-State	P	2.7 NNE; RR S	1617	3	h77-B		
(PC)Hastings	P	2.3 NW;RR 1 S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf soft-wet.
(PC)Hay Springs	L	0.4 SW;RR N	3831	1	28-BL4		Use strips.
(PC)Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC)Holdrege	P	2.0E NE;RR S	2310	3	34-BL4-S5	F2	P-line SE. Use strips.
Hordville, Bankson	L	1.5 W	1900	1	17		
(PC)Humboldt	L	0.8 E;RR, riv S	993	2	21		P-line NE; ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P)Imperial, 17A, DEN-GRI	P	1.0 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
(PC)Kearney	P	4.7 ENE;RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3.0 S;hwy E	4900	3	29-B-S1	F1	P-line N, NE. Use strips.
(P)Lexington, 27A, DEN-GRI	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
Lincoln, Arrow	P	4.8 NNE;hwy E	1160	2	23	F1	Use strips.
← " Union	P	4.8 NNE; RR S	1140	4	h35-BL4-S5U-W	F4	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.8WNW;RR E	4400	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
Marquette-Carlson	L	1.0 SE	1818	4	23	F1	P-line N.
McCook Municipal	P	2.0 E; hwy S	2586	3	h40-BL4-S5-W	F1	Use strips. 4400' strip available.
(PC)" State	L	8.5 NNW	2784	3	h75-B		
(PC)Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC)Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Mullen	L	1.0 W; RR adj.	3220	2	h19-(S1)		Use runway.
Nebraska City, Grundman	P	1.1 SSW;hwys E	1060	1	22-S3	F1	Cattle on field
(PC)Neligh	L	1.5 SSW;hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan	P	3.0 SSW;RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P)N.PLATTE, Lee Bird	P	3.2 ESE;riv SW	2779	3	h96-BL4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Ogallala	P	2.0 W;hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
Ogallala, Lake McConaughy State	L	10.5 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE;riv E	982	6	h70-BL2-6-S5-W	F4	Rnwy 14R-32L rstd. to under 10,000 lbs. Use rnwys. Use strips.
" Clear Ridge	P	5.2 NW;RR N	1348	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC) " N. Omaha	P	8.0NNW;hwy S	1322	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W.
"S. Omaha	P	8.5 SSW;RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2.0 NW;hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
(PC)Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Oshkosh, Buck	L	0.4 SW;hwy N	3400	1	27		E, SE blkd. Soft-wet
Papillion, S. Omaha	See	Omaha, South Omaha Arpt.					
Paxton, Lierley	L	4.6 SSW	3320	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.8NW;RR, hwy S	4387	2	22		(EMERG ONLY). Ruf. Use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5SE;hwy adj SW					ABANDONED.
Red Cloud	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan County Dam	L	2.0WSW;riv 1S	1980	1	30		N blkd. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED.
Scotia	L	1.6 W; riv E	1930	2	22-S3	(F1)	N blkd. Unattended.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-S5-W	F4	Use rnwys.
(PC)Scribner-State	P	3.7 SSE;RR 1NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P)Sidney, 50D, SLC-OMA	P	3.0 S; hwy N	4300	3	h28-BL4-S5	F3	Soft-wet. 4800' strip avail.
Stapleton, Brosius	L	6.0 SSE	3000	2	29		
Stromsburg	L	1.0 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
(PC)Superior	P	2.0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh	L	4.8 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE;riv E	1035	1	26		N end low. S blkd. Use strip.
Tilden	L	3.2 WNW;RR S	1634	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC)Trenton	P	1.2 NW;RR 1 S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED).
(PC)Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Valley	L	1.4 WNW	1145	1	22-(S1)	(F1)	
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC)Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3WSW;hwy N	1368	2	23		P-line N.
Wisner	L	1.0 E;hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc) (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Wisner, Heller Air Ranch	P	5.0 SSW;rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
NEVADA							
Alamo, Pahranagat	L	0.7 W	3719	2	26		Ctn - not maintained
(PC)Austin	L	7WSW;hwy SE	5728	2	h50		
Baker	L	2.3 SSE;hwy NE	5364	2	21		Ctn-not maintd. Use at own risk.
(P)Battle Mountain, 35, SFO-SLC	P	4 SE;hwy N	4533	2	h73-BL4-S1-W	F2	
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3710	1	55-BL2		Unattended
(PC)Boulder City	P	0.6 S;hwy NW	2458	3	65-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	L	19.5 W;hwy N	4864	1	h64		Not maintained
Carlin	L	1.8 NE;hwy S	4950	2	19		Ctn - winters
Carson City	P	3.1 NE;hwy SSE	4751	3	51-S1	F1	WNW blkd;mtns NNE, ENE. Use strips. Cattle on fld. Avoid easterly 1100'WNW/ESE strip.
Coaldale	L	0.6 WNW;lk W	4575	2	29		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW;hwy W	5600	1	35		Emerg. only
(P)ELKO	P	1.5 W;RRS	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE
(PC)Ely	P	3.5 NNE;hwy E	6258	3	h60-BL4-S5-U-W	F4	Ben lctd on hill 2 mi SW
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(P)Fallon	P	2.5 NE	3962	2	h50-BL4-S1	F2	
(PC)Fernley, Churchill	L	13.8 S	4268	1	h72		Ctn-not maintd. Use at own risk.
Gabbs	L	4 NW;hwy NE	4698	2	60		Ctn-not maintained, hazardous
Gerlach	L	0.3 N;hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5E Moapa;hwyS	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW;hwySW	4255	3	67-S1-W	F2	
Jean	L	1 SSW;hwy W	2835	1	45		Emerg only
(P)LAS VEGAS, McCarran	P	6.3 SSW;RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW;hwy W	2200	4	42-S5	87	
Lathrop Wells	L	0.5WSW;hwy NS	2650	2	50		
(P)Lovelock, Derby 26A, SFO-SLC	P	9SSW;RR hwyW	3908	2	h55-BL4-S1-W		
Lund	L	0.5NE;hwy W	5800	1	25		(EMERG ONLY). Use at own risk.
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf. strips.
Mesquite	L	1.5 E	1770	2	16		Caution-not maintained. Ctn-soft sand at ends of
Mina	L	0.5 SE;hwy W	4552	1	37		
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h75-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		
Panaca	L	1.6 W;hwy E	5000	1	53		Soft when wet.
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
(NG)RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110°unlgtd, unmrkd trees 2200' N rnwy 16
" Sky Ranch	P	10.9 NE;hwy W	4528	4	50-S5	F2	Ruf.
Round Mountain	L	5.5 W	5710	2	31		NNE blkd.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
" Nusse	L	18.2ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Sparks, Civil Air Patrol	L	2.5 ESE;RR N	4385	1	24		Mtns N. Restricted to C.A.P. use only.
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Emerg. only. Ruf.
(P)TONOPAH	P	5 mi E	5426	2	h89-BL4-S1-W	F3	
" Lambertucci	L	3.2 WNW;hwy S	5664	3	31		Rolling
Wadsworth	P	0.3 W;hwy E	4096	1	18		(EMERG ONLY). P-line N.
Wellington, Sweetwater	L	19.5 SSE;hwy W	6850	3	39		
Wells, 46, SFO-SLC	P	2 E;hwy W	5783	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	474	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	P	7.5N; riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4,6-S5-U	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2WNW;pond NE	1245	1	17	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin		1.5SSW;RR E					ABANDONED.
Hampton	P	1.6 N;RR W	80	1	21-L1-S5-U	F2	Rolling
Haverhill, Dean Memorial	L	4.1 NE;RR W	585	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		Ctn - ruf, S 450' soft sand, S blkd. 10' brush.
Hooksett-Manchester	L	2 S;riv E	187	1	30		S end rolling. SSE blkd.
(PC)KEENE, Dillant-Hopkins	P	2.8; RR W	462	2	h40-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island N, S blkd.
(P)LEBANON	P	3 WSW	608	2	h40-BL4-S5-U-W	F3	N, WSW blkd. Ditches gulleys ends strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld.
Merrimack, Sanders	L	3.7 S;hwy E	195	1	30		Pvt;prior permiss only;E,W,blkd;p-line SE;bushes NE
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h35-BL2,4-S5-U	F3	300'unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Clsd - unsafe for acft.
(PC)Newport, Parlin	P	2 NNW; riv SW	786	2	h20-U	F1	
N. Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3-U	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW; hwy E	320	1	20	F2	Rgt tfc SE.
Plymouth	L	3.5WNW;riv S	506	1	20		
Rochester, Skyhaven	P	2.8 ESE;RR E	320	1	25-U	F2	Rgt tfc N.
Warren, Morse	L	1.NW;rd adj NW	797	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580	1	17		
NEW AIRPORTS (or airports out of alphabetical order)							
NEW JERSEY							
Albion	P	2.0 NE	150	1	24-S3-U	F2	P-lines SW.
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Ashland, Echelon	P	0.8SE;RR, hwy W	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N
Bargaintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	25-*L4-S3	F1	S blkd. Rolling, Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	280	2	24-S5-U	F1	E, W blkd;p-line NW. Rgt tfc NW.
(A)BELMAR, Monmouth Co.	P	5.5 W;hwy E	155	3	h18-BL4-S3-U	F4	3800'strip avail. Shoulders soft-wet.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd
Bridgeport	P	0.8ESE;hwyN, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Caution-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S5	F1	E, W blkd;p-line NNW, SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22;rgt tfc to NW on tk-off on rnwy 32. Clsd Sunday, holidays. Use rnwys.
Camden-Central	L	1.8 E;crk W	27	3	h28	F3	No gas Suns. 34' poles NE.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U	F2	NW, SE, SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No storage.
Cross Keys	P	1.0 S	160	1	23	F1	Wires E end, woods W end.
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E	560	3	30-S3	F2	
Hanover	P	2.8 NNE;riv E	170	1	25-*L4-S3	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE
Lincoln Park	P	1.8 NNW	180	2	28-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd;p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	67	4	h50-BL4, 6-S5-W	F4	Peripheral taxiways perm clsd. N/S & NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft. VFR days.
Moorestown	P	1 NNE;rd N, W	70	3	20-S5-U	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE. Rnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Mahalchik	L	4 NE; hwy W	60	2	20		HAZARDOUS - WET.
Neptune Twnshp Asbury Pk Air Term	P	4.5 W;hwy N	100	3	28-L4-S3	F1	Rolling.
(NG) NEWARK	P	2.5 SSE;RR W,E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 closed. FEE. 2-way rdo rqrd.
(PC)New Brunswick, Hadley	P	4.N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.

F-fuel octane. ←New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
New Brunswick, North Brunswick	P	2 SW;RR E	125	2	33-*L4-S5	F3	E, SW, NW blkd; p-line NE, SE, W. No E tk-off.
(PC)Ocean City Municipal	P	1.7 WSW;bay W	8	1	34-U	F1	Enter tfc pat to W. W turns on tk-offs. Unattended
Osbornville, Ocean Co.	P	0.2 S; crk S	18	2	27-S5	F2	NNE, SE blkd. Sept-May.
→ Paterson, Totowa-Wayne	P	4.8 W;RR W	185	1	h22-L1-S5-U	F1	2900' strip avail.
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd. No storage
Pennington	L	2 ESE;hwy S, E	230	1	21		Closed. E Blkd. Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE. Rolling.
" Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	
Princeton	P	2.8 N;hwy adj	160	2	23-*L1-S3-U	F3	SE blkd;p-line E.
" -Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
Rahway, Westfield		2 W;rd S,W					ABANDONED.
Readington, Solberg-Hunterdon	P	1 NNW;rd E, W	195	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
→ Red Bank	P	1 S;hwy; RR E	80	2	26-*L4-S5-U	F3	N,S, W blkd. Clsd to acft over 10,000 lbs excpt prior req.
Robbinsville, Trenton-Robbinsville	P	1 ESE;RR WNW	115	2	31-*L4-S5-U	F3	N blkd. Use strip. Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F1	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips. Atnd wk-ends and on call.
TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W	F4	2-way rdo reqd. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip activity excpt by special permission. FEE - acft over 2500 lbs.
(PC)TRENTON, Mercer County	P	5 NW;RR SE	211	3	h48-BL4-S5-W	F4	PC for Navy only. FEE. Rnwy 2-20 clsd-use as taxiway.
Tuckerton, Mathis	L	0.9 W;lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd;p-lines E, SE. Use strips.
" Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd;p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR, hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer Only.
(PC)Woodbine	P	2 SE;RR NE, W	39	3	h33		Twin-eng acft use concrete. Asphaltext soft & broken
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
NEW MEXICO							
Alamogordo	L	2.4 N;bet RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	Closed.
Albuquerque, Alameda	P	7.4 N;riv E	5069	2	38-S5	(F2)	Ctn-loose sand. Use strips. Ruf.
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" Kirtland AFB	P	3.8 SSE	5352	4	h28-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
" West Mesa	P	3.8W;hwy S	5129	4	63-L4-S5-U	F3	Lgts on req after 2400. Houses ENE.
Antelope Wells	L	5 SSW;rd E	4600	2	34		
Anton Chico, 79A, LAX-AMA	P	4 SSE;riv 2SE	5281	2	43-BL2		Ruf
(PC)Artesia	P	4.2 W;hwy S	3550	4	h66-B*L4-S5	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2NW;riv2, E,S	5700	2	30		Ctn-auto trails. Ruf.
(P)CARLSBAD	P	6.1SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Chaperito, Park Spring	L	8.5SSE;rivN, E	5100	3	38		Mtn NE. Cattle on fld.
Cimarron, Philmont Scout Ranch	L	2 SSW;rd E	6450	1	36		Antelope on fld. Use strip. Ruf.
(PC) Clayton	P	1.5E;hwy N	4970	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf. Ctn - weeds.
Clovis, Hillcrest	P	2.1E;RR S	4244	4	36		CLOSED. P-line S.
→ COLUMBUS,34,PHX-EL P	P	0.6 ESE;RR N	4024	aw	42-BL2-W		
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW;hwySW	6429	3	57-BL4		Ruf for lgt acft
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY). DANGEROUS. N, W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip. Cattle
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE;RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(P)Deming	P	2.5 ESE;hwy N	4314	5	h81-BL4-S1	F2	Ctn-high weeds.
" Cooper	L	2.7 S;hwy E	4300	1	25-*L1-S1	F1	Use strip.
Des Moines, Smith	L	15.5 E	5804	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6238	3	27		Ruf.
Drolet	L	0.9 W; hwy E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N;rd W	8800	2	83		NE blkd. Ctn-auto trails.
El Morro, 60B, LAX-AMA	P	4.5 WSW;lk WSW	7114	3	42-BL2		Ruf. Soft-wet
Espanola		8 NNE;hwy NW					ABANDONED.
Farley	L	0.5 SSE;RR N	6030	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW;riv 1.3S	5509	3	h57-BL4-S5-W	F3	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE;RR, hwyS	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-BL4-S5-W	F4	
Grants	P	2.9NW;RR,hwy NE	6520	1	h53-BL4-W	F3	
Hagerman, Michelet	L	1.9 ESE;lk E	3410	1	24		P-line N, S
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
(AF)Hobbs	L	6.7 NNW;RR NE	3707	4	h88		
" Aux #4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W	F4	
Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails. Ruf, Emerg only.
(PC) Jal-Lea County	L	2.4 ENE;Rd S	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE;RR hwy W	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
(PC)Lordsburg	P	1 SE;RR, hwy N	4286	2	#2-S1	91	P-line WNW. Use strips.
Lovington, Lea County	L	3 W;hwy S	3974	1	h40-S3	F1	Only NE/SW rnwy avail. loose rocks.
Magdalena	L	0.8 N;RR S	6572	3	48		SSW, WSW blkd;p-line SW;mtns NE, ENE. Ctn-%
Milnesand, Flying M Ranch	L	0.4 NNW;hwy E	4200	3	18		Use strips.
Mogollon, Negrito	L	17.5 NE	8160	1	43		P-line adjacent strip.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv E	4520	5	25		
" Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd; p-line S
OTTO, 74, LAX-AMA	P	6.8NNE Moriarty	6226	3	41-BL2-W		Ctn-lgt acft, Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd; use caution - ruf.
(PC)Portales	L	2.2 W;hwy N	4060	3	h35	(F1)	Unpaved strip for lgt acft only. Soft, Ruf.
Prewitt	L	1 NE;RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE;hwy N	6850	1	18		NNE, NW blkd.
(PC)RATON, Crews	P	11.5SSW;hwyNW	6352	2	h55-BL4-W		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED. NOT MAINTAINED.
Reserve	L	0.5 SW	5840	2	37		Mtns S, ESE, WNW. Use strips
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " #3	L	18.7 S	3712	3	h70		Weeds
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft
Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8WSW;hwy2E	6344	3	h83-BL4-S5-W	F4	Lgtg rnwy 10-28 perm discontd.
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Shiprock	L	1.6 SSW;hwy W	4990	2	32		Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	P	11.5 SE;RR 1 E	5443	2	h58-BL4-S1-W	F3	
Socorro	P	2.5 S;hwy E	4796	1	h58-BL4-S1-W	F1	Unlgtd knoll S
Springer	L	0.7NE;lk4,5NW	5990	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W;hwy S	6300	1	30		Caution-weeds
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos, Zia	P	4.5WSW;hwy E	6870	3	47	F1	
Tatum, Lea County		2.5 E		1	h30		
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E; hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
(PC)Las Cruces, College	L	3 SE	3900	2	h40	(80)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Accord	L	0.7 N; RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W; hwy S	260	1	16		ESE blkd.
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd. Use rnwys.
Amityville, Zahns	P	2 NNE; RR NE	80	2	h42-BL4-S5-U-W	F4	E,W blkd. Rgt tfc S, E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N; rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
(PC)Ballston Spa	L	3 N; crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage
(PC)Batavia	P	2.4 NNE;rd W	910	1	30-S3	F3	
Bayport, Davis-Edwards	P	1.3NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N, NW.
Bethpege, Grumman	L	0.5 W; RR NE	119	2	h66-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0700-1830E, Mon-Sat only.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4,6-S5-W	F4	Use rnwys.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	1	29		Emergency only at pilot's own risk.
← (P)BUFFALO	P	6.1 ENE; RR NE	711	3	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd.P-line N.SW. Use rnwys.N/S rnwy clsd;E/W rnwy clsd ngt.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W; RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Attnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW strip closed.
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S; riv NE	915	1	14		
Cooperstown	L	1.4 NNW;hwy S	1660	3	25-S5		E/W strip closed. Unattended.
Corinth	P	1 SW; crk NW	642	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-SG	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P) Dansville	P	1 NW;hwy SW	652	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W	78	2	22-S5-U	F1	NW,SE blkd; p-line NE.
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		Closed. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
← Dolgeville	L	1 NE;hwy SW	930	1	15	(F1)	
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E; RR S	692	2	h40-BL4		Unattended.
" Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW strip clsd. P-line SW.
East Amherst, Steffen	L	3.5 N; hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd. p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W; RR S	40	3	h42-*L4-S5-U	F4	P-line NNE. Ruf.
Elba	L	0.2 SE; RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		Closed to all xcpt soaring planes.
Endicott, Tri-Cities	P	3.0 W	832	2	h35-*L2-S5	F3	
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc landing rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft.Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE; RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W; RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Attnd week-ends only. No storage.
Gardiner	L	0.5 S; riv W	340	1	22		Soft-wet.
Geneva, Scenic Aire Park	L	3 S; lk E	550	2	25-S3		
Getzville, Audubon	L	1.7 SSW;hwy W	580	2	16-(S5)	(F1)	Attnd evenings, week ends. No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
(P)GLENS FALLS, Warren Co.	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3NE;hwy SE	450	2	31-S3	F1	SSW blkd.
← Granville	P	1.5 N; RR W	420	1	20-*L4-S5-U	F1	
Greene	P	2 SSW; riv E	935	1	26-S1	F1	Mtns E,W.
Greenville, Rainbow	L	0.8 ENE; rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE; RR E	865	2	17	F1	E, S, W blkd.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N; hwy E	1360	1	18		Rolling, rocky.
Henrietta, Hylan	P	2.0 NNW	525	2	26-S5	F3	P-line NW.
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Interlaken	L	0.5 S; RR NE	900	1	14		NW blkd.
(PC)Islip, Mac Arthur	P	8.0 NE; RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW; RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
← Ithaca, TOMPKINS CO.	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	F3	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N; lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N; hwy E	1725	2	h44-BL4-S5	F3	Rnwy 18-36 abandoned.
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FLD). E blkd.
← Keene, Marcy	L	2.5 S; riv E	987	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S; hwy W	513	1	20-S1	F1	S blkd.
Lake Placid	P	2 SE; hwy S	1744	2	35	F3	
Lakeport, Oneida Lake	P	0.4 WNW; lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E; crk SE	750	1	25	(F1)	Attnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE; lk 1 S	1700	2	30-*L-S1		Attnd summer only.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Livingston Manor	P	0.8 SE; hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N; hwy E	380	3	20-(S5)	(F1)	
Mahopac	L	2 WNW;hwy S	685	1	20-S5	F1	SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W; hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
(P)MASSENA, Richards	P	2.2 E; riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys.
(PC)Mastic-Flight Strip	P	2.6 NW;hwy S	66	1	h60	F1	
Mattituck	P	0.8 ESE; bay S	30	1	22-S5	F3	
Medina	L	2.0 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint.Atnd evenings, Sat-Sun.
Middleburg, Valley	P	1 NNW;hwy E	630	1	17-S1	F1	NW blkd. Rgt tfc S. Mtn both sides.
Middlesex	L	0.5 N; RR SE	735	1	21		
← Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-*L1-S5	F3	Rnwy lgts avail on 3 hr prior request.
Montgomery	L	1 SW; RR E	393	2	22-(S1)	(F1)	Atnd wk-ends only. N blkd; TV ant NNE.
Monticello, Sullivan Co.	P	1.4 S; RR E	1500	1	38-S5	F1	SE blkd.
Montour Falls, Martin	L	1 NE, RR W	460	1	20		
Nedrow	P	6.0 S		1	21-S3		N blkd.
New Baltimore, Farley's	P	1.8 S; riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FLD).
New City, Christie	P	1.5 N; hwy N, W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FLD). Soft-wet.
New York, Flushing	P	8 ENE Empire State Bldg	4	aw	29-S5-U		SW, SSW blkd.Rgt tfc N, NW turn left after lndg.FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd.FEE. clsd mil acft xcpt those carrying high gov't offs. No 80 oct avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg	20	3	h59-BL4,5&7-S5-W	F4	2-way rdo rqrd. FEE. Dikes N, E. Clsd to acft 105,000 lbs. Clsd to motorless acft.
" Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd.P-line SE. S end N/S strip ruf. Rgt tfc N, NE, SE, E.
" Staten Island	P	15.5 SW Empire State Bldg	45	2	h35-S5	F2	
N.AF.NG Niagara Falls	P	5 E; RR 1.4 N	590	5	h76-BL4,6,7-S3	F4	N/S rnwy clsd to hvy tfc. 2-way rdo rqrd. Jet operns.150,000 lbs on 27R-9L only. Overrun lgts.
" Colonial Village	L	5 NE; RR S	625	2	23		S blkd.
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE; RR SE	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vcnty.
(PC)Norwich, Eaton	P	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagon	L	1.8 WSW; RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	30-S5-U	F3	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW; RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE; riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	1	19-S3	F1	
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle on fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	L	1 N; canal S	460	1	23-(S5)	(F1)	
(PC) Penn Yan	P	1.1 S; lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3.0 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E; RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW blkd;p-lines SSW. Atnd wk-ends, holidays.
(PC)PLATTSBURGH	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	Closed winters. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E; hwy S	460	1	20		Closed-wet, holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S; crk NW	166	2	h34-L2,4-S5-W	F4	Arwy bcn 0.5 mi NE.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends. No storage.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Closed winters.
Ripley	L	1.4 WNW;lk NW	650	3	22-S1		P-line NNW.
(P)ROCHESTER-Monroe Co.	P	3.7 SW;riv SE	560	5	h50-BL4,6-S5-W	F4	ARPT OF ENTRY 2-way rdo rqrd.
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F3	
(NG)Schenectady-County	P	3.0 N; RR SE	378	3	h70-BL4,6-S1	F4	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd.Comb opern with seaplane base.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Scotia, Gay Valley	P	4.0 W	255	1	18-S5	F1	
Seneca Falls	L	2.2SSE; rd W	490	3	28		Soft when wet.
Shelter Island, Westmoreland Farm	L	1.0 WSW	20	2	21		
Sherrill	L	1.0 N; crk S	540	1	22		CLOSED.
Sidney	P	1.0WSW;RR SSE	1012	2	31-*L1-S1	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Spring Valley, County	L	1.0 E; RR S	420	2	22-*L1-S5-U	F1	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE. Lgt acft. emerg. only.
Star Lake	L	0.7 S; lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(NG)SYRACUSE, Hancock	P	5 NNE;rd N	421	3	h80-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Ticonderoga	L	2.7 NNE;rd E	236	2	32		Ruf. Mtn W to NW.
← Troy	P	2 SSE; hwy W	333	3	29-B*L2-S5	F1	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8WNW;RR NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED. P-line W. Break on N/S strip.
Walden, Newburg-Walden	P	2.2 SSW;riv W	404	2	30-*L2-S3	F3	WNW blkd. FEE. No services Mondays.
Wallington-Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
Warwick	P	4.5 NE; RR NW	540	2	24-S5	F1	
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	P	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner	L	1 W; Riv E, NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	L	2 S; hwy E	277	3	18-S1		NE/SW strip closed. Unattended.
(NG)WHITE PLAINS, Westchester County	P	4 NE; lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro- Mamakating	P	2 NE; RR SE	560	4	29-S5-U	F1	N, NW blkd; mtns E, S, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
Calverton-Peconic River	L	2.0 W	75		h100-BL6		Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only.
Westville, Cooperstown-Westville	P	1 W	1230	1	21-*L4-S3	F2	200' over-run S end
← Skaneateles, Skan-Air-Park	P	2 E;hwy NE	960	1	20-S3	F1	
NORTH CAROLINA							
Aberdeen	L	1.2W;pond NE	415	2	24		E, SE, W blkd; p-line NW. Rolling.
Ahoskie, Jernigan	P	3.0S	125	1	22	(F1)	50' wires both ends of strip. Fuel-call 3106. Unattended Sept-June.
Ahoskie, Moto	L	3.3N;hwy W	50	1	20	(F1)	
Albemarle	P	1.5ESE;RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews, Murphy	P	2.2W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
(P)ASHEVILLE, Hendersonville	P	11.5SSE;RR WNW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S, SW.
" Owen's	L	2.3 SSW;riv SE	1979	1	30		Rgt tfc E, E, W blkd.
(PC)Barco Flight Strip	L	2.4W	19	1	h40		8000' strip avail. P-line SW
(PC)BEAUFORT-Morehead City	P	1 N;riv N, W	13	3	h42	F3	
Bladenboro	L	0.7NE;hwy NW	110	1	24-(S1)	(F1)	
Bryson City	L	3 ENE	1922	1	19		Mtn NNW
(PC)Burlington	P	4 SW	638	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5;hwy N, E	640	1	h36-S3	F1	
Candor	L	1.1E;hwy N	710	1	21-(S3)	(F1)	
Chapel Hill, Hogan	L	3.8NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3NNW;lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F2	P-line SSE.
(NG)CHARLOTTE, Douglas	P	5.5W;hwy N	748	3	h75-BL4,5,6-S5-W	F2	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 30,000 gross weight.
China Grove	L	2.5;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S5	F1	P-lines N, S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
Draper, Tri-City	L	1.2W	580	1	26		ENE blkd. Rolling
Durham, Bryan	L	8.1NE;riv N	310	2	26		NE blkd; p-line WNW.
Eagle Springs, Parkers	L	2 NW;RR, hwy S	700	1	36		SW blkd. N side soft.
Elizabeth City	P	4 SW	15	3	28-S3	F1	Caution in lndg-ruf.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Elkin, Rendezvous	L	1.5 ESE;hwy E	1000	1	22		NW blkd.
Erwin	P	1 SW;riv W	195	1	30	F1	Rough
(PC)FAYETTEVILLE, Grannis	P	4S;riv 2 E	188	3	h48-BL4-S5-U	F3	
Franklin	L	1.2 ESE;riv W	1996	1	28		INACTIVE. Rgt tfc S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
" Lynwood	L	1.3 SW	820	1	h16-S5		NE end ruf. P-line SW, NE. Irregularly attnd.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Greensboro, Air Harbor	P	7 N;lk S	822	1	26-S5	F1	Ditch E.
(A) " -HIGH POINT	P	8 WNW;hwy SW	923	2	h55-BL4,6,7-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8NNW;riv W	25	3	h50-S1	F3	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
Hertford, Woodville	L	1 mi W;hwy S	15	1	18		Closed - private use only.
(P)HICKORY	P	2.2W;riv N	1167	3	h44-BL4-S5-W	F4	
High Point, Fraley	P	2.5 SSE;RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD).
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S5	F1	2800 foot strip available.
Kernersville	L	1.7NW;RR, hwy S	1000	1	18	(F1)	WSW blkd. Rolling.
Kings Mountain, Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval. Lmtd svcg facs.
" Jackson	P	3.7 SW;crk W	40	2	25	F1	Rough - caution.
Lexington	P	2.3 SW;RR W	735	1	34-S5	F1	
Lillington	P	1 NNE;hwy W	210	2	20	F1	E, NW blkd.
Lincolnton, Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd. N/S strip short, ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5-U	F3	
Ma[illegible]n	L	2.3N;riv N	1211	1	36		
Ma[illegible]dan, Mayo	P	0.8 W;hwy SW	900	1	23	F1	E end soft. Golf driving range WSW.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F3	P-lines S, SE, W.
Mooresville	L	2.5 SW;RR E	900	1	20	F1	SE blkd. Rolling, ruf.
" Miller's	L	4.8 ENE;hwy N	875	1	18-S3	F1	P-line N, E side strip hazardous.
Morganton, Lenoir	L	7.5NE Morganton	1253	1	33		
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mt. Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mt Holly Flying Service	P	2.8NW;RR E	850	1	20	(F1)	Attnd Sats, Suns, Evenings only.
(P)NEW BERN, Simmons-Nott	P	2.5SSE;riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3WSW;riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling
Raeford, Upchurch	L	0.5NNE;hwy S	255	2	14-(S1)	(F1)	SE blkd.
Raleigh	P	3.3 SSW	364	3	h28-S5	F3	P-lines SE, W.
(P) " -DURHAM	P	10.5NW;hwy NE	435	3	h55-BL4,6,7-S5-W	F4	Use rnwy and taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville	P	3.0 SE	822	3	25	F1	P-line SE.
" Warf	P	3.8SW;hwy W	820	1	23-S1	F1	SSE blkd; p-line NNW. Rolling.
(PC)Roanoke Rapids, Halifax Co.	P	3 SW;hwy N	250	3	32-B*L4-S3-U	F1	Lndg areas only 3030' ngts.
Robersonville	P	0.5 E	20	1	23-S3	F1	
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3N;RR E	97	2	h40-BL4-S5-W	F4	P-line SSE
Roxboro	L	7 NE;hwy W	600	1	24		CLOSED.
Salisbury	P	3 SW;RR E	764	2	27-BL2-S5	F2	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	19-S1	F1	NE, SW blkd. Rough.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5N;hwy W	465	2	45-BL4-S5-U	F4	FEE for multi-eng acft less than min of svcg.
Spindale, Mills	L	8.5SE	1000	1	h29	F1	
" Rutherford	L	1.5SSE;hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
Stanfield	L	1.3N;hwy E	700	1	18-(S1)		Sag in middle of strip.
(PC)Statesville	P	3.6WSW;RR ESE	991	2	37-B-L4-S5	F3	
Sylva	L	2.9NE;RR SE	2179	1	22		NNE, SSW blkd. Rgt tfc NNE, SSW.
Wadesboro, W&L Airways	L	3 E;RR N	370	1	30		NNW blkd.
Wallace, Pen Lin	L	1 SW	31	1	20		
(PC)Washington	L	1.8N;RR SW	38	3	h50	(F1)	Rgt tfc rnwys 23, 29, 35.
White Lake Beach	L	0.2NW	75	2	18		INACTIVE. N, S blkd; p-lines E, W.
Whiteville	L	3.7 S;hwy SE	60	1	18		
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use rnwys.
(PC)Wilson	P	4.2NW;hwy E	161	3	h45-*L4-S5	F3	Ben prior req.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8NNE;hwy W	969	3	h66-BL4, 6-S5-W	F4	N/S rnwy perm clsd.
Yanceyville, Caswell	L	3.2W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane, ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Alamo	L	0.5SE;lk NE	2140	2	21-*L	(F2)	Hills S.
Ashley	L	1 SE	2030	2	40-L2	(F2)	
Backoo, Hornbaker Beach	L	2 ENE	900	1	26-S1	(F2)	
Beulah	L	0.8NNW	2814	2	30	(F2)	ENE blkd.P-line SE. Hill WSW.
Bisbee, Lyster	L	2.3 WSW	1800	3	23	(F2)	
(P)BISMARCK	L	0.6 N	1600	3	22-(S1)		W blkd; p-line S,SE.
Bottineau	P	2.5SSE;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd,N/S rnwy clsd ngt operns.
Bowman	L	1 N;RR W	1670	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
" Miller	P	1.5 W	3000	4	40-S3	F2	P-lines N,NE,NW.
Brantford, Linderman	P	1.2 SE	3000	3	30-S3	F2	P-line N.
(PC)Cando	L	0.5 E;RR S	1510	2	20		N,S blkd.
(PC)Carrington, Matheny	L	1.5 WSW;hwy N	1482	3	27-*LI		N,E,SE blkd;p-line NW. Use strips.
(PC)Cavalier	P	1.3 W;RR N	1610	2	29-S5	F2	Ruf. Holes.
(PC)Columbus	L	0.7SSW;hwy E	889	1	21		300' SE end unusable. Caution-ruf & poorly
	L	0.7 SW	1930	3	26-B	(F2)	E blkd. mrkd. Emerg only.
Cooperstown	P	1.5SE;RR W	1428	3	26-S5	F2	Bcn prior req.
Coteau, Melby	L	2.2NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1962	4	34-B-(S1)	(F2)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-U-W	F3	Ditch W.
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F2)	P-lines N,NW.
Dunseith	L	1.5 S	1685	3	27		
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd; p-line NW
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24-S1	80	
(NG)FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S5-W	F4	1000' overrun N end 17-35.
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling.W blkd; p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F2	
Garrison	L	1 ESE	1920	3	23		Unattended.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd; trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6WNW;RR S	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2NNE;RR S	1055	4	26-(S1)		NE,E,SE,NW blkd. P-line S.
Harvey	L	1.6 N	1605	4	27	(F2)	P-lines W,SW,NW. Use strips.
Hebron	L	1.9 ENE	2180	2	21	F2	P-lines NW,SE.
Hensel	L	1.5 W;RR E	940	2	18-(S3)		
Hettinger	P	1.2 NW;RR S	2675	3	32-*L4-S5	F2	N, NW blkd. Hill S. Ruf. Use strips. Caution-apch from N,NE, NW.
Inkster	L	1.5 SW;RR SE	1055	3	26-(S1)		
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6-S5-W	F3	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd; p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)		P-line WNW Caution - very ruf & unrmkd.
Kindred, Hamry	L	0.4 E	940	1	18	(F2)	Emerg only.
Lakota	L	1.5 SE	1515	1	33	(F2)	
Langdon	P	1 W	1608	4	20-L4	F2	N blkd; p-line NE. Hangar E.
" Chaput	P	0.7 NE;hwy S	1600	1	26-S1	F2	S blkd. Rolling. Caution-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26	(F2)	P-line N.
(PC)Leeds	L	0.5 SE	1508	1	21	(F2)	
(PC)Linton	L	3.4 S;hwy E	1770	1	20	(F2)	Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20	(F2)	SE blkd. Rolling.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F2)	
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24	(F2)	Cattle on fld. Ruf.
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Minot, Flying S Ranch	P	5.5WSW	1840	2	36	F2	
(P) " PORT O' MINOT	P	1.6 NNE	1723	3	h58-BL4, 6,S 5-W	F4	
Moffit, Edwards	L	1.8NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26	(F2)	P-line S, SE.
Mott, Wyman	L	0.8 S; hwy NW	2495	3	28-(S1)	(F2)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2SE;RR SW	800	2	25-(S1)	(F2)	Trees N, E.
(PC)New Rockford, Tomlinson	P	1.3N;RR W	1533	3	37-BL4	F2	N,NE blkd; p-line SE.
New Town	L	Adj S	1920	1	26	(F2)	
Noonan	P	0.5 SE	1980	3	20	F2	NE blkd.Caution-weeds. Use strips.
" Border	L	7.4N;hwy E	1900	2	26		E blkd; p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	20-S5	F2	Caution - center of strip washed out.
Oakes	L	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N. Caution - ruf & unmrkd. No wind indicator. Emerg only.
Page, Conrad	L	4 E	1080	1	15-(S1)	(F2)	S blkd.
" Hartley	L	0.7 ESE	1100	2	26		
Park River	L	1 NE;RR SW	960	3	18-(S1)	(F2)	P-line W. Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-BL4	(F2)	Use strips.
(PC)Pembina	L	1 S;RR W	792	2	30-BL2-(S1)	F2	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E. Rolling. Holes.
Ray	L	0.7NNE;lk E	2160	2	21		
Reeder	L	Adj S	2950	2	25		
Rolette	L	0.3 W; RR E	1600	1	15		SSE blkd. Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Rolla	P	1.5N;RR SW	1818	2	24-B-S1	F2	
Rugby	P	1.9NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5NNE;hwy S	2109	2	20	(F2)	
Sarles, Olson	L	3.3SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E, NE. Use strips.
" Nelson	L	7 E	1600	2	31		Trees W.
(PC)Stanley	L	1 SE	2220	1	21-B		
Tioga	L	2 ESE; RR N	2240	1	26	(F2)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F2)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE; lk E	1450	2	20-*L		For offical government use only.
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F2	4600' strip avail. Unlgtd fence SE; p-line S.
(PC)Wahpeton	P	1 S; RR W	966	2	27-B-S5	F2	P-line NE. No storage.
(PC)Walhalla	P	1 NE; hwy W	952	3	26-S3	F2	P-line NW.
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F2	P-line W.
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F2)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W; RR SE	1910	2	26-S3	F2	
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S, SE, E, NE.
" Wright	P	2.8 N	1910	4	26-S1-U	F2	Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE; lk SW	2035	2	34		W blkd; p-line NW.
NEW AIRPORTS (or airports out of alphabetical order)							
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd-evenings, week-ends. Use strip. Soft-wet.
(N)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE. ARPT OF ENTRY. 18-36 at own risk.
(P) " CANTON	P	11 SSE; RR E	1228	3	h56-BL4, 5-S4-W	F4	Use rnwys
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N, S, W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E, SW.Rolling.Bcn prior req.
" Birtalan	L	2.ESE;hwy S	1077	1	23		Unattended
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	L	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf. Use at own risk.
(PC) Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	L	3.5ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3, 4-S5	F1	Knoll E, W
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended, FEE, Ruf
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE;hwy N, E,	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S, SW blkd.P-lines E, NE. Use rnwys.Rgt tfc take-off;lndgS, SW. Rgt tfc take-off N, W, SW.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
Bucyrus, Port Bucyrus	L	2.S;RR W	1000	3	26	F2	NE blkd; p-line W.
Cadiz, Tappan	L	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W
Cambridge	P	2 N;hwy E	807	2	26-L,2-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W
Carrollton	L	1.0 SE	1120	1	15	(F1)	Unattended. Emerg only.
Celina, Lakefield	L	5.S;hwy N	895	3	33-(S5)	(F1)	P-line N, W. Rolling
Chagrin Falls	P	3.E; hwy W	1220	4	26-S5	F2	N, NE, E, W, NW, S blkd. Rolling
(PC)Chardon	P	2.8 S;lk E	1244	3	24-L4-S5-U	F3	Use strips, p-line N, trees SE.
Chesapeake, Huntington	P	2.WSW;riv S	560	1	h28-*L4-S5-W	F4	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
" Sky Park	P	2.2 N;bridge E	639	2	29-S5	F3	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W, S, SW.
(P) " GREATER CINCINNATI	P	10.5W; riv 2 SSW	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. 2-way rdo rqrd.
(P) " Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5	F4	E, W blkd.
" Mun.(Blue Ash Field)	P	9 NE	870	3	26	80	Use E/W strip when wet.E blkd.Rgt tfc E, NE, SE.
Circleville, Elsea	P	1.6 N;RR W	707	2	24		P-line S, SE.
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3-7-S5-W	F3	Rnwy 5R-23L usable lgt acft only.ARPT OF ENTRY
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE, W blkd;p-line E.
(PC) " Lakefront	P	1 N	584	1	25-S3-U	F3	FEE.Avoid stadium.Call CLE rdo for tfc pat.22' unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE, SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F2	Lnd & taxi on rnwys only.
Columbus, Clickenger	L	6.2 SSE;RR E	752	3	27-S3-U	F2	P-lines N, NE, NW. Rough.
" Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N, NE, NW, N/S strip clsd.
(PC) " OhioState University	P	8 NNW;riv W	900	4	h22-B*L4-S5-U	F2	Use strips.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
(N)COLUMBUS, PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,5,6S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Price	P	6 SE;bet RR's	762	3	21	F1	Ruf off strips. Use rnwys. Ctn.
" Sullivant Avenue	P	6 WSW	860	1	h33-L4-S5-U	F3	N, NE, NW blkd;p-line E. Ext ruf. Use lgts NE end.
Copley, Gibson	P	1.5 S;hwy E	1000	2	24	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy,crk	760	1	13		N blkd.
(P)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use rnwys,P-lineSE
← Dayton, Dahlo	L	8.5 W;hwy S	925	3	33-S5	F1	S, SW, W blkd.
" Neff	L	6.SW	720	3	17		
" Montgomery Co.	L	11 S	960	1	18		Hwy and p-line W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	2	h37-B*L4-S5-U	F3	4000' strip avail. S blkd.
Delaware	P	2.6 SW;RR N	960	2	h16-S1-U	F2	2500' strip avail. P-line S. Ditches.Use strips.
Delta	L	1 ESE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW; RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
← Findlay	P	1.5 SSW;hwy NW	800	2	h50-BL4-S5-W	F3	Rgt tfc E.Use rnwys & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
Fremont, Slager	P	2 NW; RR SW	630	3	27-S3	F2	E, NE, SW blkd. P-line N.
Gallon	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnwys.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Welker	L	2.1 SE;crk N	740	1	16		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	13		CLOSED. P-line N. Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1081	4	28-*L1-S5-U	F1	W blkd.Rolling. 2800' E/W strip under construction, usable-dry. E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE; RR S	631	2	38-L4-S5-U	F4	P-lines S, NW
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No storage. Acft rprs only. Rolling.
Hunting Valley, Ingalls	L	0.5 N; riv E	760	1	26		NNW blkd; hill SSE.
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N, RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.5 W; hwy S	1120	3	33-S5-U	F3	S, W blkd. Rolling.
Lagrange,Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders, 5500 lbs gross weight.
Lancaster, Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W. Use rnwys.
Lenox	P	7. S Jefferson	940	1	22	F2	E & W blkd.
LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S5	F1	Soft when wet. FEE pvt acft.
← Lima	P	4 WNW; RR NE	827	2	h35-BL4-S3-U	91	N blkd; p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1135	1	26	F2	
Lorain	L	2 WSW;RR N	610	2	29-S3	F1	NE, SE blkd.
" Sky Port	P	1.5 WSW; RR N	610	2	29-S1	F3	SE, SW blkd,p-line NW. Soft-wet.
Lore City	P	0.3 NW; RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE; RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE; RR E	1152	aw	26		SE, NW blkd;p-line SW. Rolling.
Magnolia	P	0.5NW;hwys E,N	970	1	22-S1	F1	P-line WNW
(NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4-S5-W	F4	Rgt tfc rnwy 9. Use rnwys, strip. 2-way rdo rqrd
Maplewood, Shaw	P	5 W	930	2	21	F1	Bldg S. durg darkness.
(PC)MARION	P	4 ENE; RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" County	P	5.6 NE; hwy E	1000	2	35-*L3-S5-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE; RR W	960	1	20		Use at own risk.
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
McComb	L	0.8 SSW; RR N	780	1	16-(S1)		
Medina, Pritchard	L	3 WNW;hwy N	1060	2	23		P-line NE, S. Soft-wet. Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E, W blkd. Ruf.
(PC)Middletown	P	1.5 N; riv N	647	3	46-B-L4-S5-U	F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400.
Millersburg, Briar Hill	L	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S, p-line N.
Minford, Knore	P	2 SE; riv S	670	2	24-S5	F1	P-line N, S. Rolling.
Mingo Junction, Grantonic	P	0.7 W;RR S	1040	2	15-S5	F1	Soft when wet. Rolling.
(PC)Mt.Vernon, Wynkoop	P	1.4 SSW; hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling.
Napoleon	L	1 N; RR SW	680	1	19	(F1)	W blkd; p-line E. Rgt tfc W. Open Sundays.
" Winters	L	1.4 NW; RR W	682	1	30-U		Company use only,NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	L	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld attnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE; RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	F2	Narrow at intsxn of strips.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N, NW, S, WNW.
Newton Falls	L	2 SW; RR E	950	1	22	(F1)	Rolling.
North Bass Island-Isle of St.George	L	NW corner of island	580	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E, N/S strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE; hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N, SE, SW blkd.
← North Lima, Elser	L	1.2 NW;hwy E, S	1060	1	40-L4-S3	91	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N, SSE, blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
Oak Hill,Swann Fld	L	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet.
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N, S, SW blkd. Ctn - wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn - cultivation.
Phalanx Station, Skeets	P	6 WNW;hwy 1 NE	910	1	26-S1	F1	N blkd.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-35	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W
(PC)Port Clinton	P	3.5 E;hwy N	587	2	h22-B-S1-U	F2	3600' strip avail.E blkd; p-line N.
Portsmouth, Raven Rock	L	3.5 WSW; rivSE	535	1	22	F3	Rgt tfc NE. Unattended.
Put-In-Bay	L	1.2SSW;SE of isl	590	2	15		NW blkd. NE end soft-wet. FEE all acft.
← Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	31-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N blkd.
St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Salem, H-B	P	3.3 N;hwy E	1160	1	20	F1	E blkd.
" Koons	P	0.7 mi S	1300	1	19	F1	P-lines E.
Sandusky	P	3.9 SSE; RR W	620	2	27-S5	F2	SE, E, W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
Shelby-Airstrip	L	2 W; RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1024	5	24-S5	F2	SE, SW, W, NW blkd.
(NG)SPRINGFIELD	P	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
← Steubenville-Pier	P	4.5 W;hwy N	1200	1	32-*L4-S5	F3	Caution-loose slag. Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Strongville	P	1.0 W	840	3	19	F2	E blkd.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9N; hwy E	754	1	26	F2	E blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
← Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	
(NG) Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW, W;chimney SE. Use rnwys only.
(P) " EXPRESS	P	15WSW;RR NNW	684	2	h52-BL4,6S5-W	F4	Use rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW strip clsd-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N, SE, S, NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
" " Lovell	P	1.5 NW	816	2	24	F1	
(PC)Urbana, Grimes	P	1.5N; RR W	1055	3	h26-BL4-S5-U	F2	3500' strip avail.
(PC) Van Wert	P	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N; RR W	935	1	26-S1	F1	P-line W.
← Wauseon, Grieser	P	2.5 E; RR N	750	1	20-S5	F2	
Waynesville, Sky Center	P	2.5 SW;riv E	925	1	23-S1	F1	ESE blkd.
Willard	P	1.3 S;hwy N	967	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	P	3 N;lk NW	626	4	h50-BL4-S5-U	F4	S, SW, W, NW blkd. FEE
Woodsfield	L	1 W;hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE;hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE;RRWNW	1050	1	19		N blkd;p-line S.
Xenia, Port Xenia	L	3.5 E;RR S	1050	1	20	(F1)	P-line E
(AF)YOUNGSTOWN	P	11.1 N;hwy E, S	1196	4	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd
" Austintown	P	5.7WSW;hwy N	1175	2	h20-S5-U	F3	3100' strip avail.Rolling. Ruf E, W blkd.
" Bird	P	2.6 NE;RR W	1057	3	23-S5	F1	NE, W blkd;p-line E. Ruf. Rolling.
" Southern Airways	P	5 SSW;hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet.
" Watson	L	3.8 E;lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W. INACTIVE.
Zaleski-State Forest	L	1 SSW;RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E;hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
NEW AIRPORTS (or airports out of alphabetical order)							
Norwalk	L	2 mi N	690	3	28	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
(PC)ADA	P	2N;hwy W	1008	3	h50-BL4-S1	F3	
" Myers		6.8 WNW					ABANDONED.
Afton, Monkey Island	P	7.8 SE;lk E	750	1	26-S1	F1	
Altus	P	4.2N; RR W	1426	3	31-B*L4-S1	87	P-line SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW;hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW;hwy N	1286	1	38-(S5)	(F1)	
Ardmore	P	9.2N	875	4	h40-BL3-S5-W	F4	Caution-heavy acft, soft.
(PC) " Lake Murray State Park	L	1.2SE;rd E	840	1	26		Ruf.
Arnett	L	0.5N;hwy S	2450	2	23		P-line W. Rolling, ruf.
Atoka	L	1.8 NW;RR S	540	1	20		(CLOSED-NOT MAINTAINED). Use at own risk.
Bartlesville, Hi-Way	P	3 NE;RR SE	680	4	28-*L4-S5	F2	E,NE,NNE,NW,SE, SSW blkd.
(PC) " PHILLIPS	P	1.7WNW;hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW;hwy E	2500	3	25		P-lines SE.Ruf, Rd on strips. Soft-wet.
Blackwell	P	1.7 W;hwy N	1056	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7S;hwy E	1005	2	24-*L2-4-S5	91	W blkd; p-line E.
Boise City	L	3 N;hwy W	4200	2	24		Soft when wet.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N,S,SE. Restricted. Land at own risk.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
(PC)Canton	L	2.3WNW;lk E,N	1660	1	24		
(PC)CHICKASHA	P	4NNW;riv S	1146	1	h38-S5	F2	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE;RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7NE;RR W	1615	3	32-*L4-S5	F1	
(PC)Cordell	P	1 E;hwy S	1580	3	22-S5	F1	
(PC)Cushing	P	2S;RR E	913	4	h52-BL4-S5	F2	
Davis, Jolly Aero-Auto Court	L	3 S;hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S;RR E	1125	3	h40-BL4-S1	F4	SW blkd;p-line NE,NW. Use N/S Rnwy when wet. (6500' st rip avail).
(PC)Durant, Eaker	P	3.2SSW;RR 1 E	703	3	h50-B*L4-S1	F3	
(PC)Elk City	L	1.5 NE;hwy S	1981	3	h23		
El Reno	L	1.5 SW;rd E	1395	2	26-*L4-S5	F1	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended. E/W Strip ruf.
Enid, North	P	3.8 N;hwy W	1282	1	24-S5	87	
(N) " WOODRING	P	5 ESE;RR N	1172	3	h35-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux)
Erick, Haddock	L	1.4 SW;RR N	2097	4	25		P-line N. Ruf. Soft-wet
Fairview, Fair-View	P	1.3 NNE;RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE;RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW;RR NW	2223	2	h54-BL4-S1-W	F4	Clsd acft over 15,000 lbs wheel load. NE/SW rnwy open to lgt acft only.
(PC)Grandfield	L	3 W;hwy S	1128	3	h45		
Grove, Hickory Creek	L	5.5 NNW;lk SW	750	1	18		
(PC)Guthrie	P	2 SSE;hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
" Straight Station	L	13NNE;RR S	3130	2	26		P-line SSW.
Hartshorne, Cross-Ti	L	7.5 S	800	2	17		
Haskell, Howerton	L	5.6 SSW	650	1	13		
(P)Hobart	P	3.8 SE;hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW;hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W strip soft-wet. Cattle on fld.
(PC)Holdenville	P	1.2WNW;hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Hominy	L	2 N;hwy W	825	2	20		(CAUTION-NOT MAINTAINED).
Hooker, Gustin	L	3 SW;RR E	3010	1	26		S blkd. Cattle-fld.
Idabel	P	1.3NW;RR E	500	2	32-S3	F1	
Jefferson, Klitenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S;RR NW	765	1	18		
Kingfisher	P	1.3 NW;RR E	1067	1	28-*L4-S5	F1	P-line S.
Kingston, Caney Creek	L	4.3 SSE;lk S	661	1	21		Soft when wet.
Langley, Treco	L	1.9N;hwy W	820	1	21		P-line SSW.
Lamont, White Bros.	L	2 WSW;hwy N	1000	1	24		
(PC)LAWTON	P	2.3SSW;hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5NNW;lk W	1360	1	23		Ruf. Mtn S.
Leedey, Eagle	L	2.3 S;hwy W	1950	1	22		Cattle on fld.
Mangum, Ponder	L	1.6 N;hwy E,S	1585	3	25-S5		Ruf. Unattended.
(P)McALESTER, (New)	P	4 SSW;RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2SW;RR SE	1094	3	21-S5	F1	No storage
(PC)Miami	P	2.2NNW;RR E	811	2	h40-BL4-S5-U	F1	Use rnwys.
Moore, Southside	L	1 NE	1375	1	24		P-line S.
(AF)MUSKOGEE, Davis	P	6.4S;hwy W	610	3	h57-BL4		
(PC) " Hatbox	P	2.7W;RR S	623	2	h38-BL4-S5-U	F3	
Newkirk-Skypark	L	2.5 SE;lk SW	1155	1	31		N blkd.
Norman, Goldsby	L	4.5SSW;hwy W	1165	aw	h18		
" Noble	L	3 SE;RR,hwy SW	1170	1	24		Ruf.
(N) " Westheimer	P	2.7NW;RR E	1178	4	h58-E*L4-S5	F4	Lgtg arrangements prior 1630.
Nowata	L	1.6NNE ;hwyW	800	2	36		Soft when wet. P-line W.
(PC)Okeene	L	0.7SE;hwy N	1205	1	32		P-line N. Soft-wet.
Oklahoma City, Downtown	P	2 SW;hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3S;hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS FLD	P	7 SW;hwy E	1283	3	h74-BL4,6,7-S3-W	F4	Rnwy 08-26 perm clsd.
" Wiley Post	L	7.9NNW;lk W	1216	1	26		
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC)Okmulgee	P	3 NNE;hwy W	715	3	h43-B*L4-S3	F3	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S;hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8W;hwy S	1000	3	41	F2	P-line S, SE.
(P)PONCA CITY	P	2 NNW;RR S	1014	1	h48-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW;hwy N	1061	1	23-(S1)	(F1)	P-line N.
(PC)Poteau	L	1.5 SSW;hwy NW	513	3	21		
Pryor, Long	L	2 NNE;RR W	650	2	25-S3		Soft-wet. Cattle on fld.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Sand Springs, Sims	P	5 NW;lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5ENE;RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW;hwy E	1937	1	h50		
" Archer	L	2.3 N;hwy W	1962	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4N;hwy E	1024	3	35-S5	F1	SSW blkd.
(PC)SHAWNEE	P	2 NW;RR SW	1080	3	h42-BL4-S5-U	F3	Rgt tfc rnwys 13,17,21. Lgts until 2400.
South Coffeyville, Jensen	L	0.5 W;twrs E	735	3	33		P-line N.
Stigler	L	3.5 E		2	20		
(PC)STILLWATER, Searcy	P	3.2NNW;lk WSW	995	3	h50-BL4-S3-U	F4	Rnwy lgts req only.
Stroud	P	3 N;hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud.
Sulphur	L	1.5NW;hwy S,E	1060	3	26		Caution when wet. P-line S.
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
Talihina, Dresser	L	1.5 ESE;hwy N	725	1	25		
(NC)TULSA	P	6.2NE;RR S	674	6	h100-BL4,6,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" Steobbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" -North	P	4.5NNW;RR E	725	1	h30-S5	F2	P-lines S,SE,SW. Only N/S rnwy avail.
" Young	P	8.8 E;hwy N	750	4	24-*L2-S5	F2	
Valiant	L	0.1 NW;RR E	550	2	23		P-line E.
Vici	L	0.7 SW	2210	1	21		HAZARD. Ruf. Soft. Cattle on fld. N blkd.
Wagoner	L	1.7 E,RR NW	600	1	32		P-line S.
Watonga	P	1.2 NW;hwy S	1550	2	26-*L4-S5	F1	
Waynoka, Kelsey	L	3.4 NNE; RRSE	1500	1	17		Cattle on fld. Caution when wet. Unattended.
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
Woodward, Ferguson Ranch	L	6.5 NW;riv W	2000	1	20		Cattle on fld.
(PC) " W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended.

NEW AIRPORTS (or airports out of alphabetical order)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
Adams, Rothrock	L	4.0 SW	1520	1	21	F1	Unattended. P-line SW.
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S,N, NE. P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme caution.
Arago	L	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	672	1	50		
Ashland	L	2.8 E; hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation. Use strip. P-line SE.
(PC)ASTORIA, CLATSOP CO.	P	3 SW; riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F3	
" -Skycourt	P	4.8NW;hwy WSW	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S; RR N	4350	1	12		(DANGER-SHORT FLD) Holes.
Beaver Marsh, 73, RIV-DLS	P	1 SSW;hwy E	4630	1	54-BL4		Clsd winter mos.
Beaverton, Bernard	P	1 NW; hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Big Lake	L	18 WNW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE;Soft, unusable when wet. Cattle on fld. Holes.
Brookings, Crissey State Line	L	5 SE;ocean W	16	1	18		
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE. Cattle-fld. Ctn-ruf.
(PC)Burns	P	5.1 E; rd S	4141	2	h51	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	h18		Rgt tfc WSW. Fence W end of strip.
(PC)Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
(PC) Condon	P	1 NE; RR W	2910	2	h22		Use strips. Soft off gravel when wet. SE blkd.
(PC)CORVALLIS	P	4.9 SSW;hwy E	245	3	h52-BL4-S5-U	F3	Use rnwys.
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	h17	F1	3900' strip avail.
Creswell, B&H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N; hwy E	372	1	19		P-line WSW. Antenna E, NE. Use strip.
Denio		SEE Denio Airport, Nevada					
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Enterprise	P	0.6 N;hwy SW	3500	1	22	F2	Soft when wet. Ruf.
(P)EUGENE, Mahlon-Sweet	P	8 NW;hwy E	365	3	h52-BL4, 5-S5-W	F4	
" Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
➤ Gates, Davis	L	1 SSW; riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N; hwy E	1156	1	27-S1	F2	Lnd to N;tk-off S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE. Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld. Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE; RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwy N	3748	1	29		E blkd. Lnd to E;tke-off to W. Ruf.
John Day	L	0.6 W;hwy S W	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle on fld. Soft-wet. P-line S.
(PC)Joseph	L	1.2 W; RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S; riv SE	2970	2	22		Mtns S, SE. Cattle-fld. Soft-wet. 400' NW end NW/SE strip. Ruf.
Klamath Agency, Rayencuf	L	1.5 S; riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when w.c. Soft. Ruf.
(AF)KLAMATH FALLS	P	4.9 SSE; RR NE	4088	3	h103-BL4-S5-W	F4	Asphalt paving plant & p-line 950' S rnwy 7-25 & 800' E of S end rnwy 18-36, max height 45'.
(P)LA GRANDE	P	5.5 SE; RR SW	2713	3	h47-BL4, 6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW; RR S	20	1	32	F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N.
Lebanon	P	1.3 SW; rd N	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N; hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2.0 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE; RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E; riv N	1620	1	26		Hill ENE. Lnd from W; tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE; hwy W	4058	1	30-W-U		Use at own risk. Soft-wet. Ruf. Sheep on fld May - Oct.
(P)MEDFORD	P	3.5 N; RR E	1330	2	h54-BL4-S5-W	F4	No maint Mil acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE; hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW; RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk. SE blkd.
Mulino	L	0.3 SW; hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wek-ends. SW blkd; p-line NE. Ruf.
Newberg, Sportsman	P	1 ESE; riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S, hwy W	160	2	h51-L4-S1	F2	Ctn-elec. fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
(P)ONTARIO	P	2.5 W;hwy E	2189	2	h45-BL2,4-S5-W	F3	
Pacific City	P	0.2 S	5	1	h18-S5	F1	
(P)PENDLETON	P	2.9 WNW; RR S	1493	4	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE; RR N	1200	1	26		INACTIVE. Use at own risk. Cattle on fld.
Pilot Rock, Eldridge	L	2.0 S	1850	2	15		E blkd.
Pinehurst	L	1.0 SW	3800	1	h17		4000' strip avail.
Portland, Dwyer	L	5.8 SE; RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF, NG) " -INTERNATIONAL	P	4.5 NNE; riv N	23	3	h88-BL4,6,7,-S5-W	F4	2-way rdo rgrd or by prior req. 7-25 perm clsd
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5-U	F2	Ctn-25' NE/SW strip unusable-rocks.
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4010	1	h60		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)ROSEBURG	P	1.5 NNW; RR E	525	1	h46-BL4-S5-W	F2	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW.
" Felt	P	3 WNW; riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE; RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of rnwy 16-34 these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE; RR, hwy W	55	1	h40-(S1)	(F3)	Svcg, fuel by prior req wk-days.
Shady Cove, Rogue-Air	L	1.1 SW; riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Land at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
(PC)Springfield	P	1.6 ENE;hwy S	460	1	h20-*L4-S5-U	F3	
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.
Sutherlin-Valley	P	1.0 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W, NW. Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FAC ONLY. Use at own risk. Water drains adj all rnwys - hazardous.
Toketee Dam, Toketee USFS	L	14 WNW Diamond Lk	3300	1	24		Rolling.
Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F4	Use rnwys, taxiwys only-sink holes in grass area.
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale	L	1.5 SSW; riv E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flight Strip	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flight Strip	L	1.4 S; RR NE	3200	1	23		
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade. Dangerous, ruf, weeds.
Woodburn	L	2.8 WNW; RR E	200				CLOSED-CONSTRUCTION.
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
PENNSYLVANIA							
Aliquippa, Hopewell	P	2 SW	1150	2	20-S5	F1	
(P)ALLENTOWN, Bethlehem-Easton	P	4.6 NNE; RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S3-W	F4	Use rnwys.
" Peterson	P	10.7 NNE; RR NW	970	1	25-*L3-S5-U	F3	
Andreas, East Penn	P	1.5 NE; crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW; hwy N	430	2	h31-S5-U	F1	
Beaver Falls, Beaver Co.	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Beaver Falls, Patterson Hgts	P	1.5S; riv NE	1082	1	27-S3-U	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3N; RR N	1100	2	18-S5	F2	
Berwick	P	2.2 ENE	620	2	21-S3-U	F2	E blkd; p-line NE.
" Centre	L	6.5 WSW; RR N	500	1	28		ENE, WSW blkd.
Bethel, Grimes	L	1.7 ENE; hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE; riv S	478	1	33-S5-U	F3	E, W blkd. Ben prior req.
Bradford, Harri-Emery	P	2.3 WSW; hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S; RR SW	2142	2	h45-BL4, 6	F3	Use rnwys.
Bristol, 3 M	P	2 N; riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 45A, CHI-LGA		2WSW; RR E					PERM DISCONTD
Butler	P	2.8 WNW; hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc and avoid Hospital
(PC) " Graham	P	6.2 SSW; crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N; hwy S	475	2	18-S3	F1	N/S Strip clsd.
➤ Chester, Delaware Co.	P	6.5 W	400	2	25-*L4-S5	F1	P-line SW. Trees NW.
Clarion, Rhea	P	2 W	1450	1	22-S5-U	F2	75' water bin ENE; 40' twr SW.
Clearfield	L	1.5 WSW; RR SE	1220	2	21-(S3)	(F1)	E blkd. P-line NE. Rgt tfc E, NE, SE. Ruf.
Clifford, Carbondale Clifford	L	1 E	1400	3	22-(S3)	(F1)	S end WNW/ESE strip unusable P-line ESE. Atnd week ends and on call.
Coatesville	L	2.4 W; RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft-wet.
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
➤ Columbia, McGiness	P	1 SE	334	2	18-S3	F1	W, SE blkd.
(PC)Connellsville	P	5.2 SW; hwy E	1250	3	h34-BL4-S3	F2	
Conway, Pittsburgh	P	0.4 NE; RR W	950	2	19-*L1-S3	F2	

F-fuel octane. ➤ New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Corry, Port Lawrence	L	1.25;RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	L	7.5ESE;hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE;RR, hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2SW;riv N	480	3	22-S5	F1	Hills SE,SW.
Doylestown	L	1.5 NNE	400	1	32		P-line NE.
" Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd.
DuBois	L	1.7ESE;RR NE	1575	3	29	(F1)	Attnd week-ends and on call.Use at own discretion
Duncannon, Hackenberger	P	3NNE;riv W	500	2	22-S1	F1	Use strips.
(PC)Eagles Mere	L	1.9SW;lk SW	1908	1	22		
Easton	P	3.6NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8NW;hwy W	100	2	21-S5-U	F3	NE,WSW blkd.Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC)Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns,p-lines,tank surd fld.
(P)ERIE, PORT ERIE	P	6WSW;hwy SW	732	3	h50-BL4,6-S5-W	F4	N,S blkd;p-lines E,NE.
Fairview, Erie County	P	1 SW	805	3	27-S5-U	F2	ENE,S,SE,NW blkd.
Finleyville	P	0.7SW;RR NE	1240	1	29-S3	F2	
(PC)FRANKLIN, Chess Lamberton	P	1.8SW;hwy NE	1540	2	h37-BL4,6-S5	F3	Trees ESE.
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
→ Freeport, McVille	L	7 SW	1090	2	15	F2	
Gettysburg	P	2.8NW;twr E	600	3	21-S1	F1	
Gordon	P	2 WSW	960	4	24	F1	Mtn S,SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5SW;riv SW	490	1	21-S1	F1	
Greenville	P	3 N	1197	2	27-S3-U	F1	Intsxns, Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
(PC)Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
(PC)Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet;SW 600' ruf. Unattended ngts.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E,W.
(PC)Indiana, Jimmy Stewart Fld	L	8 ENE	1407	2	32-S3	F1	
Jersey Shore	P	2.2 E;riv N	540	2	28	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
Karthus, Pine Glen	L	4.3SE;hwy SW	1560	3	23		N,S,SW blkd.
→ Kutztown	P	1 SSW;hwy N	400	2	25-L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1	29		INACTIVE.
Lancaster, Garden Spot	P	5 W;hwy N	423	2	25-S5	F1	W,WSW blkd.
(PC)LANCASTER	P	5.5N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2.4SSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	E blkd; p-line N.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 WNW	480	1	32-S3	F1	
Lewiston	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
Linesville, Merry's Pymatuning	L	1.5NW;RR E	1200	2	25-(S1)	(F1)	P-line NNE
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4	F3	Mtn N,S.
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S5-U	F1	3200' strip available. Rgt tfc N, NE.
(PC)Meadville, Port Meadville	P	3.4W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd.Rgt tfc rnwys 5, 27, 20.
Milton	P	0.8S;RR,hwy W	450	3	25-S3	F1	NW,SW blkd.
→ Monongahela, Thompson	P	5 E;hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	480	3	27-S5	F1	Rgt tfc No. head. P-lines SSW.Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E,NW,SE blkd.
Mount Joy, Donegal	P	4 WSW	459	2	22-S3-U	F1	SW blkd.
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5-U	F2	Gulley NW.Rolling.
Mount Pocono	P	1.5NW;RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail.Attnd irregularly Wints., Summers. 91 octane avail. Soft-wet.
Mount Union	L	4 S;hwy E	560	3	28		Mtn W Soft-wet, Caution-ditch, Use strips.
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F2	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3E;RR NW	460	2	21-S3	F1	
New Kingstown, Taylor	P	0.5 SE;RR S	440	2	26-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Valley Forge	P	4 WNW;riv 1 S	250	1	23-*L-S5		E tk-off & lndg-rgt tfc, TV antenna W,
Oil City, Splane Memorial	P	4.1NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S4-W	F4	Use rnwys.
→ (NG) " -INTERNATIONAL	P	6.5SW;riv S,SW	10	2	h73-BL4,7-S5-W	F4	Rnwy 9 designated calm wind Rnwy. 2-way rdo rqrd. Use rnwys. Rnwy 12-30 perm clsd.
Phillipsburg	P	7 E;hwy N	1933	2	h30-BL2	F3	5000' strip avail.
" Albert	L	5.5NNW;hwy N	1750	3	36-L4-(S3)	(F3)	NE blkd. Lgts avail until 2400. 91 octand prionreq.
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
Pitcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
(PC)PITTSBURGH, Allegheny Co.	P	5.3 S	1252	3	h55-BL2, 5, 6-S5	F4	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying.
→ Pottstown	P	4.5 E;riv SW	311	3	22-BL4-S5-U	F1	Soft when wet Rnwy lgts oper for 3 hr after sundown and on req.
(PC) " Municipal	P	1.7 NW;rsvr W	255	2	27-L4-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28	F3	Hills SW
Prospectville, Turner	P	1 NW	375	3	23-*L4-S5-U	F1	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	F1	P-line N.
" Grants	P	4 WNW	600	2	18		CLOSED, N blkd.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F3	W blkd. Rgt tfc S,W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360	2	20-S3	F1	NW/SE strip clsd. Rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19	F1	
Reedsville, Mifflin County	P	2.7N;hwy W	630	1	30-S3	F1	
Richboro, Weir's	L	0.5 NW	330	2	17		SSW blkd. Soft-wet.
Ridgeway, King's	L	4 NW;hwy 1 E	1730	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5-U	F1	
Sayre, Blue Swan	P	2.7WNW;riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2WNW;RR 3 NE	1179	2	h24-*L2-S5-U	F3	Ben prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1490	2	24-S3	F2	
Shamokin	P	3.5N,hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE;rd N	2274	2	37-*L4-S5	F1	
State College	P	2 SW	1300	3	42-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1-U	F1	
(PC)Sunbury	P	2NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2W;RR W	1125	2	24-S5	F2	
Thomasville, York	P	8 WSW	430	2	h42-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta	L	2 S	1690	1	22	F1	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC)Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	0.8S;riv N,E	639	2	20-S1-U	F3	Mtn S.NE/SW Strip not maintained.
Tyrone-Speedway	L	4.2 SW;riv S	965	2	22		CLOSED. Mtn S.
→ Vandergrift	L	2 WNW	1000	2	23	F2	E blkd. P-line NW.
Warren	P	2 WSW;riv S	1100	2	h22	F1	Mtn NE,SW. FEE.
Washington	P	3.2 SW	1183	3	21-S5-U	F2	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5-U	F2	Hill NE,SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
(P)West Middlesex	P	2.8W;hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 26 not visible from ctl twr.Rgt tfc.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S5-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLSD. W end ESE/WNW ruf, NE blkd;p-line WNW
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW;hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical order)							
(P)WILLIAMSPORT-LYCOMING CO.	P	5.1E;RR N	528	4	h43-BL4,6-S5-W	F4	NW blkd;p-line WNW.Rgt tfc on W apch.
→ Philadelphia, Wings	P	12 NW	320	3	h26-*L6-S5-U	F4	P-lines SE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf. Use strip.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Newport	P	3.5 NNE	160	2	h23-S5	F3	3500' strip avail.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	56	4	h54-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd ngts. Use rnwys.
SMITHFIELD, No. Central State	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC)Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC)Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
Allendale, Williams	L	1.5 NE	167	3	31		INACTIVE.
(P)ANDERSON	P	3.2 WSW;hwys N, S	783	2	h50-BL4-S3-W	F4	Use rnwys.
" ,Lazy Acres	L			1	14		Private-short fld.
Andrews, Overton	L	2.0 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-*L1-S5	F1	No storage.
(PC)Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
Bennettsville	L	3.4 NNW;hwy NE	195	2	31-(S1)		
" Rowe	P	1.5 NE;bet RR, hwy	190	3	46-B-S3-W	F1	SE blkd. N 2684' N/S rnwy lgtd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W strip-hazardous.
(PC)Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S5	F3	
(AF)CHARLESTON AFB/Mun	P	9.8 NW;hwy NE	45	2	h70-BL4-6-S5-W	F4	Open to civil acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
Cheraw	L	4.2 WNW;hwy S	225	2	22		WSW blkd. Erosion edges of strip. Ctn-ruf.
(PC)Chester	L	6 N; hwy W	709	3	h50-*L1		
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
(P)COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE; RR SW	203	2	h36		Rgt tfc SE, NE. Obstns sur fld. Use rnwys. Fuel avail 0800-1700 Mon-Fri; 0800-1200 Sat.
(PC)Crescent Beach, Ocean Drive Flight Strip	L	1.3 WNW;hwy SE	33	1	h60		
(PC)Darlington-Co.	P	10 N;bet hwys	190	3	h50-S5	F1	
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24-S1	F1	P-line SSW.
(P) FLORENCE	P	3 ESE;bet RR, hwy	146	3	h60-BL4,6-S1-W	F4	Trucks on fld-days.
(PC)Georgetown County	P	4 S; hwy NW	39	3	h50-B*L	F3	
(P)GREENVILLE	P	3.2 E	1049	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc rnwys 18, 27, 23.
(PC)GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hampton-Varnville	L	1.6 E;RR SW	110	2	28		INACTIVE. Ruf.
Hartsville	P	2.1 NE;hwy S	230	2	24-S1	F1	Rgt tfc WSW. Ruf. Trees W.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Kershaw	L	4 S;hwy W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3.0 S	72	2	34-BL2		E, ESE blkd. Ctn-low spot.
(PC) Laurens	P	2.3 E;hwy S	700	2	26-*L1-S5	F1	
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	rdo rqrd.
(AF)MYRTLE BEACH AFB/Mun	P	3 WSW;hwy N	25	2	h95-BL4-W	F3	Equip on fld intermit. Rnwys usable-ctn. 2-way
Newberry	P	2.3 NNW;RR NE	565	2	22-*L4-S5	F1	Use strips. Ruf. Servg avail on call.
Nichols	P	0.5 SSE;riv S	70	2	30-S5	F1	
(PC)Orangeburg	P	2.3 S	190	2	24-BL4-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwy E	78	4	25	F1	All apchs blkd xcpt SE.
Rock Hill, Roddey	L	2.7 SW; lk S	630	3	28		Irregularly attended. ESE blkd. Soft-wet.
(P)SPARTANBURG, Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter	P	3.0 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway &ramp only.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
Trenton	P	1.2 E	600	2	22		
(PC)Walterboro Municipal	P	1.3 NE	93	3	h58-BL4	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
(P)ABERDEEN, Saunders	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	N/S rnwy restricted to 26,000 lbs. Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3066	2	30-S1-U	F1	NE blkd;p-line SW. Use strips. Soft-wet.
(PC)Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC)Bowdle	L	1.0 NW	1963	1	23		Soft when wet. Not attended.
(PC)Britton	P	2 N; RR W	1310	3	24-BL4-S5	F2	W blkd. Use strips.
(PC)BROOKINGS	P	1.2 SW;RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
(PC)Buffalo, Harding County	L	0.5 E; riv S	2890	3	30-B	F1	Use strips.
Canton	L	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling, ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
(PC)Dupree Mun	P	0.6 WSW	2340	1	24	F1	
" ,Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC)Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW.
(PC)Faith	L	0.4 N	2572	1	25-BL4		Use strip. Lgts oper by electric eye.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S; hwy N, E	1575	2	26-*L1		N, NE, NW blkd. Use strips.
Gettysburg	L	1.5 S	2082	3	26		Ctn not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC)Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
(PC)Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC)Hayes	L	1.0 NE	1986	1	23		Soft when wet. Unattended.
(PC)Herreid	L	1.0 N	1725	1	22		Unattended.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E. Ruf. Use strips.
(PC)HOT SPRINGS	P	6.2 SE;hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P)HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
(PC)Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution-when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	53		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	27-S1	F2	
(PC) Lemmon	P	3 SE; hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC)McIntosh	L	1.0 SE	2251	1	24		Unattended.
(PC)Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC)MITCHELL	P	4.3 N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC)Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE, SE.
Murdo	L	1WSW; hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-S3	F2	P-lines N, NW.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-BL4-S5-U	F3	Rgt tfc S. P-line S. W, Use Strips.
Onida	L	2.0 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	P	1 NE;hwy E, S	1340	2	25-S1	F2	Use strips. Soft - wet. P-lines SE, SW.
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P)PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	28	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26		E, N, NE, NW blkd;p-line S. Ruf. Use strips. Caution when wet.
(P)RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG)SIOUX FALLS, Foss Fld	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC)Sisseton	L	2.9 ENE	1170	3	30-L		Use strips.
(PC)SPEARFISH, Black Hills	P	4.0 E	3929	4	51-BL1-S5-W	F3	Use strips.
Strool, Ike John	L	7.2 S	2785	4	26	(F1)	Use strips.
(PC)Timber Lake	L	1 SSW;Rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC)Wagner	P	1.3 S; RR N	1464	3	32-B-S5	F2	Use strips. Unmrkd p-line on 140° twrs 0.5 mi S.
Wall	L	0.5 NW; RR S	2800	3	23		Ruf-Unattended.
(PC)Wasta	L	1.0 NW	2612	1	24		Unattended.
(P)WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
Webster	P	2.8 S; hwy W	1848	2	28-B	F2	
(PC)Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC)Yankton	P	2.7 N	1282	2	39-B-*L4-S5	F1	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical order)							

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, TRI-CITY	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	Max gross limit 30,000 lbs. Rnwy 9-27 slippery when wet.
(P)CHATTANOOGA, Lovell	P	5.5E;RR E	682	2	h62-BL4,6,-S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUTLAW	P	7 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6NNE;hwy E	685	1	22-(S1)	(F1)	
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill, Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville, 9A, BNA-DCA	P	3.3 WNW;hwyN	1862	2	28-BL2-W	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5E;hwy S	1028	1	23		INACTIVE.
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-L4-S3-W	F1	NE blkd. Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW, SSE blkd of E strip. Caution-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE Strip.
Fayetteville, Wilks	L	2.5 NNW;hwyE	697	1	26-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt	L	2.8 ESE;hwySW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE	414	2	h35-BL4-S5-W	F4	Perm. discontinued
(P)JACKSON, McKellar	P	5.8WSW ;RR SE	414	2	h35-BL4-S 5-W	F4	Use rnwys.
JOHNSTON, TRI-CITY (See Bristol, Tri-City)							
JohnsonCity	L	3.8 NE	1543	1	23		CLOSED, Hazardous, soft-wet. Ruf.
KINGSPORT, TRI-CITY (See Bristol, Tri-City)							
Knoxville, E.Tennessee	L	6SSW;RR, hwy E	822	1	21		Rolling. Ruf, tall weeds.
Sky Ranch							
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Use rnwys. Rgt tfc rnwy 22R.
Lawrenceburg, Fleeman	L	3.5E;hwy S	890	1	19		Closed, unsafe.
" Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Lebanon	P	1.8SW;hwy S	580	3	26-S3	F1	
(PC)Lexington, Franklin-Wilkins	P	0.5E;RR W	516	2	20-BL4-S5	F1	
Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A, ATL-BNA	P	3.8WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	P	5.9SSE;RR2NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd. Rnwy 14-32 clsd ngt operns. Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F2	P-line S. Rgt tfc E,S.
" -Flying Service	P	11 SE	288	1	28-S5	F3	Rgt tfc N, NW. P-line S.
" Wilson	P	12.5 SE	359	3	27-*L	F3	
Milan	P	3NNE;canal N	378	1	26-S5	F1	
(PC)Morristown, Murrell	P	4.8SW;hwy NW	1295	1	34-BL4-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	877	2	34		NW blkd.
(PC) Murfreesboro	P	2 N;hwy W	615	1	27-S5-U	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	5	h70-BL4,6,7-S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5W;RR S	788	1	28-(S3)	(F1)	Attnd week-ends only. Rgt tfc NW
(PC)Paris, Henry County	P	4.3NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC)Pulaski, Abernathy	L	3.6SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
(PC)Sewanee, Univ of the South	P	3 E	1950	1	28		
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF)Tullahoma, Northern	P	1.5NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC)Union City, Stewart	P	5 ESE;hwy NE	340	2	h41-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	434	1	31-BL4	F1	
White Pine	L	0.5 S;hwy E	1120	1	19		

NEW AIRPORTS (or airports out of alphabetical order)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)ABILENE MUN	P	3 SE; hwy N	1778	3	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;hwy N	1750	1	h30-BL4-S5	F2	P-lines N,S. Use strip
Addicks, C-R-C	L	1.8 E; hwy S	83	1	31-L4		W blkd.
Adrian, Moser Bros.	L	17 WSW	3990	1	26		
Albany, Taylor	P	1 N; hwy E	1429	1	h32-S1	F1	House S.
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.
Alpine, -Kokernot Ranch	L	28 SSE; rd W	4100	1	25		Soft when wet.
" Nine Point Mesa	L	50 SSE;hwy 14E	3800	1	25		
" O-Two Ranch	L	36 SSW; crk W	3780	3	52		Soft when wet. Windmill NE.
" Starns	P	2.1 NW, RR E	4500	4	42-L4-S5	F3	P-line N, NE. Fld surd by mtns.
Alvin	L	2 NW; hwy SW	50	2	21-S1	F2	P-line NW. Use strips.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N,S	3604	3	h60-BL4,5-S5-W	F4	Use rnwys.
" -Palo Duro	P	4.0 S	3636	2	25-S5	F1	Fence SW.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F3	Ctn-floodigts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	19		P-line S.
Arlington, Lucas	P	3 SW; hwy 2 N	611	2	19-S5	F3	P-line W, NW. Ctn-wet. N/S strips clsd
Athens	L	3.2 SSE, rd W	450	1	19	F1	Soft, ruf.
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h52-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees, pole apch end rnwy 16R. Use rnwys, taxiways.
Austwell, Heard	L	0.5 SSW;RR E,	23	3	43		P-lines SE, SSE. Slick when wet.
Bakersfield, Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution-weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47		E/W, NE/SW strips used only case of strong wind.
Bandera, Flying L Ranch	P	1.7 SE; riv N	1264	2	h26-S5-U	F1	N blkd; p-line E.
" Mayan Ranch	L	0.7 W; riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE; lk SE	1358	1	38		
Bardwell, Flying Sam's	L	3.7 SSW	495	1	12	(F1)	Caution when wet. Embank. NW.
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E; hwy NW	39	2	25		Right traffic
Baytown	L	3.7 NE; RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended. No storage
Beaumont	P	6.8 W;hwy S	31	3	34-S3-U	F2	Use strips.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy SE	15	3	h51-BL4-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W; RR S	29	1	25	91	P-line S. Rgt tfc S takeoffs.
Beeville, Travland	P	2 NW; RR E	290	2	27-S5	F1	P-line NE, SSE. Cattle-fld ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
Big Lake	L	0.6 NW;hwy S	2700	3	h31	F1	P-line SE.
Big Spring, Hamilton	P	1.5 N; hwy S, W	2517	4	32-S5	F1	E blkd; p-line N, NE. Use strips.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N; hwy E	616	1	h30		
Booker	L	0.8 SSE;hwyN	2850	2	25-(S1)	(F1)	N blkd, p-line NE. Soft-wet. Use strips.
(PC) BORGER, Hutchinson Co.	P	2 N; hwy S	3052	3	h41-BL4-S5-U	F4	
Brackettville, Ft. Clark Ranch	L	2.4 SW;hwy N	1105	3	53		
" Frerick Ranch	L	16 SW; rd N	995	3	15		Use strips.
" Hobbs Ranch	L	5SSE;hwy W	1080	2	30		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;rivE	1390	1	33		
(PC)BRADY, Curtis	P	3 N; hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
Brazoria, Poole Ranch	L	11 SSE; rd S	10	2	26		NNE, WNW blkd; p-line SSW. Soft when wet. Cattle on fld.
(PC)BRECKENRIDGE, Stephens	P	2.5 S; hwy W	1252	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S; RR, hwy W	460	1	21		Cattle on fld.
(PC)Brenham	L	1 ESE, RR NNE	342	3	32-*L4		
Broome, Stringer Ranch	P	0.5 NNE;RR S	2200	2	26		
Brownfield Mun.	P	5.0 E	3314	3	37-S5	F3	Strips rough.
(PC)BROWNSVILLE, Rio Grande Valley International	P	4.5 E; hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
" Mauldin	P	4.4 NNW; RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips. Cattle on fld. Soft-wet.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F3	Rnwys 8-26, 3-21 clsd.
" Gaines Lodge	L	8.1 N; lk W	1435	1	18		SE, S, NW blkd; p-line N. Ctn-rocks.
Bryan, Coulter	P	4 NE; hwy N	360	3	27-B-S3	F2	Use strips.
" Lazy E	L	7.5 NNE; lk SE	385	1	28		Cattle on fld.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on fld.
Butler, Prewitt	L	0.3 NE; RR SW	495	1	26		P-line S.
Caddo Mills	L	2.1 SSW;RR NW	540	2	h40		Use rnwys.
Callaghan	L	0.1 E; Hwy W	610	3	26-S3	F1	P-line W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.
Canadian, Hemphill County	L	1.5 SW; hwy E	2300	3	32		Unattended.
Candelaria, Howard	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E; hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W; hwy N	310	2	23		W blkd;p-line NE. 85' ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Casa Piedra	L	0.5 NW	3500	2	22		P-line NW. Ruf.
Castolon		0.8 NNW;riv W	2300	3	10		E blkd. Use strips.
Castroville	L	1.8 ESE	740	3	h50		
Catarina Briggs Ranch	L	5 SE; lk S	520	1	36-U		Hill SE.
Center, Pearce	L	2.5 NNE;hwy SE	345	2	27	(F1)	P-lines NNE, SE. Cattle on fld.
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW, N, E. Cattle on fld. Use at own risk.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on fld.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-B*L4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv N	1400	2	15		
Christoval, Edwards	L	2.4 N; riv W	2000	1	15		Antenna S. Soft when wet.
Cisco	L	2.5 NNW;hwy E	1620	4	30-S3		P-line N; hill NW. Ruf.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw.
" Finley Farm	L	4.8 W;RR 2 N	3400	3	40		S blkd. Cattle on fld.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on fld.
" Vance	L	1.2 ESE; RR N	3375	3	25		ENE, WNW blkd.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys. Bcn prior request.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Colorado City	L	1.5 S; riv NW	2072	3	23		P-lines N, NNE. Rolling. Use strips. Stock on fld.
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	23		W blkd. Cattle on fld.
Comanche	L	4.0 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1.0 N	1490	2	20		
Commerce	L	3.4 NNE;hwy W	548	aw	25		S end ruf. P-line SE.
" Hillcrest Arpk	P	2 W;hwy S	550	3	16		S blkd.
Conlen	L	0.5NE;RR S	3800	2	32		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.5 NE;hwy W	236	3	h45-BL4-S3	F4	Use rnwys.
Converse, Hedrick	P	8.0 NE San Antonio	750	1	21-S5	F3	Fence across N end.
Cornudas, Mayfield Ranch	L	8.3 N	4575	2	25		
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd. Operg area mrkd. Rnwy 8 clsd for take-offs. Rnwy 26 clsd for lndgs.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N, NE. 3700' strip avail.
" Allison Ranch	P	3.0 NW	410	4	h27-S3	F2	4000' strip avail.
" "75"	P	1.8N;hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	3	15-S3		Use strips.
Crosbyton, Paudler	L	1.5 E; hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy.
Cross Plains, Bryant	L	1.4 N; rd W	1750	1	25		S blkd. Cattle on fld.
Crowell, Foard County	L	0.8 E; hwy N	1479	1	h22		
Crystal City		1.8 N					ABANDONED.
(PC) " Municipal	L	1.5 NE	610	1	h35-BL4		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8 SSW;RR NW	3985	3	h50-BL4-S5-W	F4	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
" Ingram	P	3.4 SE; lk W	3980	2	39-(S5)	(F1)	Cattle on fld.
Dallardsville, Big Sandy	P	4.0 E;Big Sandy	185	1	21	F1	
Dallas-Fiyers	L	7.0 SW	680	2	34-S5	F1	P-line S end N/S strip.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5-U	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N; rd E	524	2	h24-L4-S5	F3	Use rnwys & taxiways. Lgtd p-line N of N/S rnwy.
" Hi-Way 77	P	10.4 S; hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd. P-lines SE, W.
" Park Cities	P	10 NW;RR W	485	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	435	2	h17-BL4,6,7-S5-W	F4	Use rnwys. P-line S.
" Redbird	P	7 SSW;hwy SE	642	2	h45-BL4-S5-U-W	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E	543	2	h16-*L4-S5	F3	2550' strip avail. Ctn-fire break SW.
Decatur	P	1.5 N; rd SW	1059	4	28-S1	F4	W blkd. Use strips.
← Delaware Springs, 11-ELP-FTW	P	0.5 ENE	3955	2	39-BL2		P-line SE. Rolling, ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
← Del Rio	P	1.5 WNW, RR S	1025	2	35-L4-S5	F2	P-line N. Rnwy lgts 12-30 opts sunset-2400 and on prior req. Rgt tfc strips 12,17.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway cle'd. W-weather repor.s avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Del Rio, Horn Ranch	L	21 NE; rd W	1290	4	21		Hill NNE. Soft when wet.
(AF) " Val Verde County	L	4.5 ENE; RR S	1094	3	h49-B		Prior approval rqrd from Laughlin AFB Operns to land.
Denison, Grandpappy Point	P	8.7 NW; lk E	694	1	15	F1	Rolling.
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
Denver City, Humble	L	0.8 NW	3584	3	h24		P-lines E, NE, NW. Use strips. 4200' strip avail.
Dermott, Fuller Ranch	L	4.5 NNW;hwy W	2440	2	21		NNE, W blkd. Stock on fld. W end E/W strip unusable
Dilley	L	0.5 SW; RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd. p-line W.
Dryden, 29, ELP-BRO	P	5.7 W; hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on fld.
Dumas	P	2.0 W	3650	1	h44	F2	
Eagle Lake	L	0.5 NE	185	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E; hwy N	774	3	30-S3	F1	WNW blkd. p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9.0E;hwy S	865	2	h35		INACTIVE. Cattle on fld.
Eastland	L	1.0 NE;RR S	1480	1	30		
Edcouch, Walker	P	0.6 NE	70	1	31-S5	F3	
← Edinburg	P	2.8 W;hwy W	90	3	31-BL4-S3	F3	E, W blkd. Bcn & rnwy lgts opts dusk-2400.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd; p-line E.
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage. P-lines NNE, SE, SSW.
← Eldorado	L	1.0W;hwy E	2460	3	32	(90)	P-line E. Soft when wet.
" Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
EL PASO-International	P	4.8 ENE	3936	4	h90-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land.
Esperanza, McCoy	L	0.5 NE;riv 1 S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	40-(S3)	(F3)	Rough. ESE blkd.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Follett	L	0.6 N	2650	2	20		P-line E. Soft-wet. Ruf. Rolling. Use strips.
Ft. McKavett, C-B Ranch	L	2.6 W; rd S	2150	2	32	(F1)	Unattended. Livestock on field.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on fld.
Ft. Stockton, Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Coates Ranch	L	30 SSW	4300	2	30		Use strips.
" Harrall Hdqs Ranch	L	39 ESE;rd E	3850	1	22		Use strips. Cattle on fld.
" Henderson Two	L	19 SSE;hwy 2 E	3500	2	26		Rolling. Cattle on fld.
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F4	
" Skevington	L	38 S	3820	2	30		
(PC) Ft. Worth, CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4, 6, 7-W	F4	NE/SW rnwy clsd. Use rnwys.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2, 4, 5-S5-W	F4	P-line SE. Use rnwys.
" Pop's	L	7.7 N	670	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on fld.
" Russell	P	7 SSE;hwy NW	710	4	31-S3	F3	
" Saginaw	P	8.5 NNW	770	2	24-S3	F3	P-lines S, SE. Rgt tfc strips 12, 18.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer, Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on fld. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Garwood	L	1 SW;hwy E	125	1	22	F1	
Genoa	P	1 NE;RR;hwy S	46	3	17-*L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	784	3	h41-*L4-S5	F3	ENE/WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S; RR W	480	3	27-B*L	F3	Rolling. Ctn-high weeds, grass.
Gladewater	L	2 WSW;hwy S	396	2	23		
Glen Rose, Lane	P	6.5 E	820	2	22	F1	P-line NW. Stock on fld.
Gonzales	P	0.5 NE	350	1	33-S3	F1	Caution-when wet.
Gorman	L	1.0 S;rd N	1400	1	22	F1	P-lines NNE, NNW. Soft. Unattended.
Graham	L	2 ENE;hwy N	1120	4	h34-B*L4-S3-U	F1	N, SW blkd; hill N. Caution on turf strips.
" , Rosser Ranch	L	6.7 SSW;riv S	1105	2	33-*L4	(80)	Unattended
Grapevine, Price	L	3.7WSW;hwy NW	506	1	17-(S3)	(F2)	NNE blkd.
(P)Greenville, Majors	P	6 SSE;RR NE	544	4	h55-B-S5	F4	

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Greggton, Skyranger	L	1.4 SW;RR N	360	1	h34-L4		P-line N.
Guerra, Humble Colorado Camp	L	6 NNW;hwy E	550	2	20		Land at own risk.
Guthrie, 6666 Ranch	L	2 NW;hwy S	1760	1	h40		
	L						
	L						
	L						
Hallettsville, Raggedale	L	12.8 ESE;riv W	200	1	27-B		E blkd.
(PC)Hamilton	L	2.3 SSW;hwy E	1320	4	30-BL4	F1	Cattle on fld.
Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	No storage. P-line W, N. Soft when wet.
" -Harvey Richards	P	4.0 W	43	3	h36-BL4-S1	F3	
Harwood Gottwald	L	0.5 S	468	1	20	F2	Unattended. P-line NW, fence SE. Fuel avail emerg only.
Haskell Paint Creek Plant	L	10.8 ESE	1440	1	18		Use strips.
Helotes, Jaycox	L	2.0 W	1000	1	20		
(PC)Henderson, Rusk County	P	3 WSW	440	2	h30-B*L4-S5	F1	Major eng & minor acft rprs only.
Hereford, Paetzold Air Service	P	1.0 SE	3808	2	27	F3	
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S, SSE blkd; p-line ESE. Rolling. Cattle on fld. Use strips.
(P)Hondo Air Base	L	2.1 W;RR S	929	6	h61-BL4		AF primary contract school. CLOSED civil acft xcpt on ofl bus. or prior approval.
" Holloway Farm	L	5 S;hwy E	800	1	14		(PRIVATE)
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip
(P)HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4, 7-S5-W	F4	Rnwy 8-26 clsd. Tk-off to E only. 70' mrkd twr center S edge of fld. Unlgtd 38' p-line parallel to and 1000' E of E bndry. 115 & 145 oct avail. Use rnwys-shoulders soft.
" Andrau	P	12 WSW;rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	43	3	h40-L4-S5-U	F3	P-line E. NW/SE, E/W strips soft-wet.
" H & H Guest Ranch	P	12 N	82	1	40-B-S5	F2	Use strips.
" Linda Sue	P	4.5 S; RR S	50	3	18-S1	F2	
" Sam Houston	P	10.5 SW; RR S	69	3	36-L4-S5-U	F3	Wires N, p-line NW.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC)Huntsville	P	2.5 NW;hwy S	366	3	h25-L4-S3	F2	2900' strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on fld.
Imperial, Heagy	L	1.5 SE;hwy NE	2724	2	18		NW blkd. Use strip.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N, E, SE, S, W, NW; dikes NW, SE, N.
Irving, Jap Lee	P	3.0 N	520	3	36-*L-S3	F1	
Itasca-Community	L	2 ENE;hwy NW	820	1	22		P-line W.
Jacksboro, Pursley	L	3.8 WNW;Rd E	1100	2	31		P-line SSE.
Jacksonville	L	3 N;hwy E	709	2	h21		
Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S3-U	F3	2800' strip avail.
(PC)Jefferson, Cypress River	L	2.8ESE;RR N	221	3	24		Caution-weeds.
Johnson City, Cammack Ranch	L	5 WSW;hwy N	1300	1	32		Ruf. Loose stones on strip.
" Voyles Lazy V Ranch	L	10 ENE;riv S	1100	1	18		Road crosses strip.
Junction, Jackson Ranch	L	19.6 S; hwy E	2430	2	16		
(P) " KIMBLE COUNTY	P	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW, NE, SE. E/W strip not maint.
Juno, Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W.W. West Ranch	L	8.8 NW;rd W	1833	1	27		
Kerens	L	2.0 NNW	800	1	17		Cattle on fld.
Kendalia	L	2.5 W	1350	1	21		Cattle on fld.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kent	L	0.6 WNW;RR S	4250	4	21	F1	ENE, NW blkd; p-lines SE, WSW.
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E;hwy S	2840	5	h32		P-line SW. WNW/ESE strip ruf.
Kerrick, Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on fld.
(PC)KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Killeen, Reed	L	3.6 SE; RR N	844	3	32-S1	F1	P-line N. Use strips. RIVATE).
" Youngblood Ranch	L	12.3 SSW;riv N	900	1	18		N blkd. Cattle on fld.
Kirbyville	L	1.5 SE; RR N	175	2	h30		P-line SW. 3700' strip avail.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F1	NNE, SSW, NNW blkd; p-line SSE. Hill SW end NNW/SSE rnwy.
Lake Whitney, Cedar Creek	L	3.1 WNW; lk W	590	1	30		P-line N, Loose rocks S end.
(PC)Lampasas-County	L	6 NW;RR S	1360	3	42		P-line ENE. Rd crosses N/S strip. Use strips. Ruf.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		
(PC)LaPorte	P	2.5 WNW;rd S	30	3	40-S5	F4	
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
Leaday, Miller	L	1.3 SSE;riv W	1525	3	31		SE blkd; p-line S, W. Soft-wet. Unattended.
Leakey, Lewis Ranch	L	6 NNW;rd E	1730	1	28		Cattle on fld. Soft-wet.
Levelland	P	2 S;hwy W	3525	4	h26	F1	P-lines SW. Use strips. Soft when wet. 3000' strip avail.
Liberty, Darrell	L	4.3 SSE;RR N	70	2	29		P-line N W. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36	F1	E blkd; p-lines N, NE, SE, NW.
Lockhart	L	2.8 S; hwy E	529	2	28		
Lolita, Walker	L	1.8 SSW;RR N	38	3	17		Use NNW/SSE strip only. NW blkd. P-line N, Ruf.
Lometa	L	3.5 WNW	1500	1	21		Cattle on fld.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longview, East Side		6.5 WSW;RR N	3675	4	36		S blkd; p-line N, NW. Cattle on fld.
	L	2.4 NE;hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE;hwy N	365	3	h52-BL4,6-S5-W-U	F4	Use rnwys.
Los Fresnos, Hughston	L	0.8 SSE; RR W	35	4	20		P-line W. Use strips.
(P)LUBBOCK	P	5 NNE;RR W	3256	3	h65-BL4, 6-S5-W	F4	Use rnwys.
(P)LUFKIN, Angelina County	P	7.8 SSW;hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC)Luling Memorial	P	3.5 N; hwy E	480	2	28	F3	
Magnolia Beach, Indianola	L	2 SW; hwy N	6	3	34		Use strip.
Marathon	P	1 SE	4100	4	37-S5	F1	
Marathon, Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC)Marfa	L	4 N; hwy E	4848	2	h53		
"-ALPINE	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use rnwys. Bcn prior req.
" Petan Ranch	L	32 SW	5340	1	61		Use strips.
" Rawls Hq Ranch	L	49 S	4700	4	27		
Marlin, Stephens	L	2 ESE	383	2	19		P-lines N, NW. Cattle on fld.
(PC)MARSHALL, Harrison Co.	P	3.9 SE; hwy N	357	3	h35-BL4-S3	F3	Bcn, lgts prior req aft 2300; no ngt operns NE/SW rnwy.
" Beer's Caddo Lake	P	18 NE; lk E	180	1	42	87	Trees SE, NW.
Marynel, Laxy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC)Mason-County	L	3.2 ESE;hwy N	1500	2	36		
(PC)McALLEN, Miller Intnl	P	1.8 S;hwy E	102	3	h41-BL4-S5-U	F4	ARPT OF ENTRY.
(PC)McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
(PC)Memphis	L	1.4 NNE;RR SW	2082	3	36		E, SW blkd. Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mertzon, Thorpe Ranch	L	3.5 NNE;Crk S	2200	1	26		
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE;rd N,NE,SW	519	2	23-S3	F1	P-line E. Rgt tfc E, N, E/W strip ruf.
(P)Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
" AIR TERMINAL	P	9.5 WSW; RR S	2967	4	h66-BL4,5,6-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
Mineola, Wisener	L	1.5 NW; hwy S	418	1	31-B		Ruf. Cattle-fld. Soft N of pipe line when wet.
(P)MINERAL WELLS	P	3.6 ESE;hwy N	964	2	h42-BL4-S5-W	F3	
Mission, Arrowhead Ranch	L	25 NNW	360	1	h30		AF contract flying.
"-Aero	L	2.5 WSW;RR N	135	2	16		P-line SE. Use strip.
"-Shary	L	3.8 SE; rd W	135	1	20	F1	NW blkd. Use strip.
Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.
(PC)Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf. Unattended. P-line W.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC)Muleshoe, Warren	L	1 ENE; hwy N	3800	4	43-*L4	F2	P-line N, E, W, NW, WSW.
Munday, Leflar	L	0.7 E; RR N	1483	1	26-(S3)	(F1)	N blkd. Muddy when wet.
(PC)Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4	F4	4300' strip avail.
(N,NG)Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle on fld intermittently.
Odessa, Ector County	P	5NNW; hwy W	2988	4	h43-*L4-S5	F3	5300' strip avail.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
(PC)Olney	L	4 WSW	1274	3	h55		Use rnwys. Unattended. 80oct.prior req by phone.
Orange, Brown	P	3.6WSW;hwy SE	20	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
← Ozona	P	1.0 N	2330	1	h39-B-S3-U	F1	
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
" Wilkins Ranch	L	8.6 ESE	2450	4	26		P-line W.
Paducah, Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P)Palacios	P	2.5 NW	13	3	h50-S3-W	F3	
" Matagordo Club	L	6.5 E Pt. O' Connor	9	5	h43		CLOSED.
(PC)Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Paloduro, J.A.Ranch Hqs.	L	2.2 E	2625	3	24		P-line NW.
Pampa, Lefors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F3	Use rnwys.
Pandale	L	0.1 E	1664	1	24		Cattle on fld. Hill NNW.
" Mills Ranch	L	9.5 NE;rd SW	1950	2	18-S3		Surd by mtns.
Panhandle, Vance	L	4.5 NW;RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	P	0.3 S; hwy W	51	4	26-S5	F2	P-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC)PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
" Worsham	L	4 SSW RR W	2600	2	24-S5	F1	P-line W. Ruf. Use strips.
(PC)Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
" Harbaugh	L	22.2 S;riv S	3000	4	41		
" Urban	L	19.5 SSW	3000	2	17		
" Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC)Plains, Yoakum County	L	1.2 NNW	3600 3350	2	30		P-line NW. Use strips.
(PC)PLAINVIEW Hale County	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	L	1.0 N; riv E.	374	1	18		NW blkd.
Port Aransas	L	1.5 WSW	7	2	21		Use strips.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
(PC)Port Isabel	L	10.5 NW	17	4	h53-S5	F1	91,100 oct. avail emerg only.
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int S	15	3	23-S5	F2	S blkd;p-line N, W, NW.
" Reikert	L	1.5 SW	17	2	18		
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
Poteet	L	0.6 SW; RR E	500	1	22		Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
(PC)Quanah	L	2 SW; hwy 1 E	1602	3	h24-(S1)	(F1)	
Ralls, Watkins	L	3 N; hwy E	3125	1	26		E blkd.
Ranger	P	1.5 SSW;hwy W	1468	4	28-S5	F2	NNW blkd. P-line W.
Raymondville, Fox	P	1 WSW, RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Red Springs, Arledge Rch	L	2.6 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-S3	F1	P-line N, NE, NW. Use strips.
Rio Grande Farm Service	P	1 E; RR S	200	2	23-S3	F2	Fence, bldg S. Ctn-low duster flying.
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26	F1	P-line SW. Rolling. Ctn Golf course side rnwys.
Robstown, Nueces County	L	1.0 SW	77	4	hl6-S3	F2	Asphalt broken ruf. Unattended.
Rockdale, Coffield	L	2.3 SSE;RR W	470	1	h36		Use rnwy. Unattended. PRIVATE.
(N) Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	28		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F3	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
Royalty, Bentley	L	1 NE;hwy W	2530	1	16		Use strip.
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
Salt Flat, 8A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F4	Use rnwys.
(P)SAN ANTONIO, Intn'l	P	7.8 N;RR SE	800	3	h54-BL4,56-S5-W	F4	2-way rdo rqrd ngts.
" Lakefield	P	10 S;lk E,S,N	550	3	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167'ASL. P-line NW.
← San Augustine, Fairway Club	P	5.0 ESE	380	1	h38		Caution in lndg - rnwy soft.
San Benito	P	1.5 E;RR SW	31	2	26-B-S3	81	P-line S. Use strips.
Sanderson, Bullis Gap	L	24.8 SSW;riv SSE	2500	2	26		Mtns sur fld. Use strips.
San Marcos	L	3.0 S	630	2	34		Irregularly attended.
" Kalt Ranch	L	5 N; riv W	800	1	26		Cattle on fld.
Santa Elena, Diamond O Rnch	L	5.5 SW;hwy E	420	1	36		1000' overruns each end.
" Humble Kelsey	L	4.8 ENE	250	2	25		
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
Seminole	L	1.3 E; hwy S	3312	2	33-(S5)	(F1)	P-lines SE, SW. Use strips. Ruf.
Shafter, Acienda Misquete Ranch	L	13.5 W	3300	1	16		Lnd uphill; tke-off down hill xcpt in severe NE winds. Use strip.
" White Ranch	L	5 NNE;hwy W	4400	3	28		Use strips.
(PC)Shamrock	P	1.3 SSE;hwy W	2323	2	26-BL4	F1	
Sherman	P	1.4 SSE;hwy N	749	2	h40-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Sierra Blanca, Steller Rnch	L	5.6 NNE;rd W	4550	2	27	(80)	Unattended. Emerg only. Use strips.
Sinton Mun	P	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham	P	1.0 SE	600	3	35	F2	N, NE blkd. P-line SW.
Smithville	L	2.5 SE; lk NW	324	3	25	(F1)	P-line ENE. Cattle-fld. Rolling. Use strip.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
(PC) " Winston	P	2.5 SW;hwy N	2427	4	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Copeland Ranch	L	15.7 NE	2360	2	31		Unattended.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	26		SW blkd.
" Greever	L	7.0E; rd N	3075	4	22		P-lines N, NE, WNW.
" Wilbanks	L	4.0E; rd N	3080	2	20		N blkd; theatre W end E/W strip.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1060	2	66		
" Jameson Ranch	L	10 WSW; rd E	956	3	16		Use strips.
Stamford, Arledge	P	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only. Bcn prior req.
Stephenville	P	1.5 E ; hwy W	1310	3	30-*L4-S5	F2	Ruf.
Stratford	L	1.8 NE;hwy NW	3700	4	41		E, SE blkd;p-lines N, W, NW.
Sugarland, Hull	P	1.0 NW	99	1	51-S5	F1	
Sulphur Springs	L	1.9 NW; RR S	472	3	35		Unattended.
Sutherland Springs Higgins Grass Farm	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
(AF)SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5-U	F4	Use rnwys.
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Teague, Gage	L	1 N;RR;hwy SW	506	1	18-S3	F1	Unattended.
(PC)TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd. N/S strip ruf-short
(PC)Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	P	2.8 WNW; lk N	7	3	23-S5	F1	N blkd. Use strips. strips.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
" Wheeler Ranch	L	2 N; hwy E	300	1	29		
" 7L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
Tulia	L	1.5 NNW;hwy W	3500	3	33	(F1)	Cattle-fld. Use strips. Wet during irrigation. P-line E, NE.
" Cowan Farm	L	4.6 SW; hwy E	3530	1	30		Emerg only. E blkd.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3440	4	26		N blkd; p-line NW.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 27)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Tulia, Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld. [-very ruf. Use at own risk.
Turkey	L	2.7 SSW;hwy E	2350	2	27		Unattended. Rnwys covered with tall grass & weeds
→(P)TYLER, Pounds	P	5.5 W;hwy N	544	3	h51-BL4,6-S5-W	F4	Acft above 50,000 lbs rstd to rnwys 4-22. Use rnwys.
(PC)Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5	F3	Ruf.
" Kincaid Ranch	L	12 ESE;riv NE	900	1	25		
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	26	(F2)	Cattle on fld. Unattended.
Vanderpool, Haby Ranch	L	8.0 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC)Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Use rnwys. Pilots circle town for service.
" Looney Ranch	L	35 NE; rd E	4400	3	18		W blkd.
	L						
Vernon, Wilbarger County	P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Bail	L	6.0 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F4	
(P)WACO	P	6 NW;lk S	515	3	h57-BL4-S3-W	F4	Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Wallis	L	0.3 NNE;RR SW	130	2	16		SSE blkd. Cattle - fld. Use strips.
Walnut Springs, Flat Top Ranch	L	3.2 WNW;lk W	950	1	30		Cattle on fld. Gulley S.
Water Valley, Skeet Ranch	L	13.0 SW	2330	3	28		Use strips.
Weatherford, Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
" Shangri-La Guest Rch	L	12.3 ENE	975	2	17		Stock on fld.
							only N/S strip when wet.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	Embank N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling, Ruf.
Whitney, Laguna Park	L	7.5 SW; dam E	590	1	19-(S3)		Unattended. Use strip.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5	F1	P-lines N, E, S, SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5-U	F3	3200' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	4	h70-BL4-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R, 35R, 20, 30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Ranch	P	2.4 NNW	1000	1	h26	F1	
(P)Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3-W	F3	Rnwys 17-35 & 4-22 clsd ngts. Rnwy 13-31 only lgtd [rnwy.
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N. Cattle on fld. Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
Bastrop Mun	L	2 mi S	372	2	40	(F1)	Cattle on fld.
(A)Grand Prairie	P	0.2 mi S	550	1	h28-*L4-S3	F1	P-line N, NE, NW, SW.
Whitney, Lake Whitney State Park	L	3.5 SW	590	2	40	F1	
Boerne, Ammann	L	8 NE	1350	1	27		Unattended.
Sabinal, Wieboldt Strip #2	P	1 N	940	1	25	80	P-line N, trees S.
→ Nixon	L	1.4 E;RR NE	380	2	26		Soft-wet.
→ Denton, Hartlee Field	L	5 NE	588	2	26	F3	Private use only.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(PC)Beaver	L	3.2 SSW	5853	2	47		
→ Blanding	L	2.9 S;hwy E, S	5750	1	53		Soft when wet.
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC)Brigham City	P	3 NW;RR S	4220	3	37-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	P	5 N; rd S	7586	2	h74-BL4-S1-W	F3	Strip-ruf.
Buckingham, Bradshaw	L	6 NNW	500	1	34-S1	F1	
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P)CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S, W. Use rnwys.
(P)Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
Duchesne Mun	L	2.2 mi NNE	5833	3	51	F2	
Enterprise, 39, LAX-SLC		8 NNE; hwy N					Perm. Closed.
(PC)Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on fld.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW, S blkd. Tk-off N, land S. Use at own risk.
Hanksville 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S strip ruf. N end soft when wet.
				1			
Huntington	L	3.5 NE;hwy NW	5900	2	40		P-line NW. Cattle on fld.
(PC)Junction	L	1 NNW;hwy E	6074	1	38		
(PC)Kanab	L	2.6 S;hwy E	4856	2	h53	F3	Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58	F1	Soft when wet. Unattended.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		E/W strip rolling, ruf.
→ Manti-Ephraim	L	5 N ; RR SE	5535	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
(P)Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W	F2	
(PC)Moab, Grand County	P	7.7 SE;hwy W	4934	1	h47-S5-U	F4	
(PC)Nephi	L	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
Oljato	P	In town	4838	1	26	F2	
Parowan	L	1.8 NNE	6000	1	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-B*L4-S3-U	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RR E, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW; RR E	5277	1	36-S5	F1	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6.0 SE	2887	2	h50-BL2,4		
(NG, N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7,S5-W	F4	
" #2	L	10.5 SSW;Rd W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW; hwy N	4243	3	42-S5	F2	P-lines N, NNW.
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele	P	1.4 WSW;RR W	4983	1	52	F2	
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F4	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
→ White Canyon, Hite-Parker	L	1.5 NNE;riv W	3549	1	35		Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
VERMONT							
(P)BARRE-Montpelier	P	3 W, pond 15 SW	1149	2	h40-BL4-W	F3	P-lines SSE, SW. Use rnwys.
(PC)Bennington	L	2.5 WNW;riv N	813	2	18		Grass areas soft-use gravel rnwys.
Bristol	P	0.7 W; riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,5,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW.
Canaan, Bunnell Farm	L	5 S; riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W; RR W	120	2	19-S1	F2	N, W blkd.; p-line E.
East Berkshire	L	1.0 S	410	1	18		
Fair Haven	L	1.5 NNW;riv W	370	1	18		P-line S.
Manchester, Equinox	L	1.5 ESE; RR N	700	2	18-(S3)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd.
Newport	P	3 SSW;lk NE	930	2	h40	F1	
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VERMONT							
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S5-U	F2	Use N/S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may-be cross-wind those times. Auto tfc WNW.
(PC)St. Johnsbury	L	5.2 N; riv E	814	2	20-(S5)	(F3)	N apch narrow between hills. S blkd.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h27-S3-U	F2	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N; riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGINIA							
Alexandria, Beacon	P	3 SSW;hwy E	246	2	h23-B*L3 4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-L4-S5	F3	NW, NNW blkd.
Arcola, Glascock	L	1 SW;rdSW, SE	350	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S3	F2	No operns Sun A.M.
Bridgewater, Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd. Soft when wet.
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
(PC)Charlottesville, ALBEMARLE	P	7 N	639	1	h45-BL4-S3-U	F4	6000' strip avail.
(PC) " University of Virginia	P	5 ESE;riv E	300	1	38-S5-U	F4	
Chase City, Emilea	L	2.5 W	500	1	30-	F1	Soft when wet. P-line N.
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2WSW;RR N, S	2000	1	24		P-line E. Ctn when wet.
Covington	L	0.8 NE	1600	1	h17	(F1)	2300' strip avail. Use strip.
Creewa, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Antenna S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F4	
(PC)Emporia	L	3 E;hwy S	127	3	h50		INACTIVE
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
Farmville	L	2.5 NW;RR S	325	2	20	(F1)	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE; RR S	450	2	22	F1	250'NW end NW/SE strip unusable NW blkd; p-line SSW.
Fork Union	L	1WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3NE;RR hwy S	37	3	h41-B*L2-S3-U	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
→ Gordonsville	P	2.9 NE;RR S, SE	475	1	26-B*L2-S5-U	F1	
Grays Point, Hummel	L	2.8 N Hartfield	30	2	26		
Harcum	L	7 N Gloucester	85	1	38		
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F4	
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Keyaville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	P	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet. Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW; riv W	15	2	33-*L2	F1	Use rnwys when wet. landing.
Lynchburg, Falwell	P	2.6 SE; lk SE	850	1	32-U	F1	Ctn-lnd E to W, etc LYH rdo for arpt ifn prior ↑
(P) " PRESTON GLENN	P	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg
Manassas	L	2.7 NW; rd SW	250	2	21		Irregularly attended.
" Le Beau	L	1.5 SE; RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	20-S4	F1	
Melfa, Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E, NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED
(PC) NEWPORT NEWS, P. Henry	P	10.4 NNW	41	2	h50-BL4-S5	F4	
(P)NORFOLK	P	6 ENE; RR SE	26	3	h50-BL4 5,6-S5-W	F4	S, SE blkd.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		Unattended.
Petersburg	P	6.2 WSW; riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S5	F1	2700' strip avail. Soft-wet. Use rnwys.
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving, 35A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	18	F1	Hill E. Ctn when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
(AF)RICHMOND, Byrd	P	7.2 ESE; RR S	167	3	h51-BL4,5,6-S5W	F4	Rdo rqrd. FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Northfield	P	6.5 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.
" Parnell	P	4.8 S;RR E	120	2	27-S3	F1	
" Virginia State Police	P	4 SW;riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE Mun-Woodrum	P	4.2 NNW;hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	L	0.4 SW	950	2	20	F1	Rolling.
South Boston, Tuck	L	3.1 ENE;RR S	410	2	27-S3	F1	
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S;hwy NW	20	2	25-S5	F1	P-line W. Use strips.
(P)Suffolk	L	3.8 SSW	71	3	h50		
(PC) Tappahannock	L	0.8 SW;hwy S	30	1	h50		
Timberville, Shen-Rock	P	4 E	975	1	21-S5	F1	
Warrenton, Zieger	L	4.1S;rd E, NW	440	2	20		CLOSED
Waverly	L	2.5 NW;hwy S	115	2	35-(S3)	(F1)	NW blkd;brush on NE end strip.
Waynesboro, Valley	P	3.7 WNW;hwy N	1400	1	34-S5-U	F1	Soft when wet.
Weirwood, Kellam	P	1 W;RR ESE	15	2	21-S5	F1	
Wellville, Dalton	L	1.4 NE;RR S	400	1	19		
(PC)West Point	P	2.3 ESE;hwy N	24	3	h50-*L	F1	
Williamsburg, College	L	3 NNW;RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N;riv WSW	90	1	18		ESE blkd. Ctn - high weeds.
Winchester	P	3 ASSE;rd E,S	700	2	30-S3	F2	Soft when wet.
Windsor, Garner	L	4.8 NNE;hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical order)							
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE;lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE;hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW;hwy NE	156	3	h50-BL4,6-S4-W	F3	ARPT OF ENTRY.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet.
Blockhouse -Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW;hwy S	430	1	25	F1	Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.6 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW;riv N	174	2	h50-L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE;riv SE	1250	2	26		Ctn-Gun Club. P-line; hill SW. Tk-off; lndg rnwy 16. Cattle-fld.
Cheney, Savage	L	0.7 WSW;hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle on fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	L	3 SW; hwy NNW	2171	1	24-(S3)	(F2)	
College Place, Martin	P	1.2 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1.0 E	850	1	30-S5	F2	WSW ruf. SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE strip ruf. weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; RR NW	870	1	22-*L2		Caution-not maintd. Ruf.
Davenport	L	0.9 WNW;hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	P	1.7 NNW;hwy SW	2221	1	30		Closed winters-snow. Code Bcn.
Eatonville, Swanson	L	0.7 NE;RR E,W	950	1	22		
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WNW;hwy E	740	1	20-S1)	(F1)	P-line E. Ctn-mole holes.
→ EPHRATA	P	2 SE;hwy SW	1272	3	h73-BL4-S5-W	F2	
(AF)Everett, Paine	P	7.0 SW	603	3	h70-BL4,6-S5-W	F4	2-way rdo rqrd or prior clearance. No 91/96 oct. avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page). (25 June 57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Ewan, Rock Lake	L	2.3 NW;rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S.
Glenwood, Flying L Ranch	L	1.0 NE;rd W	1900	1	23 - (S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE;hwy S	2100	1	18		Use at own risk. Cattle on fld.
" Williams Grove	L	4 NW;crk E	2050	1	19		Use at own risk. Cattle on fld.
(P)HOQUIAM, Bowerman	P	2 W;harbor S,NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	P	0.5 NE;hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE;bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Kelso-Longview	P	1.8 SSE;RR SW	25	1	29-BL2-S3	F3	
Kennewick, Vista	L	4.0 W; RR SE	521	2	h35-*L4		
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE;rd W	1500	1	16		P-line NW, SW. Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.5 N;hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn - ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-line S. Trees N. Use at own risk.
Lacrosse	P	2 SW; RR NW	1491	2	37-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Closed winters.
(PC)Lester	L	1.3 ENE;riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE;RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE, SSW.
Montesano, Summit	L	2.7 W; hwy S	145	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2.0 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Ranch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW; tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW;RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1.0 W;RR;hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE;hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1.0 N; riv SE	1457	1	25		Ctn-loose sand. Cattle on fld.
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S;hwy NE	205	3	h50-BL4-S3-W	F3	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-*L-S5	F3	E/W strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2.0 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Othello	L	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(PC)Packwood	L	0.5 WSW;riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	401	4	h45-BL4-S5	F2	Ctn-breaks. Rnwy 20L clsd hvy acft; 20R open.
Pomeroy, Ferrell	L	1.7 ENE;rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3.0 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW;lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW;hwy ESE	110	1	33		W, WNW blkd;p-line ESE. ARPT OF ENTRY. Rt traffic ESE.
(PC)Prosser, Beardsley	P	1 WNW;hwy E	694	2	37-BL4-S5-U	F3	NE/SW strip ruf. P-line NE. Theatre E.
(PC) PULLMAN-MOSCOW REGIONAL	P	3.4 ENE;RR S	2549	1	h49-BL4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L4-S3	F1	NNE blkd. NNE 800'& SSW 1000' extns fair, bcn & lgts oper sunset-2300.
Queets	L	0.7 SW; riv N	15	1	20		
Randle, Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W;tk-off E.
(P)Renton	P	1.7 WSW;riv E	32	1	h54-BL2-S5	F4	Rgt tfc rnwy 33, S 1000' clsd all tfc xcpt hvy acft. Use rnwys.
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW.
Richland- C.A.P.	L	1.3 SSE;riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed xcpt on prior permission.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-land NE;tk-off SW. NE blkd.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE. prior request.
(P)SEATTLE, Boeing	P	4.8 SSE;RR E	17	2	h100-BL3,6,S5-W	F4	ARPT OF ENTRY. 2-way rdo required, xcpt on
" Gaffney's Lake, Wilderness	L	22 SE; RR N	460	1	17		3per cent grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.
(P) " -TACOMA INTN'L	P	13 mi S; hwy E	424	3	h85-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW;rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW;hwy ENE	278	2	h52-BL4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
← Silverdale, Apex	P	1.7 NW	525	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
(PC)Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
~ Snohomish	P	0.9 SW;RR,riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd;p-line N, S, SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	52-S5-U	F2	S blkd.
(P) " Felts	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW strip.
(N, AF, NG) " GEIGER	P	6 WSW;hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 3, 7, 34. Use rnwys.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE;RR S	2050	1	16		Use strip. Soft when wet. Cattle on fld.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h33-S1	F2	
Tacoma	P	4.4 W	375	2	23-L2-S5-U	F2	Both ends of NNE/SSW strip drop 20'.
" Barry's Sky Harbor	P	2.3 ENE;riv SW	4	1	21-S1	F2	P-line, twrs E day mrkd. Rgt tfc W.
Tekoa, Willard	P	1.5 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2.0 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW;riv E	1250	1	42-*L-S3		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen	P	4.8 ESE;hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE;channel ESE	100	1	18		Land WNW;tk-off ESE. Cattle on fld. Rolling, ruf.
(P)WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip on fld.
Washtucna	L	1 S, RR SE	1000	1	39		Caution-fld surd by mtns.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60'center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy S	1245	3	h46-BL2, 4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE.
" Gelb's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Land N, tk-off S. Use strip. Rolling. P-line N.
" Kunz	L	5.2 NE;hwy W	2375	1	16		Land NE, tk-off SW. Use at own risk. P-line NE. Rolling.
Winthrop, Intercity USFS	P	4 SSE;riv SW	1650	1	32		
Winthrop, Pasayten USFS	L	38 NW; riv E	4250	1	32		CLOSED.
Woodland	L	0.4 SE;riv E	35	1	20		Strip subj floods when riv high. Trees, bldgs NNW apch. Ruf. Ctn-brush.
(P)YAKIMA	P	2.8 SSW;RR E	1077	3	h50-BL4-S5-W	F4	P-line N, S.
NEW AIRPORTS (or airports out of alphabetical order)							
Quincy Valley	P	2.0 SE	1300	1	24	F2	30' p-line across W end, sprinkler pipes on strip, low bldg off S edge.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	P	2.6N; hwys W	2325	1	28-S3	F3	Rgt tfc lndg N. Ridges N.
(PC) " ,RALEIGH CO. MEMORIAL	P	3.5 E;RR NNE	2504	1	h50-BL4-S1	F3	
(PC)BLUEFIELD, Mercer Co.	P	4.0 NE	2857	1	h47-BL4-S1-W	F3	No ngt operns.
Buckhannon, Lewis	L	2.4 W;RR N	1435	1	15		
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S5	F1	WSW blkd.
Charleston, Bollinger	L	4.9 SW	900	1	21		P-line WNW.
(NG) " ,KANAWHA COUNTY	P	3 ENE;riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Live stock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs rnwy 16-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S;betRR,hwy	1987	2	h45-BL4-S1-W	F4	P-line SE, SW.
Fairmont	L	3 SSW;rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Ruf.
Franklin, Keller	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
(P) " TRI-STATE	P	6.8 SW; RR W	828	1	h46-B*L6-S3	F4	
Keyser, Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
(NG)MARTINSBURG	P	4 SSW;hwy NW	556	2	h50-BL4-S5-W	F4	Use rnwys.
Moorefield	L	1 NE; RR W	980	2	25		Rolling, WNW blkd.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
(P)MORGANTOWN	P	2.8 ENE;hwy N	1256	3	h36-BL2-S1-W	F3	185' ext S end rnwy 17-35 under const.
New Cumberland, Herron	P	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE strips.
Parkersburg Stewart	P	2.6 N; RR W	602	1	33-S5	F1	All way landing
(P) " WOOD COUNTY	P	7 NE;bet hwys	856	3	h44-BL4-S5-W	F4	Caution-dip midway rnwy 16-34.
Pence Springs, Hinton-Alderson	P	1.0 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
Philippi	L	4 S; hwy S	1900	2	15-*L1-(S5)	(F1)	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	18 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26	F1	Rgt tfc.
Spencer, Roane County	L	1 SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
Weirton	P	2.0 E	1145	1	h21-S5	F2	
Welch	L	3.4 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE;riv W	1195	3	h50-BL4, 6-S1-W	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft.
(PC)WILEY FORD, Cumberland		SEE: Cumberland Arpt, Cumberland, Maryland					
Winfield, Clark	P	6 SE;bet hwy,riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
NEW AIRPORTS (or airports out of alphabetical order)							
WISCONSIN							
Antigo	P	2 ENE;hwy N	1483	2	33-S1	F2	
(PC)Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	P-lines NE,SW; unattended winters; use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F2	Use strips only.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N,E,W	885	2	27-S5	F2	Rolling.
" Midway	L	4 ESE;hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE;RR W	800	1	23-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1665	2	39-L4	F3	Clsd winters. Use strips.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-line N, NE, NNE, W, SSW. Irreg atnd winters. Use strips.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February.
Burlington, Wereley	L	1 SE;hwy NE	750	1	20-S1	F1	Rolling.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cassville	L	1.2 ESE;riv SW	627	1	25		Advise use tfc pat over river.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not land strip 13 or tk-off strip 31. P-line S. Use strips.
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd;p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
Colby-Abbotsford		1.2 NNE;RR E					ABANDONED
(PC)Coloma	L	3 NW; hwy 1,2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR,hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC)Corpell	L	2.5 E; hwy S, W	1143	1	22		
Crandon		2.2 SSW; lk E					ABANDONED
Crivitz	P	3.3 WSW,dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	
Delavan, Lake Lawn	L	2.3 E;hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	7	27		N blkd. E/W strip ruf.
DePere, Nicolet	P	0.5 NE	600	2	40-S3	F2	1050' TV tower 4 mi SE.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW;hwy SE	800	2	26-S5	F2	
Eagle River	P	1.3 NW;riv N	1644	2	36-S1	F2	E blkd.
(PC) East Troy	P	0.3 W;bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	L	5 SW;bet hwys	840	2	31		Unattended.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC)Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW;hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW;lks E,S	1410	2	40	F2	N, SE blkd.
WISCONSIN							
Fond du Lac	P	1.9 ENE;hwy S	769	3	31-L4-S5-U	F4	Lgts req after 2200.
(PC)Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd;p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
← Grantsburg	P	2.0 NE	927	2	42-BL4-W		
(P)GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	L	4.5 S; riv E	600	2	40-S1	F2	
Hales Corners	P	0.7 SSE;hwy W	707	1	21-S3	F2	Use strip.
Hayward	P	2.0 NE	1200	2	29-*L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE;RR NW	880	4	23-S3	F3	
(PC) " ROCK COUNTY	P	4.5 SSW;hwy E	807	3	h54-BL4-W	F4	
Kendall	L	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
Kenosha	P	2.0 S; RR W	623	2	30-*L-S3	F2	NW blkd.
(PC) Kohler	P	1 N; hwy S	847	2	28-S5	F3	P-line NW. Rgt tfc rnwys 34, 21. Ruf-caution.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bo-di-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd.
Ladysmith, Rusk County	P	5.5 ENE;riv NW	1230	1	30-S3	F2	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE;hwy E	910	1	20		Unattended.
Lake Mills	L	4.5 NW;hwy S	860	2	17-(S3)	F1	Rolling.
Lake Tomahawk, Delhun's	P	1.8 WNW;hwy N	1550	1	30-BL4-S5-U	F3	P-line N.
Lancaster, Vesperman	L	1.0 ENE	1100	1	18		S blkd.
LAND O' LAKES, King's Gateway	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	L	2.7 WSW	1550	3	31-(S1)	(F2)	Not maintd winter months. E blkd.
(PC)La Pointe, Madeline Island	L	1.2 ENE;hwy NW	646	1	28		
Lone Rock, Tri-County	P	2 NNE;hwy S	717	3	36-L2-S5-W	F2	Code bcn.
(AF, NG)MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4, 6, 7-S2-W	F4	Rds E, NE, 2-way rdo rqrd. Unlgtd TV ant, N, trees SW. Overrun lgts.
" Morey	P	7 WNW, hwy 1 E	928	4	33-S5	F2	S blkd.
(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1610	2	36-S1	F3	
Manitowoc, Kakuk	P	1.6 NNW;RR W	647	2	h38-BL4-S5-U	F4	
(PC)Marshfield	P	2.3 SSW;hwy E	1253	2	h28-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L-(S1)	(F1)	
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLOSED WINTER. Rolling.
Medford	P	1.8 NNE;hwy W	1410	2	16-S1	F2	Not mainted winter months. Use strips. SW blkd.
Menomonie	L	3.2 NE;RR N	895	4	25-(S1)	(F1)	S, SW, W, NW blkd; p-line N, S, E.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
(PC) Milwaukee, Curtiss Wright	P	6 NW;riv W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S;RR E, W	698	4	h67-BL4,5,6,-S5W	F4	P-lines NE, SE, NW. Rnwy 6-24, 4800' open all acft days. Rgt tfc rnwy 1, 6.
" Sky Haven	L	8 WNW;hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd trans acft.
Minocqua	P	3.3 S;hwy W	1590	4	37	F2	E, W blkd. Use strips. Land at own risk. Not mainted winter months.
Minong, Fuliquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-rd E side N,S strip.
Montello, Myrland Farms Skylodge	L	1.5 NNW;lk W	850	1	21-(S1)	(F2)	Closed Dec, Jan., Feb., NW bl.
Nekoosa, Larry's	L	2.5 SW	950	4	30	F1	Use at own risk.
Neenah, Valley	P	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line S E. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE;hwy N, S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE;bet RR hwy	700	2	25-S1	F2	P-lines NE, SW, NW. Not open for public use - emerg use only.
Oilbwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended Nov thru Apr.
Omro, Reds	L	3 N; RR 1E	800	2	18-*L		Use strips.
(PC)Osceola	L	0.5 SE;hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	2	h48-BL4-S5-W	F4	P-lines N, NE, E. Right traffic take-offs, runways 4, 9. Use runways.
Palmyra	L	0.5 NW;hwy E	854	1	21		
Pardeeville	L	0.6 SW;RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S NW blkd; p-lines SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E;hwy S	830	3	22-S5	F2	W end E/W strip soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L-S1-U	F2	
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
" Chaplins	P	1 NNW;RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	L	1.7 SSW;crk N	780	1	24		Unattended.
" Mael	P	1.6 NW;hwy W	820	2	30-S3	F2	P-lines S, W.
"-Manley	L	4.5 SE	800	1	32		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR SW	780	1	24		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. ← New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Racine, Horlick-Racine	P	2 N; RR E	665	3	h44-BL4-S5-W	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	23	F2	N blkd. P-lines SE.
(PC)RHINELANDER-Oneida Co.	P	2.2 WSW;riv SE	1599	2	h39-BL4-S3-W	F3	Use rnwys.
Rice Lake	L	3.9 NNE;Lk W	1150	3	35		SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-S1	F1	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1	F1	S blkd.
River Falls	L	0.5 NW;riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE;hwy W	780	1	19		
(PC)Shawano	P	2.3 ENE;RR S	813	3	40-S5-U	F2	NE, SE blkd; TV ant, W Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N,E,S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	4	h39-BL4-S5	F2	W blkd.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Sparta-Angelo	L	2.2 NE;RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC)Spooner	L	5 NE;RR NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	87	Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
(PC)Sturgeon Bay, Cherryland	P	2.0 WSW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
Three Lakes	L	2.5 ESE	1637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	1	h32		Rgt tfc W. RR crosses E and W ends. Land at own risk. SE blkd; p-line SSW.
Watertown	L	1.2 S; riv W	820	3	h28-BL4-S5	F2	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F2	S blkd.
(PC)Waupaca	L	4 ESE; Riv N,E	860	4	28-(S3)	F2	Atnd week ends.
Waupun	P	2 WSW;hwy N	940	3	25-S3	F2	P-line N. Silos W. Entire fld muddy and soft after hvy rains and during spring thaw.
(P)WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip. P-line N. Rolling.
Wild Rose	L	2.5 NE;riv N	990	2	34		
Wisconsin Rapids, Peterson	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Wonewoc, Castle Rock	L	1.1 NNW;hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
Woodruff, Arbor Vitae	P	3.0 W	1600	2	36-S5-U	F3	W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W. N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6NNW;crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Sensey Pt.	L	9.0 N; lk W	4630	1	16		Use with caution.
(NG, A) CASPER-AIR TERMINAL	P	7.5WNW;hwy SW	5348	4	h90-BL4-S5-U-W	F4	
(NG)CHEYENNE	P	1.0 N; hwy W	6156	3	h91-BL4-S5-W	F4	Avoid hospital E. Overrun lights.
(PC)Cody	P	2.0 ESE; hwy S	5096	2	h54-BL4-S3-U	F4	
Cokeville	L	2.5 SSW; riv E	6250	2	45	(F1)	
Cowley	L	2.0 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL2-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE; riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on field winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5.0 N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn - peak W.
Gillette Arpk		1.7 ESE;RR N					ABANDONED
(PC)GREYBULL	P	2.0 NW; hwy S	3933	3	51-BL4-S5	F3	
Guernsey	L	0.5 SE; RR N	4375	2	32		Ruf. N/S strip rolling.
Hyattville	L	4.4 W; crk S	4400	1	27		
JACKSON	P	9.0 N	6444	2	h63-	F3	Wea. avail June 15 thru Sept. 15. Corral.
Kemmerer	L	1.5NNW;RR S	7282	3	71-BL2		
Lander, Hunt Field	P	1.5 S; riv W	5586	1	h49-BL4-S1-U-W	F2	
(P)LARAMIE, Brees	P	4.0 W; hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld.
Lusk	P	2.9E;RR, hwy S	4960	1	49-BL4-S5-U	F2	
Medicine Bow, 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
(PC) Newcastle-Mondell	P	6.2WNW;RR N	4165	4	h45 B*L4-S1-U	F1	P-lines N and E.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
Pinedale	L	6.0 SSE;hwy N	7200	2	45		
(PC) POWELL	P	8.0 NNW;rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR, hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5493	2	h62-BL4-S3-U	F4	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL2,4,5-S1-W	F4	
Saratoga, Shively	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F4	
Sundance, Schloredt	L	1.8 SW	4855	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4600	3	39-BL2		
Ten Sleep	L	0.8 S; rd NE	4250	1	23		
Thayne, Humphreys	L	2.5 NNE;riv 2 W	6000	1	29		INACTIVE. Use at own risk.
Thermopolis	L	1.0 N; hwy E	4535	2	50		Hill SW. (EMERG ONLY).
(PC) Torrington	P	4.2 S; hwy W	4350	4	37-S1	F1	S, W blkd; p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC) WORLAND	P	3.3 S;canal NW	4201	1	h52-BL4-S5	F3	
" Wostenberg	L	4.0 E; hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5 W; RR S	75	1	h35-S1	91	Use rnwy.
MAYAGUEZ	P	4.0 N; RR W	29	1	h42-L2-W	F1	
Ponce, Mercedita	P	3.0 E; rd S	25	1	h32	F1	ESE blkd. FEE.
SAN JUAN, PUERTO RICO INTERNATIONAL	P	6.0 ESE;Ocn N	9	1	h78-BL6-W	F4	
SAN JUAN-Isla Grande	P	2.0 S; bay W	9	1	h48-BL4-S5-W		80, 100, 115/145 octane fuel avail.
SANTA ISABEL	P	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1.0 W; RR W	50	1	30		W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGIN ISLANDS							
ST. CROIX, Christiansted Hamilton	P	6.5 SW; Sea S	57	1	h40-BL4-W	F3	
ST. THOMAS, Charlotte Amalie, Truman	P	2.0 W	10	1	h42-BL4-S1-W	F3	Hill E. 100' extreme eastern end Rnwy 9-27, closed - marked. Night landings W.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F-fuel octane. → New or revised data. U-UNICOM (122.8 mc). (See Airport Legend Page).

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..--.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

(25 June 57)

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 96. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

(25 June 57)

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

NEWARK CEILING-VISIBILITY EVALUATION PROGRAM: This program, being conducted at Newark Airport by the U.S. Weather Bureau, changed from furnishing threshold contact height estimates to APPROACH LIGHT CONTACT HEIGHT estimates on May 1, 1957. These estimates will be given out only by the CAA local controller on 118.3 mc at the time each pilot reaches the outer marker inbound for a straight-in ILS approach to rnwy 4. Evaluation of the accuracy and usefulness of these estimates is based solely on the report given by the pilot. Therefore it is important for the report "APPROACH LIGHTS" to be given on 118.3 mc the instant the approach lights are sighted. All pilots are urged to visit the project building adjacent to the control tower or telephone the project personnel at MItchell 2-4414 and give their opinion as to whether the approach light contact heights are of more value than the threshold contact lights.

AIRMAN'S GUIDE PRICE CHANGE: Effective July 1, the annual subscription to the Airman's Guide is being reduced to $2.25 domestic ($3.25 foreign). The Flight Information Manual, which was formerly included in the subscription price to the Guide, is NOT included in the new price. However, all subscribers to the Guide will receive written notice from the Superintendent of Documents when the Manual is issued, giving the price and how it may be purchased. The Manual cost is expected to be approximately $0.50, so that the overall cost of Guide and Manual will remain about the same. The separation of the Guide and Manual is for bookkeeping purposes only; the Guide will continue to supplement the Manual as in the past.

(25 June 57)

✓MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective August 1, 1957:

Section 610.14 Green Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Columbus,Ohio LFR	Zanesville,Ohio LF/RBN	2400
Zanesville,Ohio LF/RBN	Wheeling,W.Va. LF/RBN	2600

Section 610.16 Green Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Agua Dulce INT, Tex.	Corpus Christi, Tex.LFR	1800

Section 610.103 Amber Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Cheyenne,Wyo.LFR	Diamond INT,Wyo.	7600

Section 610.108 Amber Civil Airway 8 is amended to delete:

FROM	TO	MEA
Santa Barbara, Calif.LFR	Bradley INT,Calif.	7000

Section 610.271 Red Civil Airway 71 is amended to read in part:

FROM	TO	MEA
Int E crs El Paso,Tex.LFR & SW crs Roswell, N.Mex.LFR	Roswell,N.Mex.LFR	8800

Section 610.630 Blue Civil Airway 30 is amended to read in part:

FROM	TO	MEA
Driscoll INT,Tex.	Corpus Christi, Tex.LFR	1800

Section 610.652 Blue Civil Airway 52 is amended to delete:

FROM	TO	MEA
Bradley INT, Calif.	Fresno,Calif.LFR	7000

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
*Wabasha INT,Wis. *3000 - MRA	Nodine,Wis.VOR	2600
Nodine,Wis.VOR	Lone Rock,Wis.VOR	2600
Elmo INT,Wis. Via N alter.	Nodine,Wis.VOR Via N alter.	2600
Nodine,Wis.VOR Via N alter.	Lone Rock,Wis.VOR Via N alter.	2600

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
West Chester,Pa. VOR	Caldwell,N.J.VOR	2000
Birmingham,Ala. VOR	Muscle Shoals,Ala. VOR	2500

Section 610.6007 VOR Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Birmingham,Ala. VOR	Muscle Shoals,Ala. VOR	2500

Section 610.6008 VOR Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Daggett,Calif. VOR *13000 - MRA	*Silver Lake INT, Calif.	9500
Silver Lake INT, Calif. *13000 - MRA	*Clark INT,Calif.	9500
Clark INT,Calif.	Las Vegas,Nev.VOR	9500

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Texarkana,Ark.VOR	Emmett INT,Ark.	1700
Emmett INT,Ark. *4000 - MRA **1500 - MOCA	*Sparkman INT, Ark.	**3200
Sparkman INT,Ark. *1500 - MOCA	Grapevine INT, Ark.	*3200
Andrews,Md.LFR	Kenton,Del.VOR	1500
Kenton,Del.VOR	Coyle,N.J.VOR	1500

Section 610.6017 VOR Civil Airway 17 is amended to read in part:

FROM	TO	MEA
Waco,Tex.VOR *1900 - MOCA	Riovista INT,Tex.	*2000
Riovista INT,Tex.	Joshua INT,Tex.	2100
Joshua INT,Tex.	Lake Worth INT, Tex.	2000
Lake Worth INT, Tex.	Ft.Worth,Tex.VOR	2400

Section 610.6019 VOR Civil Airway 19 is amended to read in part:

FROM	TO	MEA
Kiowa,Colo.VOR *8000 - MRA	*Grover INT,Colo.	8000
Grover INT,Colo. *8000 - MRA	*State Line INT, Wyo.	8000

Section 610.6020 VOR Civil Airway 20 is amended to read in part:

FROM	TO	MEA
Alice,Tex.VOR	Corpus Christi, Tex.VOR	1800
Spartanburg,S.C. VOR (deletes MRA at Mooresville INT)	Mooresville INT, N.C.	2700

Section 610.6021 VOR Civil Airway 21 is amended to read in part:

FROM	TO	MEA
Daggett,Calif. VOR *13000 - MRA	*Silver Lake INT, Calif.	9500
Silver Lake INT, Calif. *13000 - MRA	*Clark INT,Calif.	9500
Clark INT,Calif.	Las Vegas,Nev.VOR	9500

Section 610.6023 VOR Civil Airway 23 is amended to read in part:

FROM	TO	MEA
Eugene,Ore.VOR Via W alter.	McCoy INT,Ore. Via W alter.	5000
McCoy INT,Ore. Via W alter.	Newberg,Ore.VOR Via W alter.	3000

Section 610.6029 VOR Civil Airway 29 is amended to read in part:

FROM	TO	MEA
Salisbury,Md.VOR	Kenton,Del.VOR	1700
Kenton,Del.VOR	Woodstown,N.J.VOR	1500

Section 610.6037 VOR Civil Airway 37 is amended to read in part:

FROM	TO	MEA
Charlotte,N.C.VOR *2300 - MOCA (deletes MRA at Mooresville INT)	Mooresville INT, N.C.	*2700

Section 610.6038 VOR Civil Airway 38 is amended to read in part:

FROM	TO	MEA
Thayer INT,Ind. *2200 - MOCA	Claypool INT,Ind.	*4000
Claypool INT,Ind.	Ft.Wayne,Ind.VOR	2200

Section 610.6054 VOR Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Texarkana,Ark. VOR *1600 - MOCA	Washington INT, Ark.	*1700
Washington INT, Ark. *4900 - MRA **1700 - MOCA	*Arkadelphia INT, Ark.	**3500
Arkadelphia INT, Ark. *1700 - MOCA	Malvern INT,Ark.	*3500
Muscle Shoals, VOR *4500 - MRA	*Tanner INT,Ala.	2200
Tanner INT,Ala.	Huntsville,Ala.VOR	2200

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
Corpus Christi, Tex.VOR	Kingsville INT, Tex.	1800

Section 610.6082 VOR Civil Airway 82 is amended to read in part:

FROM	TO	MEA
Rochester,Minn. VOR	Nodine,Wis.VOR	2600
Rochester,Minn. VOR Via S alter.	Nodine,Wis.VOR Via S alter.	2500

Section 610.6084 VOR Civil Airway 84 is amended to read in part:

FROM	TO	MEA
Dundee INT,Ill.	Northbrook,Ill.VOR	2200
Northbrook,Ill. VOR *2500 - MRA **2000 - MOCA	*Papi INT,Ill.	**2500

Section 610.6097 VOR Civil Airway 97 is amended to read in part:

FROM	TO	MEA
Lone Rock,Wis.VOR	Nodine,Wis.VOR	2600
Nodine,Wis.VOR *3000 - MRA	*Wabasha INT,Wis.	2600

Section 610.6100 VOR Civil Airway 100 is amended to read in part:

FROM	TO	MEA
Elgin INT,Ill.	Northbrook,Ill.VOR	2200
Northbrook,Ill. VOR *3500 - MRA	*White Fish INT, Ill.	2000

Section 610.6129 VOR Civil Airway 129 is amended to read in part:

FROM	TO	MEA
Lone Rock,Wis.VOR	Nodine,Wis.VOR	2600
Nodine,Wis.VOR	Eau Claire,Wis.VOR	2700

Section 610.6132 VOR Civil Airway 132 is amended to read in part:

FROM	TO	MEA
Cheyenne,Wyo.VOR *8000 - MRA	*Grover INT,Colo.	7300
Grover INT,Colo.	Akron,Colo.VOR	5800

Section 610.6135 VOR Civil Airway 135 is amended to read in part:

FROM	TO	MEA
Needles,Calif.VOR *13000 - MRA	*Searchlight INT, Nev.	8000
Searchlight INT, Nev.	Las Vegas,Nev.VOR	8000

Section 610.6143 VOR Civil Airway 143 is amended to read in part:

FROM	TO	MEA
Charlotte,N.C.VOR Via W alter. *2300 - MOCA (deletes MRA at Mooresville INT)	Mooresville INT,N.C. Via W alter.	2700

Section 610.6144 VOR Civil Airway 144 is amended to read in part:

FROM	TO	MEA
Thayer INT,Ind.	Claypool INT,Ind.	*4000
*2200 - MOCA		
Claypool INT,Ind.	Ft.Wayne,Ind.VOR	2200

Section 610.6147 VOR Civil Airway 147 is amended to read in part:

FROM	TO	MEA
Philadelphia,Pa. ILS loc.	Ardmore INT,Pa.	2500
Ardmore INT,Pa.	Pottstown,Pa.VOR	2000

Section 610.6157 VOR Civil Airway 157 is amended by adding:

FROM	TO	MEA
Miami,Fla.VOR	Cypress INT,Fla.	1300
Cypress INT,Fla.	LaBelle,Fla.VOR	*2000
*1100 - MOCA		
LaBelle,Fla.VOR	Lakeland,Fla.VOR	1500
Lakeland,Fla.VOR	*Webster INT,Fla.	**1500
*2000 - MRA		
**1200 - MOCA		
Webster INT,Fla.	Ocala INT,Fla.	*2000
*1300 - MOCA		
Ocala INT,Fla.	Gainesville,Fla. VOR	*1500
*1200 - MOCA		

Section 610.6159 VOR Civil Airway 159 is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR	Ocala INT,Fla.	*2500
*1700 - MOCA		
(deletes MRA at Ocala INT)		

Section 610.6193 VOR Civil Airway 193 is amended to delete:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Millersburg INT, Ind.	2300
Millersburg INT, Ind.	Keeler,Mich.VOR	2000

Section 610.6199 VOR Civil Airway 199 is amended to read in part:

FROM	TO	MEA
*Agnew,Calif.VOR	Duxburg INT,Calif.	3000
*4500 - MCA Agnew VOR, E-bound		
Duxburg INT, Calif.	Bodega INT,Calif.	4000
Bodega INT,Calif.	*Ft.Ross INT, Calif.	6000
*10500 - MRA		

Section 610.6210 VOR Civil Airway 210 is amended to read in part:

FROM	TO	MEA
Daggett,Calif.VOR	Dawes Station INT, Calif.	8500
Dawes Station INT,Calif.	*Union Pass INT, Ariz.	**15000
*15000 - MRA		
**8000 - MOCA		
Union Pass INT, Ariz.	Valle,Ariz.VOR	19000

Section 610.6217 VOR Civil Airway 217 is amended to read in part:

FROM	TO	MEA
Racine INT,Wis.	Oakwood INT,Wis.	*3000
*2100 - MOCA		

Section 610.6228 VOR Civil Airway 228 is amended to read in part:

FROM	TO	MEA
Northbrook,Ill. VOR	*Bull Head INT,Ill.	2000
*2500 - MRA		

Section 610.6237 VOR Civil Airway 237 is amended to read in part:

FROM	TO	MEA
Needles,Calif. VOR	*Union Pass INT, Ariz.	9000
*15000 - MRA		
Union Pass INT, Ariz.	*Mead INT,Nev.	9000
*7000 - MCA Mead INT, N-bound		

Section 610.6239 VOR Civil Airway 239 is amended by adding:

FROM	TO	MEA
Philadelphia,Pa. ILS loc.	Yardley,Pa.VOR	2000
Yardley,Pa.VOR	Newark,N.J.ILS/LOM	1500

Section 610.6253 VOR Civil Airway 253 is amended to read in part:

FROM	TO	MEA
*Utah Lake,Utah VOR	Tooele INT,Utah	13000
*12000 - MCA Utah Lake VOR, NW-bound		
Tooele INT,Utah	*Timpie INT,Utah	**15000
*15000 - MRA		
**13000 - MOCA		

Section 610.6256 VOR Civil Airway 256 is amended to read in part:

FROM	TO	MEA
Reinholds INT,Pa.	Pottstown,Pa.VOR	2000
Pottstown,Pa.VOR	Yardley,Pa.VOR	1500

Section 610.6267 VOR Civil Airway 267 is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR	*Crescent Lake INT,Fla.	**3000
*3000 - MRA		
**1300 - MOCA		
Crescent Lake INT,Fla.	Roy INT,Fla.	*3000
*1300 - MOCA		

Section 610.6276 VOR Civil Airway 276 is added to read:

FROM	TO	MEA
Yardley,Pa.VOR	Monmouth INT,N.J.	3000

Section 610.6277 VOR Civil Airway 277 is added to read:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Millersburg INT, Ind.	2300
Millersburg INT, Ind.	Keeler,Mich.VOR	2000

Section 610.6606 VOR Civil Airway 1506 is amended to read in part:

FROM	TO	MEA
Elgin INT,Ill.	Northbrook,Ill.VOR	2200
Northbrook,Ill. VOR	*White Fish INT, Ill.	2000
*3500 - MRA		

Section 610.6608 VOR Civil Airway 1508 is amended to read in part:

FROM	TO	MEA
Elgin INT,Ill.	Northbrook,Ill.VOR	2200
Northbrook,Ill. VOR	*White Fish INT, Ill.	2000
*3500 - MRA		

Section 610.6612 VOR Civil Airway 1512 is amended by adding:

FROM	TO	MEA
Daggett,Calif.VOR	Dawes Station INT, Calif.	8500
Dawes Station INT,Calif.	*Union Pass INT,	**15000
*15000 - MRA		
**8000 - MOCA		
Union Pass INT, Ariz.	Valle,Ariz.VOR	19000
Valle,Ariz.VOR	Farmington,N.Mex. VOR	19000

Section 610.6616 VOR Civil Airway 1516 is amended by adding:

FROM	TO	MEA
Valle,Ariz.VOR	Farmington,N.Mex. VOR	19000

Section 610.6622 VOR Civil Airway 1522 is amended to read in part:

FROM	TO	MEA
Doncaster INT, Md.	Washington,D.C. TVOR	*2000
*1500 - MOCA		

✓RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

✓LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

CLB	Carolina Beach, N. C. Radiobeacon (assignment)
CVS	Clovis, N. Mex., Cannon AFB (name change)
CWA	Conway Springs, Kansas, Intersection (name change)
LNI	Lonely, Alaska (change from LNL)
LNL	Land O'Lakes, Wis., Kings Gateway Arpt (assignment)
OKM	Okmulgee, Okla., Okmulgee Arpt (assignment)
BU	Bagotville, Que. (RCAF on-field beacon) (assignment)
EL	Pelly Lake, N. W. T. (name change)
UD	Cutthroat, Nfld. (assignment)

ON REQUEST REPORTING POINTS: The following on-request reporting points are designated, redesignated or cancelled and shall become effective as indicated:

DESIGNATED: Effective immediately

(1) CRESCENT LAKE, FLA. (VHF) INTSXN - the intsxn of the 311° T radial of the Daytona, Fla. VOR & the 354° T radial of the Orlando, Fla. VOR.

DESIGNATED: Effective July 4, 1957

(1) DIXIE (LF) INTSXN - Located at lat 36-07-00N, long. 124-51-00W.

(2) WAUNA, ORE. (LF) INTSXN - the intsxn of the 052°T bearing to Toledo, Wash. LFR and the 132°T bearing to the Portland, Ore. LFR.

DESIGNATED: Effective August 1, 1957

(1) ABBEVILLE, MISS. (VHF) INTSXN - the intsxn of the 145°T radial of the Memphis, Tenn. VOR and the 027°T radial of the Greenwood, Miss. VOR.

(2) ARDMORE, PA. (VHF) INTSXN - the intsxn of the 173°T radial of the Allentown, Pa., VOR and the 074°T radial of the West Chester, Pa. VOR.

(3) ARKADELPHIA, ARK. (VHF) INTSXN - the intsxn of the 347°T radial of the El Dorado, Ark. VOR and the 053°T radial of the Texarkana, Ark. VOR.

(4) BILLOW, ARK. (VHF) INTSXN - the intsxn of the 322°T radial of the Memphis, Tenn. VOR and the 230°T radial of the Dyersburg, Tenn. VOR.

(5) CLARK, CALIF. (VHF) INTSXN - the intsxn of the 311°T radial of the Needles, Calif. VOR and the 227°T radial of the Las Vegas, Nevada VOR.

(6) CLIFTON, TENN. (VHF) INTSXN - the intsxn of the 104°T radial of the Jack's Creek, Tenn. VOR and the 234°T radial of the Graham, Tenn. VOR.

(7) COBURN, PA. (VHF) INTSXN - the intsxn of the 227°T radial of the Williamsport, Pa. VOR and the 098°T radial of the Philipsburg, Pa. VOR.

(8) COLDWATER, MISS. (VHF) INTSXN - the intsxn of the 160°T radial of the Memphis, Tenn. VOR and the 102°T radial bearing from the Bruins, Ark. Rbn.

(9) DAWES STATION, CALIF. (VHF) INTSXN - the intsxn of the 078°T radial of the Daggett, Calif. VOR and the 289°T radial of the Needles, Calif. VOR.

(10) DUXBURY, CALIF. (VHF) INTSXN - the intsxn of the 163°T radial of the Point Reyes, Calif. VOR and the 304°T radial of the Agnew, Calif. VOR.

(11) EASTWOOD, TEXAS (VHF) INTSXN - the intsxn of the 168°T radial of the San Antonio, Texas VOR and the 091°T bearing from Kelly, Texas LFR.

(12) EDDY, TEXAS (VHF) INTSXN - the intsxn of the 181°T radial of the Waco, Texas VOR and the 249°T bearing to Gray, Texas Rbn.

(13) EDMONDSON, ARK. (LF & VHF) INTSXN - the intsxn of the W crs of the Memphis, Tenn. ILS lclzr and the 001°T bearing from the Bruins, Ark. Rbn.

(14) EUDORA, MISS. (VHF) INTSXN - the intsxn of the 224°T radial of the Memphis, Tenn. VOR and the 111°T bearing from the Bruins, Ark. Rbn.

(15) GAINESVILLE, TENN. RBN.

(16) GILMORE, ARK. (VHF) INTSXN - the intsxn of the 322°T radial of the Memphis, Tenn VOR and the 195°T radial of the Malden, Mo. VOR.

(17) GROVER, COLO. (VHF) INTSXN - the intsxn of the 006°T radial of the Kiowa, Colo. VOR and the 131°T radial of the Cheyenne, Wyo. VOR.

(18) JERICHO, ARK. (VHF) INTSXN - the intsxn of the 322°T radial of the Memphis, Tenn VOR and the 225°T radial of the Dyersburg, Tenn. VOR.

(19) JOINER, ARK. (VHF) INTSXN - the intsxn of the 345°T radial of the Memphis, Tenn. VOR and the 230°T radial of the Dyersburg, Tenn. VOR.

(20) MESQUITE, TEXAS (VHF) INTSXN - the intsxn of the 135°T radial of the Dallas, Texas VOR and the 056°T radial of the Britton, Tex. VOR.

(21) MISSION, TEXAS (VHF) INTSXN - the intsxn of the 042°T radial of the San Antonio, Texas VOR and the 353°T bearing from the La Vernia, Texas Rbn.

(22) MONMOUTH, N. J. (VHF) INTSXN - the intsxn of the 098°T radial of the Yardley, Pa. VOR and the 031°T radial of the Coyle, N. J. VOR.

(23) MT. PLEASANT, MISS. (VHF) INTSXN - the intsxn of the 099°T radial of the Memphis Tenn. VOR and the 150°T bearing from the Navy Memphis, Tenn. LFR.

(24) NAVY MEMPHIS, TENN. LFR.

(25) NEWARK, TEXAS (VHF) INTSXN - the intsxn of the 137°T radial of the Ft. Worth, Texas VOR and the 060°T radial of the Mineral Wells, VOR.

(26) PERRY, TEXAS (VHF) INTSXN - the intsxn of the 130°T radial of the Waco, Texas VOR and the 036°T bearing from the Prairie Hill, Texas Rbn.

(27) RANDOLPH, TENN. (VHF) INTSXN - the intsxn of the 360°T radial of the Memphis, Tenn. VOR and the 215°T radial of the Dyersburg, Tenn. VOR.

(28) SABINAL, TEXAS (VHF) INTSXN - the intsxn of the 344°T radial of the Cotulla, Tex. VOR and the 271°T bearing from Somerset, Texas Rbn.

(29) SATTLER, TEXAS (VHF) INTSXN - the intsxn of the 057°T radial of the San Antonio, Texas VOR and the 353°T bearing from the La Vernia, Texas Rbn.

(30) SHERIDAN, ARK. (VHF) INTSXN - the intsxn of the 197°T radial of the Little Rock, Ark. VOR and the 275°T radial of the Pine Bluff, Ark. VOR.

(31) SPARKMAN, ARK. (VHF) INTSXN - the intsxn of the 347°T radial of the El Dorado, Ark. VOR and the 067°T radial of the Texarkana, Ark. VOR.

(32) TOOELE, UTAH (VHF) INTSXN - the intsxn of the 194°T radial of the Ogden, Utah, VOR and the 315°T radial of the Utah Lake, Utah VOR.

(33) UNION PASS, ARIZ. (VHF) INTSXN - the intsxn of the 078°T radial of the Daggett, Calif. VOR and the 004°T radial of the Needles, Calif. VOR.

(34) VALLEY FORGE, PA. (VHF) INTSXN - the intsxn of the 143°T radial of the Pottstown, Pa. VOR and the 047°T radial of the West Chester, Pa. VOR.

(35) WACO, N. C. (VHF) INTSXN - the intsxn of the 329°T radial of the Charlotte, N. C. VOR and the 059°T radial of the Spartanburg, S. C. VOR.

(36) WARSAW, NEW YORK (VHF) INTSXN - the intsxn of the 124°T radial of the Buffalo, N. Y. VOR and the 223°T radial of the Rochester, N. Y. VOR.

(37) WATER VALLEY, TENN. (VHF) INTSXN - the intsxn of the 071°T radial of the Graham Tenn. VOR and the 338°T radial of the Huntsville, Ala. VOR.

(38) WELLAND, ONTARIO (VHF) INTSXN - the intsxn of the 274°T radial of the Buffalo, N. Y. VOR and the 162°T radial of the Toronto, Ontario VOR.

(39) WHITNEY, TEXAS (VHF) INTSXN - the intsxn of the 353°T radial of the Waco, Texas VOR and the 215°T radial of the Britton, Texas VOR.

REDESIGNATED: Effective July 1, 1957

(1) JESSEY, MASS. (VHF) INTSXN - the intsxn of the 252°T radial of the Nantucket, Mass. VOR and the 007°T bearing toward Martha's Vineyard, Mass. Rbn.

REDESIGNATED: Effective July 4, 1957

(1) AMES, IOWA (VHF) INTSXN - the intsxn of the 136°T radial of the Ft. Dodge, Iowa VOR and the 008°T radial of the Des Moines, Iowa, VOR.

(2) ELK, S. DAK. (VHF) INTSXN - the intsxn of the 251°T radial of the Rapid City, S. Dak. VOR and the 338°T radial of the Chadron, Nebr. VOR.

(3) FAIRBURN, S. DAK. (VHF) INTSXN - the intsxn of the 189°T radial of the Rapid City, S. Dak. VOR and the 250°T radial of the Philip, S. Dak. VOR.

(4) KEYSTONE, S. DAK. (VHF) INTSXN - the intsxn of the 251°T radial of the Rapid City, S. Dak. VOR and the 360°T radial of the Chadron, Nebr. VOR.

(5) LORETTO, MINN. (VHF) INTSXN - the intsxn of the 242° T radial of the Minneapolis, Minn. VOR and the NW course of the Minneapolis, Minn. ILS localizer.

(6) MARSHALL, MO. (VHF) INTSXN - the intsxn of the 276°T radial of the Columbia, Mo. VOR and the 231°T radial of the Macon, Mo. VOR.

(7) SEMINOLE, FLA. (VHF) INTSXN - the intsxn of the 138°T radial of the La Belle, Fla. VOR and the 092°T radial of the Ft. Myers, Fla. VOR.

(8) TUTTLE, KANSAS (VHF) INTSXN - the intsxn of the 084°T radial of the Lamar, Colo. VOR and the 295°T radial of the Garden City, Kansas VOR.

(9) WASHINGTON, ARK. (VHF) INTSXN - the intsxn of the 052°T radial of the Texarkana, Ark. VOR and the 307°T radial of the El Dorado, Ark. VOR.

REDESIGNATED: Effective August 1, 1957

(1) ANTELOPE, TEXAS (VHF) INTSXN - the intsxn of the092°T radial of the El Paso, Tex. VOR and the 115°T radial of the Newman, Texas VOR.

(2) AUBURN, N. H. (VHF) INTSXN - the intsxn of the 051°T radial of the Gardner, Mass. VOR and the 151°T radial of the Concord, N. H. VOR.

(3) BELLE MEAD, N. J. (VHF) INTSXN - the intsxn of the 293°T radial of the Colts Neck, N. J. VOR and the 047°T radial of the West Chester, Pa. VOR.

(4) BENNETT, COLO. (VHF) INTSXN - the intsxn of the 101°T radial of the Denver, Colo VOR and the 039°T radial of the Kiowa, Colo. VOR and the 238°T radial of the Akron, Colo. VOR.

(5) BULL HEAD, ILL. (VHF) INTSXN - the intsxn of the 109°T radial of the Northbrook, Ill VOR and the 358°T radial of the Chicago Heights, Ill. VOR.

(6) CADOTT, WIS. (VHF) INTSXN - the intsxn of the 010°T radial of the Nodine, Wis. VOR and the 092°T radial of the Eau Claire, Wis. VOR.

(7) CLIVE, IOWA (VHF) INTSXN - the intsxn of the 338°T radial of the Des Moines, Iowa, VOR and the NW crs of the Des Moines, Iowa ILS lclzr.

(8) CREOLE, LA. (VHF) INTSXN - the intsxn of the SE crs of the Baton Rouge, La. ILS lclzr and the 092°T radial of the Baton Rouge, La. VOR.

(9) DALEVILLE, VA. (VHF) INTSXN - the intsxn of the 057°T radial of the Pulaski, Va. VOR and the 357°T radial of the Roanoke, Va. VOR.

(10) DU PAGE, ILL. (VHF) INTSXN - the intsxn of the 238°T radial of the Northbrook, Ill. VOR and the 317°T radial of the Naperville, Ill. VOR.

(11) DUNDEE, ILL. (VHF) INTSXN - the intsxn of the 238°T radial of the Northbrook, Ill. VOR and the 340°T radial of the Naperville, Ill. VOR.

(12) ELGIN, ILL. (VHF) INTSXN - the intsxn of the 273°T radial of the Northbrook, Ill. VOR and the 340°T radial of the Naperville, Ill. VOR.

(13) INGLESIDE, MD. (VHF) INTSXN - the intsxn of the 244°T radial of the Kenton, Del. VOR and the 100°T radial of the Baltimore, Md. VOR.

(14) JOSHUA, TEXAS (VHF) INTSXN - the intsxn of the 264°T radial of the Britton, Texas VOR and the S crs of the Ft. Worth (Meacham) Texas ILS lclzr.

(15) LAKE WORTH, TEXAS (VHF) INTSXN - the intsxn of the 081°T radial of the Mineral Wells, Tex. VOR and the 157°T radial of the Ft. Worth, Tex. VOR.

(16) MT. HOLLY, N. C. (VHF) INTSXN - the intsxn of the 005°T radial of the Charlotte, N. C. VOR and the 091°T radial of the Asheville, N. C. VOR.

(17) NEPTUNE, MICH. (VHF) INTSXN - the intsxn of the 109°T radial of the Northbrook,

Ill. VOR and the 256°T radial of the Keeler, Mich, VOR.

(18) OCALA, FLA. (VHF) INTSXN - the intsxn of the 125°T radial of the Cross City, Fla. VOR and the 169°T radial of the Gainesville, Fla. VOR.

(19) PAPI, ILL. (VHF) INTSXN - the intsxn of the 078°T radial of the Northbrook, Ill. VOR and the 358°T radial of the Chicago Heights, Ill. VOR.

(20) PLAINFIELD, N. J. (VHF) INTSXN - the intsxn of the 114°T radial of the Stroudsburg Pa. VOR and the SW crs of the Teterboro, N. J. ILS lclzr.

(21) PORT MADISON, WASH. (VHF) INTSXN - the intsxn of the 019°T radial of the Olympia Wash. VOR and the 330°T radial of the Seattle, Wash. VOR.

(22) RINGOES, N. J. (VHF) INTSXN - the intsxn of the 282°T radial of the Colts Neck, N. J. VOR and the 047°T radial of the West Chester, Pa. VOR.

(23) RIOVISTA, TEXAS (VHF) INTSXN - the intsxn of the 225°T radial of the Britton, Tex VOR and the 353°T radial of the Waco, Tex. VOR.

(24) ROSEDALE, WASH. (VHF) INTSXN - the intsxn of the 019°T radial of the Olympia, Wash. VOR and the 247°T radial of the Seattle, Wash. VOR.

(25) SEARCHLIGHT, NEV. (VHF) INTSXN - the intsxn of the 068°T radial of the Daggett, Calif. VOR and the 156°T radial of the Las Vegas, Nev. VOR.

(26) SHABBONA, ILL. (VHF) INTSXN - the intsxn of the 238°T radial of the Northbrook, Ill. VOR and the 269°T radial of the Naperville, Ill. VOR.

(27) SOMERSET, N. J. (VHF) INTSXN - the intsxn of the 227°T radial of the Caldwell, N. J. VOR and the 114°T radial of the Stroudsburg, Pa. VOR.

(28) TULALIP, WASH. (VHF) INTSXN - the intsxn of the 019°T radial of the Olympia, Wash. VOR and the 169°T radial of the Bellingham, Wash. VOR.

(29) WARRINGTON, PA. (VHF) INTSXN - the intsxn of the 083°T radial of the Pottstown, Pa. VOR and the 047°T radial of the West Chester, Pa. VOR.

(30) WEBSTER, FLA. (VHF) INTSXN - the intsxn of the 039°T radial of the Tampa, Fla. VOR and the 349°T radial of the Lakeland, Fla. VOR.

(31) WHITE FISH, ILL. (VHF) INTSXN - the intsxn of the 093°T radial of the Northbrook, Ill. VOR and the 013°T radial of the Chicago Heights, Ill. VOR.

RENAMED: Effective August 1, 1957

(1) KYLE, TEXAS (VHF) INTSXN - the intsxn of the 057°T radial of the San Antonio, Tex. VOR and the 207°T radial of the Austin, Tex. VOR.

CANCELLED: Effective August 1, 1957

(1) AIKEN, S. C. Rbn

(2) CHATHAM, N. J. (VHF) INTSXN - the intsxn of the 097°M radial of the Allentown, Pa. VOR with the Caldwell, N. J. VOR direct radial to the Belle Mead, N. J. Intsxn.

(3) CITY, ARK. (LF) INTSXN - the intsxn of the W crs of the Little Rock, Ark. LFR and the 340°M bearing from the Little Rock, Ark. ILS/LOM.

(4) CLIFTON FORGE, VA. (VHF) INTSXN - the intsxn of the 260°M radial of the Montebello, Va. VOR and the 005°M bearing from the Roanoke, Va. LFR on the Roanoke LFR direct bearing to the Elkins LFR.

(5) CORNUDAS, TEXAS (VHF) INTSXN - the intsxn of the 091°T radial of the Newman, Tex VOR and the 322°T radial of the Hudspeth, Tex. VOR.

(6) HOLLY SPRINGS, MISS. (VHF) INTSXN - the intsxn of the 125°M radial of the Memphis, Tenn. VOR and the 016°M radial of the Greenwood, Miss. VOR.

(7) LANSING, ILL. (LF) INTSXN - the intsxn of the SE crs of the Chicago, Ill. LFR and the W crs of the Goshen, Ind. LFR.

(8) MESQUITE, TEXAS (LF) INTSXN - the intsxn of the 135°T radial of the Dallas, Texas VOR and the E crs of the Dallas, Tex. LFR.

(9) ORANGE, N. J. (LF) INTSXN - the intsxn of the NW crs of the Idlewild, N. Y. LFR and the front crs of the Teterboro, N. J. ILS localizer.

(10) SARDIS, MISS. (LF) INTSXN - the intsxn of the 135°M bearing from the Bruins, Ark. Rbn and the S crs of the Memphis, Tenn. LFR.

(11) SHERMAN, MISS. (LF) INTSXN - the intsxn of the 120°M bearing from the Memphis, Tenn. LFR and the 245°M bearing from the Muscle Shoals, Ala. LFR.

(12) TURRELL, TENN. (VHF) INTSXN - the intsxn of the 310°M radial of the Memphis, Tenn. VOR and the 225°M radial of the Dyersburg, Tenn. and the 190°M radial of the Malden, Mo. VOR.

(13) WAVERLY, ARK. (LF & VHF) INTSXN - the intsxn of the W crs of the Memphis, Tenn ILS localizer and the020°M bearing from the Bruins, Ark. Rbn.

(14) WINGS, PA. (VHF) INTSXN - the intsxn of the 173°T radial of the Allentown, Pa. VOR and the 051°T radial of the West Chester, Pa. VOR.

✓CONTROL AREA EXTENSION AND REPORTING POINTS: Effective July 15, 1957, unless otherwise advised, the following control area extension and reporting points are amended in whole or in part as follows:

CONTROL AREA EXTENSION: (Wilmington, N. C.) is amended to read: "That area within a 5-mile radius circle of the Wilmington, N. C., (Carolina Beach), nondirectional radio beacon including the area bounded on the W by a line tangent to the circumference of this circle extending to the circumference of a circle 15 miles in radius centered at lat 30-24-00, long. 79-05-30 thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, and bounded on the E by a line tangent to the circumference of the 5-mile radius circle centered on the Wilmington (Carolina Beach) nondirectional radio beacon extending to the circumference of a circle 35 miles in radius centered at lat 30-24-00, long. 79-05-30, thence to the circumference of a circle 5 miles in radius centered on the West Palm Beach, Fla., radio range station, excluding the portion below 2000 ft mean sea level which lies outside of the continental limits of the United States."

OTHER REPORTING POINTS: Amended by changing the following reporting points to read:

(1) Azalea Int: "The intersection of the SE course of the Charleston, S. C. radio range and a line bearing 195°T from the Wilmington (Carolina Beach), N. C. nondirectional radio beacon."

(2) Gateway Int: "The intersection of the E course of the Jacksonville, Fla., radio range and a line bearing 195°T from the Wilmington (Carolina Beach), N. C., nondirectional radio beacon."

(3) Snapper Int: "The intersection of the NE course of the Melbourne, Fla., radio range and a line bearing 14°T from West Palm Beach, Fla., radio range station."

✓CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective August 1, 1957, unless otherwise advised, the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Green civil airway No. 4 (Los Angeles, Calif., to Philadelphia, Pa.) is amended by changing portion which reads: "Columbus, Ohio, radio range station; Wheeling, W. Va., nondirectional radio beacon;" to read: "Columbus, Ohio, radio range station; Zanesville, Ohio, nondirectional radio beacon; Wheeling, W. Va., nondirectional radio beacon;"

(2) Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.) is amended by changing the first portion to read: "From the Los Angeles, Calif., radio range station via the intersection of the west course of the Los Angeles, Calif., radio range and the southeast course of the Camarillo, Calif., radio range; Camarillo, Calif., radio range station to the Santa Barbara, Calif., radio range station."

(3) Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.) is revoked.

(4) VOR civil airway No. 2 (Seattle, Wash., to Boston, Mass.) is amended by changing the portion which reads: "La Crosse, Wis., omnirange station, including a north alternate;" to read: "Nodine, Minn., omnirange station, including a north alternate;" (Note: Changed name of La Crosse VOR to Nodine VOR.)

(5) VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine.) is amended by changing the portion which reads: "West Chester, Pa., omnirange station; intersection of the West Chester omnirange 051°T and the Caldwell omnirange 217°T radials; Caldwell, N. J., omnirange station;" to read: "West Chester, Pa., omnirange station; Caldwell, N. J., omnirange station;" (Note: Removed dog-leg from V3 between the West Chester VOR and The Caldwell VOR.)

(6) VOR civil airway No. 8 (Long Beach, Calif., to Washington, D. C.) is amended by changing the portion which reads: "Akron, Colo., omnirange station, including a south alternate via the intersection of the Denver omnirange 101°T and the Akron omnirange 242°T radials;" to read: "Akron, Colo., omnirange station, including a south alternate via the intersection of the Denver omnirange 101°T and the Akron omnirange 238°T radials;" (Note: Minor redesignation of V8S between Denver VOR and Akron VOR.)

(7) VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.) is amended by changing the portion which reads: "Dover, Del., omnirange station via the Dover omnirange 244°T radial;" to read: "Kenton, Del., omnirange station via the Kenton omnirange 244°T radial;" (Note: Changed name of Dover VOR to Kenton VOR.)

(8) VOR civil airway No. 17 (Laredo, Tex., to Goodland, Kans.) is amended by changing the portion which reads: "intersection of the Waco omnirange 352°T and the Fort Worth omnirange 159°T radials;" to read: "point of intersection of the Fort Worth, Tex., (Meacham Field) ILS localizer south course with the Britton, Tex., omnirange 264°T radial;" (Note: Minor redesignation of V17 between Waco VOR and Fort Worth VOR.)

(9) VOR civil airway No. 29 (Salisbury, Md., to United States - Canadian Border.) is amended by changing the portion which reads: "Dover, Del., omnirange station;" to read: "Kenton, Del., omnirange station;" (Note: Changed name of Dover VOR to Kenton VOR.)

(10) VOR civil airway No. 82 (Minneapolis, Minn., to La Crosse, Wis.) is amended by changing the portion which reads: "to the La Crosse, Wis., omnirange station, including a S alternate." to read" "to the Nodine, Minn., omnirange station, including a S alternate." (Note: Changed name of La Crosse VOR to Nodine VOR.)

(11) VOR civil airway No. 84 (Shabbona, Ill., to Buffalo, N. Y.) is amended by changing the portion which reads: "That airspace over United States territory from the point of the Moline, Ill., omnirange)88°T and the Wheeling omnirange 238°T radials via the Wheeling, Ill., omnirange station;" to read: "That airspace over United States territory from the point of intersection of the Moline, Ill., omnirange 088°T and the Northbrook omnirange 238°T radials via the Northbrook, Ill., omnirange station;" (Note: Changed name of Wheeling VOR to Northbrook VOR.)

(12) VOR civil airway No. 97 (Miami, Fla., to Minneapolis, Minn.) is amended by changing the portion which reads: "La Crosse, Wis., omnirange station: intersection of the La Crosse omnirange 311°T radial and the Minneapolis-St. Paul International airport ILS 121°T localizer course;" to read: "Nodine, Minn., omnirange station; intersection of the Nodine omnirange 311°T radial with the Minneapolis-St. Paul International airport ILS localizer 121°T course;" (Note: Changed name of La Crosse VOR to Nodine VOR.)

(13) VOR civil airway No. 100 (North Platte, Nebr., to Detroit, Mich.) is amended by changing the portion which reads: "Wheeling, Ill., omnirange station; intersection of the Wheeling omnirange 093°T and the Keeler omnirange 271°T radials;" to read: "Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093°T and the Keeler omnirange 271°T radials;" (Note: Changed name of Wheeling VOR to Northbrook VOR.)

(14) VOR civil airway No. 129 (Rockford, Ill., to Eau Claire, Wis.) is amended by changing the portion which reads: "La Crosse, Wis., omnirange station;" to read: "Nodine, Minn., omnirange station;" and by changing the portion which reads: "the Lone Rock omnirange 162° T radials;" to read: "the Lone Rock omnirange 164°T radials;" (Note: Changed name of La Crosse VOR to Nodine VOR. Changed Lone Rock 162°T radial to 164°T radial to retain three-way intersection at Freeport Intersection.)

(15) VOR civil airway No. 157 (Miami, Fla. to Richmond, Va.) caption changed and a new first portion added to read: "From the Miami, Fla., omnirange station via the La Belle, Fla, omnirange station; Lakeland, Fla., omnirange station; to the Gainesville, Fla., omnirange station." (Note: Added new portion to V157 from Miami VOR to Gainesville VOR.)

(16) VOR civil airway No. 193 (Keeler, Mich., to Traverse City, Mich.) is amended to read: "From the Keeler, Mich., omnirange station via the Pullman, Mich., omnirange station; Grand Rapids, Mich., Kent County Airport, ILS outer marker; White Cloud, Mich., omnirange station; to the Traverse City, Mich., radio range station." (Note: Revoked portion of V193 between Fort Wayne VOR and Keeler VOR and renumbered it V277.)

(17) VOR civil airway No. 228 (Wheeling, Ill., to South Bend, Ind.) is amended to read: "From the Northbrook, Ill., omnirange station to the South Bend, Ind., omnirange station." (Note: Changed name of Wheeling VOR to Northbrook VOR.)

(18) VOR civil airway No. 239 (Wildwood, N. J. to Newark, N. J.) caption changed and new last portion added to read: "From the Philadelphia, Pa., International Airport ILS localizer via the Yardley, Pa., omnirange station; to the Newark, N. J., Airport ILS outer marker." (Note: Added new portion to V239 from Philadelphia ILS localizer to Newark ILS/LOM.)

(19) VOR civil airway No. 256 (Reinhold, Pa., to Yardley, Pa.) is amended to read: "From the point of intersection of the West Chester, Pa., omnirange 314°T and the Allentown, Pa., omnirange 228°T radials via the Pottstown, Pa., omnirange station; to the Yardley, Pa., omnirange station." (Note: Added Yardley VOR to V256)

(20) VOR civil airway No. 273 (Downsville, N. Y. to Syracuse, N. Y.) is amended by changing the portion which reads: "Binghamton, N. Y. omnirange 071°T" to read: "Binghamton, N. Y., omnirange 070°T"

(21) VOR civil airway No. 275 is added to read: "(unassigned)"

(22) VOR civil airway No. 276 (Yardley, Pa., to Monmouth, N. J.) is added to read: "From the Yardley, Pa., omnirange station to the point of intersection of the Yardley omnirange 098°T radial with the Coyle, N. J., omnirange direct radial to the Idlewild, N. Y. omnirange station." (Note: New airway)

(23) VOR civil airway No. 277 (Fort Wayne, Ind., to Keeler, Mich.) is added to read: "From the Fort Wayne, Ind., omnirange station via the Keeler, Mich., omnirange station." (Note: New airway. Portion Fort Wayne VOR to Keeler VOR was formerly a part of V193.)

(24) VOR civil airway No. 1506 (San Francisco, Calif., to Washington, D. C.) is amended by changing the portion which reads: "Wheeling, Ill., omnirange station; intersection of the Wheeling omnirange 093°T and the Keeler omnirange 271°T radials;" to read: "Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093°T and the Keeler omnirange 271°T radials;" (Note: Changed name of Wheeling VOR to Northbrook VOR.)

(25) VOR civil airway No. 1508 (Los Angeles, Calif., to New York, N. Y.) is amended by changing the portion which reads: "Wheeling, Ill., omnirange station; intersection of the Wheeling omnirange 093°T and the Keeler omnirange 271°T radials;" to read: "Northbrook, Ill., omnirange station; intersection of the Northbrook omnirange 093°T and the Keeler omnirange 271° T radials;" (Note: Changed name of Wheeling VOR to Northbrook VOR.)

(26) VOR civil airway No. 1512 (Los Angeles, Calif., to New York, N. Y.) is amended by changing the first portion to read: "From the Los Angeles, Calif., omnirange station via the intersection of the Los Angeles omnirange 057°T and the Daggett omnirange 235°T radials; Daggett, Calif., omnirange station; Valle, Ariz., omnirange station; to the Farmington, N. Mex., omnirange station" (Note: Added new portion to V1512 from Daggett VOR to Farmington VOR.)

(27) VOR civil airway No. 1516 (San Francisco, Calif., to Washington, D. C.) is amended by adding a new middle portion to read: "From the Valle, Ariz., omnirange station to the Farmington, N. Mex., omnirange station." (Note: Added new portion to V1516 from Valle VOR to Farmington VOR.)

CONTROL AREAS:

(1) Blue civil airway No. 52 (Paso Robles, Calif., to Fresno, Calif.) is revoked.

(2) VOR civil airway No. 45 (Charleston, W. Va., to Lansing, Mich.) is amended to read: "All of VOR civil airway No. 45."

(3) VOR civil airway No. 57 (Evergreen, Ala., to York, Ky.) is amended to read: "All of VOR civil airway No. 57."

(4) VOR civil airway No. 157 (Miami, Fla., to Richmond, Va.) is amended to read: "All of VOR civil airway No. 157."

(5) VOR civil airway No. 193 (Keeler, Mich., to Traverse City, Mich.) is amended to read: "All of VOR civil airway No. 193."

(6) VOR civil airway No. 239 (Wildwood, N. J. to Newark, N. J.) is amended to read: "All of VOR civil airway No. 239."

(7) VOR civil airway No. 256 (Reinholds, Pa., to Yardley, Pa.) is amended to read: "All of VOR civil airway No. 256."

(8) VOR civil airway No. 275 is added to read: "(unassigned)"

(9) VOR civil airway No. 276 (Yardley, Pa., to Monmouth, N. J.) is added to read: "All of VOR civil airway No. 276."

(10) VOR civil airway No. 277 (Fort Wayne, Ind., to Keeler, Mich.) is added to read: "All of VOR civil airway No. 277."

CONTROL AREA EXTENSIONS:

(1) (Dayton, Ohio) is revoked.

(2) (Columbia, S. C.) is amended by changing the words which read: "on the SW by Red civil airway No. 10" to read: "on the SW by VOR civil airway No. 18" (Note: Due to revocation portion of Red 10 - Augusta, Ga., to Charleston, S. C.)

(3) (La Crosse, Wis.) is amended by changing the name of the facility "La Crosse omnirange station." to read: "Nodine, Minn., omnirange station."

(4) (Rocky Mount, N. C.) is added to read: "Within 5 miles either side of the 083°T radial of the Rocky Mount omnirange extending from the omnirange station to a point 15 miles E."

(5) (Gainesville, Fla.) is added to read: "That airspace within a 15 mile radius of the Gainesville Municipal Airport."

CONTROL ZONES:

(1) Five mile radius zones is amended by deleting the following airport: "Goldsboro, N.C.: Seymour-Johnson AFB."

(2) (Newark, N. J.) is amended to read: "Within a 5 mile radius of Newark Municipal Airport including the area encompassed between tangent line extending from this 5 mile radius zone to but not including the Teterboro, N. J., five mile radius control zone; within 2 miles either side of the Newark ILS localizer front course extending from the localizer to a point 10 miles SW of the ILS outer marker."

(3) (Columbus, Ohio) is amended to read: "Within a 5 mile radius of the Port Columbus Municipal Airport and within a 5 mile radius of the Lockbourne, Ohio Air Force Base including the airspace within 2 miles either side of a direct line extending from the Columbus radio range station to the Lockbourne AFB."

(4) (Dayton, Ohio) is amended by deleting the portion which reads: "and extending 2 miles either side of the 360°T radial of the Dayton omnirange from the omnirange station to a point 10 miles N of the omnirange station."

(5) (Ogden, Utah) is amended to read: "Within a 5 mile radius of Hill Air Force Base, Ogden, Utah, including the airspace within a 5 mile radius of the Ogden Municipal Airport, and within 2 miles either side of the 345°T and 166°T radials of the Ogden omnirange extending to a point 10 miles N of the omnirange station and southward to the Layton, Utah, fan marker."

(6) (La Crosse, Wis.) is amended by changing the name of the facility "La Crosse omnirange" to read: "Nodine, Minn., omnirange."

(7) (Fort Bragg, N. C.) is amended by adding the following sentence to present control zone: "The portion of this control zone which overlaps Restricted area R-115 is excluded."

(8) (Goldsboro, N. C.) is added to read: "Within a 5 mile radius of Seymour-Johnson Air Force Base, Goldsboro, N. C., and within 2 miles either side of a line extending from the Air Force Base to a point 2 miles SW of the AFB nondirectional radio beacon."

(9) (Rocky Mount, N. C.) is added to read: "Within a 5 mile radius of the Rocky Mount Airport and within 2 miles either side of the 263°T and 083°T radials of the Rocky Mount omnirange extending from the five mile radius zone to a point 10 miles E of the omnirange station."

REPORTING POINTS:

(1) Green civil airway No. 4 (Los Angeles, Calif. to Philadelphia, Pa.) is amended by deleting the following reporting point: "the intersection of the E course of the Columbus, Ohio, radio range and the SW course of the Akron, Ohio, radio range;" and by substituting the following in lieu thereof: "Zanesville, Ohio, nondirectional radio beacon;"

(2) Blue civil airway No. 52 (Paso Robles, Calif. to Fresno, Calif.) is revoked.

VOR REPORTING POINTS:

(1) VOR domestic reporting points is amended by adding the following reporting points: (a) Northbrook, Ill., omnirange stn; (b) Valle, Ariz., omnirange stn; (c) Fort Dodge, Iowa, omnirange stn (depict for aircraft operating below 15, 200 ft); (d) Macon, Mo., omnirange stn (depict for aircraft operating below 15, 200 ft); (e) Dubuque, Iowa, omnirange stn; (e) Nodine, Minn., omnirange stn.

(2) VOR domestic reporting points is amended by revoking the following reporting points: (a) Wheeling, Ill., omnirange stn; (b) La Crosse, Wis., omnirange stn.

HOLDING PATTERNS: The following holding patterns are designated, redesignated, cancelled, or revised and shall become effective August 1, 1957:

DESIGNATED - NON-STANDARD:

(1) EL PASO, TEXAS (LFR) INTSXN - direction of holding - E on E crs; direction of turns - left; time - 1 minute; minimum alt 6500'.

(2) EL PASO, TEXAS (VOR) INTSXN - direction of holding - E on 092°T radial; direction of turns - left; time - 1 minute; minimum alt 6500'.

(3) GAINESVILLE, TENN. (RBN) INTSXN - direction of holding - NE on 068°T bearing from Rbn; direction of turns - right; time 1 minute; minimum alt 1500'.

(4) MEMPHIS, TENN. (LFR) INTSXN - direction of holding - S on S crs; direction of turns - right; time - 1 minute; minimum alt 1500'.

(5) RANDOLPH, TENN. (VHF) INTSXN - direction of holding - N of 360°T radial Memphis, Tenn. VOR; direction of turns - left; time - 1 minute; minimum alt 2300'.

DESIGNATED - STANDARD:

(1) EDMONDSON, ARK. (LF & VHF) INTSXN - direction of holding - W on W crs of the Memphis, Tenn. ILS localizer; direction of turns - right; time - 2 minutes; min alt 1300'.

(2) JOINER, ARK. (VHF) INTSXN - direction of holding - N on 345°T radial Memphis, Tenn. VOR; direction of turns - right; time - 2 minutes; minimum alt 2300'.

(3) NEWARK, TEXAS (VHF) INTSXN - direction of holding - NW on 137°T radial of the Ft. Worth, Texas VOR; direction of turns - right; time - 2 minutes; minimum alt 2000'.

REDESIGNATED - NON-STANDARD:

(1) MEMPHIS, TENN. (VOR) INTSXN - direction of holding - E on 114°T radial; direction of turns - right; time - 1 minute; minimum alt 1500'.

(2) NAVY MEMPHIS, TENN. (LFR) INTSXN - direction of holding - NW on NW crs; direction of turns - left; time - 1 minute; minimum alt 1700'.

REDESIGNATED - STANDARD:

(1) DRY RIDGE, KY. (VHF) INTSXN - direction of holding - SW on 054°T radial of the Louisville, Ky. VOR; direction of turns - right; time - 2 minutes.

CANCELLED - NON-STANDARD:

(1) MESQUITE, TEXAS (LF) INTSXN - direction of holding - E on E crs Dallas, Texas LFR; direction of turns - left; time - 1 minute; minimum alt 2000'.

(2) OAKVILLE, TENN. (LF) INTSXN - direction of holding E on E crs Memphis, Tenn. ILS localizer; direction of turns - left; time 1 minute; minimum alt 1400'.

(3) WAVERLY, ARK. (LF & VHF) INTSXN - direction of holding - W on W crs Memphis, Tenn. ILS localizer; direction of turns - right; time - 1 minute; minimum alt 1700'.

(4) WINGS, PA. (VHF) INTSXN - direction of holding - N on 173°T radial Allentown, Pa. VOR; direction of turns - right; time - 1 minute; minimum alt 2500'.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Aberdeen	Dubuque	Tulsa	WAC 263
Cheyenne	Kansas City	Wichita	WAC 264
Denver	Salina	Boston Local	WAC 265
Des Moines	Sioux City	WAC 262	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Duluth	6-5-57	Salt Lake City	6-11-57	WAC 215	6-11-57
Lake Huron	6-14-57	Seattle Local	6-12-57	WAC 266	6-14-57
Lake of The Woods	6-14-57	WAC 63	6-11-57	WAC 268	6-14-57
Mt. Whitney	6-7-57	WAC 191	6-10-57	WAC 269	6-14-57
Phoenix	6-10-57				

Instrument Flight Charts
released since June 3, 1957

AL 81	RNG/ADF-2	Chicago Midway Arpt, Illinois
AL 200	RNG/VOR	Hutchinson Arpt, Kansas
AL 289	ADF-1/ILS-1	La Guardia Arpt, New York
AL 349	RNG/VOR	Roanoke Arpt (Woodrum Field). Virginia
AL 590	RNG	Fanning Field, Idaho
AL 605	RNG/VOR	Bowling Green-Warren Co. Arpt, Kentucky
AL 942	VOR	Salina Arpt, Kansas
AL 1500	ADF/ILS	Anchorage Intnl Arpt, Alaska

RF Terminal Area - Atlanta, Kansas City-Topeka, New York, Wichita-Hutchinson
RF-VOR Terminal Area - Atlanta, Dayton, Portland
RF Dates of Latest Prints

NEW CHARTS

CAA Radar Ceiling & Visibility Minimums - Western United States
CAA Radar Ceiling & Visibility Minimums - Eastern United States

DISCONTINUED CHARTS

RF 11 X
AL 239 RNG Louisville, Kentucky Standiford Field (procedure cancelled -CAA 6-6-57)

FLIGHT INFORMATION MANUAL CORRECTION: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 101 - (Ground) Delete Minot, N. Dak. VOR rcvr check point.

AIRMAN'S GUIDE CORRECTION: Correct Airman's Guide, Volume 12, number 7, dated 11 June 1957 as follows: Page 31, On Request Reporting Points, Designate # (12) should read DRAKE instead of DRADE.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	Month and day item was reported.
**	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱	New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space, limitations, such data usually are cited only once.

ALABAMA: **ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)**

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on **rnwy. Drag strip ends are mrkd.** Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg test basis only, **at lat 33-40-11, long. 86-53-58, about** 10 n mi NW Birmingham Mun Arpt. (12-14) Caution **- all arwys and Ints based on** Birmingham or Meridian VORs are not usable for **navigational purposes until the stns are** recmsnd at new lctsn. (4-18)

BIRMINGHAM ARPT-TOWER: About July 1 MM and **LMM will be shut down - relctn. (6-4)**

FLD: Caution - tfc operg in area from 165° clock**wise thru 235° not visible from twr to** dist of 4 s mi. Rnwy 8-26 perm clsd to high perf**ormance single engine conventional** lndg gear type acft, including T-6. Rnwy 18-36 clsd be**tween 0800-1700 daily unless otherwise** advised by ctl twr. (7-9) Acft requiring after-burn**ers prohibited use of arpt. Exten** const work in progress SW end NE/SW rnwy. (4-9) **ILS apch lgt lane shut down until ap-**prox thru Nov for relctn due rnwy ext. (5-1)

DOTHAN-NAPIER FLD: Caution - helicopters from **Rucker Army Air Base trng.**

EVERGREEN-RADIO: VOR radials 320° thru N **unusable acct severe scalloping and bends.**

EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: **Rnwy and threshold lgts inop. (2-6)**

HUNTSVILLE-RADIO: VOR radials 005°-030° have **roughness and bends out of tolerance.**

MOBILE-RADIO: June 19, VOR arwy radials flight**-checked. Radial 018°-028° out of** tolerance due to severe scalloping. (6-19)

MOBILE-BATES FLD - SPECIAL NOTICE: Unlgtd **trees penetrate apch zone to all rnwys.** Use caution. **200' and 1/2 mi is absolute tk-off min for all acft. (4-22)**

(25June 57)

ALABAMA: MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic approach below 300'. (6-18)FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) About June 24, VOR will be shut down until approx Aug 29 - relctn to lat 34-42-24, long. 87-29-27. (5-16) All courses have moderate multiples. (6-7)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FLORENCE-SPECIAL NOTICE: Temporary Controlled Firing Area within the following described area: bounded on the N by lat 33-07-30; E. long 111-20-00; S lat 33-03-30; W long. 111-22-30. Designated Altitude: Surface to 7200' MSL. Time to Use: 0630-1600 hours MST on or about 30 June 1957 only. Activities Conducted: 4.2 inch Infantry Mortar Firing, High Explosive and Smoke Shell. Using Agency: Heavy Mortar Company, 158th Infantry, National Guard of Arizona, Glendale, Arizona (4-30)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0. mc. Rdo bcn (FHU 410 Kc) and TVORW (FHU 111.6 mc) only rdo aids to air may suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at approx 25 to 30 n mi on 247° radial and at 30 to 35 n mi on 106° radial. (1-4)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

**PHOENIX-SPECIAL NOTICE: The following Special Air Traffic Control Instruction is effective immediately: All acft operd under the VFR, or VFR conditions, within Green Civil arwy No. 5 and VOR civil arwy No. 16, west of long. 112-10 and east of long. 112-35, shall comply with the following: (a) Crossing Aircraft. All acft crossing the area of the arwys specified above shall be flown at an alt below 3000' MSL, or above 10,000' MSL and shall remain west of long. 112-16, during such crossing. (b) Enroute Aircraft. All enroute acft operg along Civil arwys Green No. 5 or VOR No. 16, entering the area of such arwys specified above for the purpose of flight thru such area, shall be flown at an alt of at least 4000' MSL while in the area between long. 112-35 and long 112-16. (6-7)

PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000 in standard pattern within 15 mi. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int - Int GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (6-14)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'.

SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

SAN SIMON-RADIO: About Jun 26, VOR will be cmsnd, freq: 115.4, ident: SSO. Lctd: lat 32-16-12, long. 109-15-45. Elev: 3607' MSL. Class: VORW. Disregard spurious signals

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000'; 330-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'.

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000';(c) SE quad 12,000'; (d) NE quad 13,000'.

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in v cnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: LITTLE ROCK-RADIO: Z mrkr shut down until approx June 24 - modernization.

PINE BLUFF-RADIO: VOR shut down until approx July 5. (6-13) During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR except V-16S TXK to PBF unusable. Ints and alts as charted. (3-22)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°, 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

BURBANK-LOCKHEED AIR TERMINAL-TOWER: About July 1, ILS lclzr will be shut down until approx Aug 15 - relctn of apch lgt sys. Glide slope angle will be 3°. (6-20)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flight checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt checked on arwy radials only.

DINUBA-ALTA ARPT: Unlgtd until July 20. (4-22)

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked.(10-6) DME coverage 335°-350°, 43 n mi at 3000';350°-10°,43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000';120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive construction in progress. Fld clsd to all acft at sunset. (10-5)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000';340°-040°, 12,000'; 040°-070°, 8000';070°-100°, 7000';100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during a arpt const. (8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° & 230° true. (5-6) About July 15, trans & rcvr 123.8 mc will be replaced by 120.5 mc. FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. First 800' rnwy 30 and adj taxiways clsd const. 6200' rnwy 30 avail lndgs and take-offs. Rnwy 12 clsd. (11-9) Neon apch lgt lane discontinued indefinitely. (1-1) Temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800' - caution. (3-22) Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. Daylgt opern of cranes with 80' booms adj to apch end rnwy 30. Tk-offs not affected. (3-28)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

CALIFORNIA: LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000'MSL beyond 30 n mi. Jun 17, freq 121.9 mc chgd to 121.7 mc. Too late for ANRA. FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000/ W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip crossing rnwy. Pilots are urged to use extreme caution when operg off-shore just W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000'MSL approx the intsxn of the extended centerlines of the above rnwys with the shoreline. Acft proceeding E-bound from Malibu intsxn in VFR conditions making a track which approximates the extended centerlines of the above rnwys are cautioned not to descend below 4000' MSL until passing the shoreline unless cleared otherwise by ATC. Jet acft pat down-wind leg is 1500'. Acft not intending lndg at arpt should avoid apch areas to W and E below 3000' in VFR wea. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt, or between LFR and arpt. Avoid shoreline W due high performance of departing jet acft. Due non-visibility twr unable ctl tfc on last 2400' rnwy 34. (2-10) Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibilities to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline sys extending 3000' E of rnwy pavement. (12-3)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-RADIO: Soon ILS will be cmsnd, Lclzr freq: 110.1 mc, ident: MRY. Lctd 1000' SE on a centerline of NW/SE rnwy. Glide slope freq: 334.4 mc. Lctd 825' from apch end NW/SE rnwy and 236' N of centerline of rnwy. Glide angle 3.0°. Apch bear: 84°. LMM freq: 260 kc, ident: RY. MM lctd 0.60 mi from apch end runway. LOM freq: 278 kc, ident: MR. OM lctd 5.14 mi from apch end rnwy. Disregard spurious signals. (6-21)

NATIONAL CITY ARPT: Extensive const around arpt. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a control zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in opern. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 mc or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and landings at Oakland, San Francisco and Sacramento, as depicted on approach plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only.(4-24

OAKLAND-METROPOLITAN OAKLAND INTNL ARPT: Dredging and clam shell equipment working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before landing. (10-30)

OCEANSIDE-RADIO: VOR coverage: restricted to 35 n mi 310°-020°. (10-24) About July 1, VOR will be shut down until approx Oct 1 - modernization. During this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flights departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int R65 to OCN during shutdown period. (6-7)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

CALIFORNIA: ONTARIO INTNL ARPT-SPECIAL NOTICE: Acft not lndg at arpt should avoid apch and departure areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise ctn acct extend simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-off and lndg prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD-VENTURA CO. ARPT: Until approx July 31, 176' lgtd oil drilling derrick erected 1600' W and 2200' N of W end of rnwy 7. (4-30)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°-330°.

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)

**SAN DIEGO-MONTGOMERY ARPT: Obstn - 160' (577'MSL) water tank 2200' NNE apch end rnwy 23. (6-20)

SAN FRANCISCO: See Oakland Control Zone Notam

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg - mrkd day and ngt. (2-13) Men and equipment working turf areas adj concourses B and D. All acft and equipment should be parked 20' or more from existing W edge of paved areas concourse B and existing S edge of paved area concourse D. Mrkd day and ngt. (3-26) Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm. (5-18) Do not use for taxiing painted green line 1100' long which connects centerline of W end of rnwy 28R-10L with taxiway A then veers N across adjoining run-up mat toward turf. This is a temp experimental hi-speed exit taxi line. (6-13)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylight hrs W end rnwy. (5-17)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)

STOCKTON FLD: Intensive helicopter trng conducted in vcnty of fld between 0800-1700 daily expt San and Sun. Acft utilizing Stockton rdo rng for simulated rng apchs - exercise extreme caution. Minimum altitude for low apchs is 528'MSL. (8-3) Caution - const - men and equipment on field daylight hours. Runway 11L-29R closed. Runway 11R-29L clsd. Lighting available rnwy 16-34 only. Taxiway "A" clsd. (5-31)

SUSANVILLE ARPT: Clsd to all operns until about July 10. SW 1200' NE/SW rnwy and S 1500' N/S rnwy usable in emergency. (6-10)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

UKIAH ARPT: Use surfaced rnwy 34-16 only. Dirt strip closed for winter. (10-26)

VAN NUYS ARPT: Touch-and-go lndg prohibited on Sat & Sun after 1300. Jet acft make initial apch at 4000'MSL when lndg rnwy 34; 2300'MSL lndg rnwy 16. Tfc direction indicator inop 2300-0700.

CALIFORNIA: VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4, fuel, F2(1-3)
COLORADO: CHEYENNE WELLS ARPT: Closed for winter due dust. Land at own risk. (10-29)
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd.(9-12) 200' open ditch N side W end rnwy 8R-26L-flag mrkd day hrs, flashing red ngt hrs. (3-26)
HUGO-RADIO: About July 1, VOR will be cmsnd. Freq: 108.2 mc. Ident: HGO. Lctd: lat 38-52-22, long. 103-24-12. Elev: 4932'. Class: VORW. (5-7)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE and extreme SW ends of dike lgtd.(4-15)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd.(1-18)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only. (5-22)
WILMINGTON-NEW CASTLE COUNTY ARPT-SPECIAL NOTICE: Rnwys 14-32 & 5-23 clsd July 3 & 4. Hi-speed and acrobatic jet activity within 10 mi radius of arpt 1730-1830 July 4 from surface to 10,000'. Arpt clsd to all acft during this period. Fireworks display 2100-2300 July 4. All acft entering ctl zone during this period are requested to establish rdo ctc with twr at least 15 mi out. (6-18)
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 70 for Washington, D.C. High Density Air Traffic Zone. (2) Caution-dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice.
WASHINGTON-RADIO-SPECIAL NOTICE: Effect. June 1, until approx Sept 1, all inbound acft to Washington National Arpt make initial contact with Washington Approach Control regardless of weather as follows: from a westerly direction on 118.3 mc in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall. (4-25)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5°S.
WASHINGTON NATIONAL ARPT-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area. Soon, freq 323.2 mc will be cmsnd.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway # 6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A", 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.
CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable acct of roughness and scalloping.(1-3) LFR may be used as substitute for VOR by ADF-equip. acft while VOR unusable. MEAS remain as charted. (4-23)
CROSS CITY, 58, MEM-TPA ARPT: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)
**DAYTONA BEACH ARPT: 205' AGL twr erected 4.7 n mi NNW(350°T) at lat 29-15-27, long. 81-03-22. (6-14)
**FERNANDINA-SPECIAL NOTICE: Effect. July 15, Warning Area W-157 eastern bndry changed returning area to original bndrys which existed prior to Feb. 17, 1957. (6-20) Effect. immediately, Warning Area W-157A is rescinded. (6-19)
FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)
FT MYERS-RADIO: VOR radial 131° unusable - excessive scalloping and bends. (5-13)
FT MYERS-PAGE FLD-SPECIAL NOTICE: AF C-119 type acft conducting inten transitional training daylgt hrs. (6-6)
HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. Caution - const, men, and equip. on and about rnwy. Use extreme ctn when taxiing due open ditch. Large and fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS.
LABELLE-RADIO: About July 4, VOR will be cmsnd. Freq: 117.8 mc. Ident: LEL. Lctd: lat 26-49-48, long. 81-23-24. Class: BVOR. Controlled from Fort Myer. (6-13)
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.
**MAYPORT-SPECIAL NOTICE: Effect. July 15, Warning Area W-158 eastern bndry changed returning area to original bndrys which existed prior to Feb. 17, 1957. (6-20) Effect. July 15, that the portions of Warning Area W-158A overlapped by redesignated Control Area 1150 rescinded. (6-20)
MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (5-1)
MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.
MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of

FLORIDA: normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt. restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L";30 mi S;lat 25-19, long 80-15; elev 4'; 2 rnwys-longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

PANAMA CITY-FANNIN FLD: Caution-soft shoulders. Men & equip adj rnwys. (10-8)

ST. AUGUSTINE-FAIRCHILD ARPT-TOWER: CI twr will be shut down June 17 thru June 24.

**STUART-WITHAM ARPT: 625'(650'MSL) lgtd twr erected 13.5 n mi SE(150°T) at lat 26-59-01, long. 80-05-42. (3-21)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-18) LFR may be substituted on arwy V97 Clam Intsxn to TLH. MEA remains as charted. (6-18)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-offs and lndgs. Caution-unmrkd obstn left side apch end rnwy 32. (1-31)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE;lat 27-58-00, long. 81-41-45; elev 130';3 rnwys(all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down-modernization. Durg modification shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA, SITE 43, MIA-ATL ARPT: Sod rnwys soft when wet- caution advised. (4-12)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other info not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness. About July 25, Z mrkr will be shut down until approx Aug 1 - modernization.

ATLANTA ARPT-TOWER: About July 15, rcvr 122.5 mc will be decmsnd, and receiver 122.7 mc will be cmsnd. (6-12) FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwys 33R-15L & 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until January 31, 1958. (5-6)

BRUNSWICK ARPT: Caution-intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use. About July 11, Stn mrkr will be shut down for one week. (6-11)

GEORGIA:

SAVANNAH-TRAVIS(CHATHAM) FLD-TOWER: ILS BC-restricted-excessive bends. Lclzr not to be used above 5000' MSL. (3-19) FLD: After June 30, no acft shall oper off or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

SWAINSBORO-THOMPSON ARPT: Closed - new runway under construction. (11-20)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW & SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

GRANGEVILLE-IDAHO COUNTY ARPT: Caution-E/W rnwy clsd;NE/SW rnwy soft on edges.

IDAHO FALLS-FANNING ARPT: Threshold lgts rnwy 2 inop until approx July 15 -extending rnwy. (6-9)

JEROME -COUNTY ARPT: Closed due thawing conditions. Field muddy. (2-24)

MALAD CITY-RADIO: VOR coverage 360°-20° & 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation parelleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CENTRALIA ARPT: Closed - construction. (5-20)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

CHICAGO AREA-SPECIAL NOTICE: All helicopter operns in the Chicago metropolitan area rqrd to fly prescribed routes of flgt within the MDW, ORD, & Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts & procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, & Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt & 5448 S Kildare, Chicago, Ill. (3-1) 170' maximum hgt twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly & easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. & 2.7 mi southwesterly of Prosperi Arpt;0.5 mi N of Monee, Ill. & 2.5 mi S of Governors Arpk. Unmarked, unlgtd. (4-17)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. 450'(1041' MSL) lgtd concrete chimney being erected 2.5 n mi WSW(252°T) at lat 41-51-02, long. 87-39-11. (3-8)

CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. (3-8) June 3, ILS lclzr shut down. (6-5) FLD: 375'(968' MSL) lgtd steel stack being erected 2.5 n mi NNE(23°T) at lat 41-49-42, long. 87-43-23. Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47, 87-45 at NE intsxn of 55th St. & Cicero Ave, adj to arpt.

CHICAGO-O'HARE INTNL ARPT-TOWER: About September 23, rcvr 122.5 will be changed to 122.6 mc. (3-22)

ILLINOIS: CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and blacktop taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage limited to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000' MSL. (6-12)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld. (10-11)
DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25)
GILMAN ARPT: Closed. (10-11)
HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)
JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965'MSL) lctd 2 mi SE - lgtd. (1-7)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MT. VERNON ARPT: Work in progress daylgt hrs. N/S, NE/SW rnwys clsd. No lgts until approx July 1. (6-11)
**NORTHBROOK-SKY HARBOR ARPT: 178'(821'MSL) lgtd twr erected 2.1 n mi NNE(34°T) at lat 42-11-10, long. 87-49-28. (3-21)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Until approx July 31, NW/SE rnwy clsd for reconst including paving, drainage, and lgtg. (4-8)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
PRINCETON-PIPER ARPT: About July 8, 266'(985'MSL) lgtd relay twr will be erected 14 n mi NE(59°T) at lat 41-29-51, long. 89-09-14. (6-20)
ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
SPRINGFIELD -CAPITAL ARPT TOWER: June 4, ILS lclzr & glide slope shut down until approx July 15 - terrain changes construction equipment and materials in critical areas. FLD: Until about July 15, const work in progress on 1000' overrun each end rnwy 4-22.
STREATOR ARPT: 448'(1198'MSL) lgtd twr being erected 13 n mi WNW(299°T) at lat 41-14-02, long. 89-02-25. (5-17)
VANDALIA-RADIO: VOR/DME shut down until approx July 6. During shutdown the following MEA's can be utilized: V12, V14 from St. Louis VOR to Academy, Ill., Int, 2000'; Academy Int - Prairie Int, 2000'; Prairie Int - *Int R356 ENL and STL R-072 (Vandalia Int Temp), 4000'. *When proceeding eastbound to Terre Haute VOR, climb to 5500 prior to reaching Int. Int R356 ENL and STL R072 (Vandalia Int temp) - *Union Center Int, 5500'; *Union Center, Ind., Int - Terre Haute, Ind., VOR, 2000'; *climb to 5500' westbound after departing Union Center Int. V72: Troy VOR-*Int R054 TOY and R356 ENL (Vandalia Int Temp), 4000'; *Int R-054 TOY and R356 ENL (Vandalia Int Temp)-Arcola, Ind., Int, 12,500'; Arcola Int - State Line Int, 12,500'; StateLine, Int-Lafayette, Ind., VOR 2000'; *climb to 12,500 ' prior to reaching Vandalia Int Temp NE bound on V72 and climb to 5500' prior to reaching Vandalia Int Temp E bound on V12-14. (2-25)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
FT. WAYNE-SMITH ARPT: 1183'MSL lgtd twr being erected 1.5 n mi SSE (165°T) at lat 41-07-10, long. 85-08-11. (3-22) 770'(1589'MSL) lgtd twr being erected 2.5 n mi SSW (223°T) at lat 41-06-03, long. 85-11-00. (4-8)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident; IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3mc serving E/W rnwy. One VORW on 112.9mc testing intermittently. (12-17)
**INDIANAPOLIS-SHANK ARPT: 290'(1177'MSL) lgtd twr demolished by ice, re-erected 6.5 n mi NNW(347°T) at lat 39-55-18, long. 86-15-24. (5-24)
**INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution - new rnwy 4-22 under const. Men and equip. on field adjacent to rnwys. (6-5) : 300'(984'MSL) lgtd twr erected 4.9 n mi E (96°T) at lat 39-43-23, long. 86-10-25. (6-8)
LAFAYETTE-PURDUE UNIVERSITY ARPT: About June 20, 220'(958'MSL) lgtd twr will be erected 10 n mi NW(315°T) at lat 40-31-36, long. 87-04-13. (6-5)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE durg daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE ARPT: Caution - arpt under const until about Nov 1. Night flying discontinued - no lgtg facs. One 2500' turf rnwy usable daylgt hrs only. (4-23)
SHELBYVILLE-MEMORIAL ARPT: New fld reported. Lctn: 3 mi NNW; lat: 39-34-40, long. 85-48-00; elev: 800'. No. of rnwys: 2; N/S rnwy 2640', E/W rnwy 3460'; surface: sod. Minor and major repairs. 80/87 fuel. Opern: sunrise-sunset. 30' p-line N, E,W.
SHERIDAN ARPT: About June 20, 270'(1246'MSL) lgtd twr will be erected 12.8 n mi SSW (223°T) at lat 40-01-18, long. 86-24-06. (6-5)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration - during summer months. (3-22) : About July 1, 550'(1005'MSL) smoke stack will be erected 13 n mi SSW(211°T) at lat 39-14, long. 87-34.
TILDEN-RADIO: See Indianapolis, Indiana.
IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

IOWA: CENTERVILLE ARPT: About Aug 6, 266' (1282' MSL) lgtd relay twr will be erected 10 n mi NW (322°T) at lat 40-49-04, long. 93-02-43. (6-20)
CRESTON ARPT: About July 26, 316' (1571' MSL) lgtd relay twr will be erected 13 n mi ESE (120°T) at lat 40-55-53, long. 94-09-03. (6-20)
DALLAS CENTER-HUSBAND ARPT: No snow removal durg winter months. (3-19)
DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area estabd NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
DUBUQUE-RADIO: About July 4, VOR will be cmsnd. Freq: 117.4 mc. Ident: DBQ. Lctd lat 42-20-47, long. 90-40-30. Monitor. category (1). Class VORW. Ctld from ATCS Cedar Rapids. (6-5)
FAIRFIELD MUN ARPT: About Aug 9, 341' (1151' MSL) lgtd relay twr will be erected 9 n mi NW (323°T) at lat 41-06-13, long. 92-03-26. (6-20)
FORT DODGE-RADIO: About July 4, VOR will be cmsnd. Freq: 114.1 mc. Ident: FOD. Lctd lat 42-36-38, long. 94-17-36. Monitor. category (1). Ctld from ATCS Mason City. Class: VORW. (6-5)
LENOX ARPT: About July 5, 241' (1541' MSL) lgtd relay twr will be erected 6.8 n mi W (281°T) at lat 40-55-13, long. 94-42-22. (6-20)
LEON ARPT: About Aug 13, 291' (1402' MSL) lgtd twr will be erected 6.9 n mi E (100°T) at lat 40-47-23, long. 93-35-11. (6-20)
MUSCATINE ARPT: About July 29, 266' (996' MSL) lgtd relay twr will be erected 18.2 n mi SW (236°T) at lat 41-12-11, long. 91-29-13. (6-20)
NEWTON MUN ARPT: Fld very soft. Use extreme caution durg thaw. (2-11)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
OTTUMWA ARPT: About Aug 2, 341' (1245' MSL) lgtd relay twr will be erected 11 n mi SSW (220°T) at lat 40-57-45, long. 92-36-07. (6-20)
SHELDON ARPT: Clsd for const - machinery on fld.
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr & glide slope shut down until approx Nov 4 - lclzr relctn. FLD: Due to non-visibility twr unable to ctl ramp tfc im front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. Caution - men and equip. working all hrs. 1st 1000' NW end NW/SE rnwy clsd until about Sept -. Rnwy being extended
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)
TROY MILLS-CARSON ARPT: 1358' (2398' MSL) lgtd twr being erected 8 n mi WSW (256° T) at lat 42-17-39, long. 91-53-10. (3-4)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
BURDETT ARPT: About June 30, 266' (2559' MSL) lgtd relay twr will be erected 7.5 n mi SW (226°T) at lat 38-06-06, long. 99-37-30. (6-14)
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
DODGE CITY ARPT: 683' (3473' MSL) lgtd twr being erected 19 n mi WSW (245°T) at lat 37-38-26, long. 100-20-33. (3-5)
ELLINWOOD ARPT: About July 1, 291' (2283' MSL) lgtd twr will be erected 15 n mi NNW (341°T) at lat 38-36-25, long. 98-41-41. (6-41)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)
GARDEN CITY-RADIO: VOR course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (4-4)
GARNETT ARPT: About June 22, 210' (1202' MSL) lgtd twr will be erected 2.3 n mi SSW (211°T) at lat 38-14-03, long. 95-14-42. (5-30)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable.
**GREAT BEND ARPT: 241' (2131' MSL) lgtd twr erected 4.6 n mi E (90°T) at lat 38-21-07, long. 98-46-22. N 2000' N/S rnwy and NE 2000' NE/SW rnwy clsd until approx July 4 for reconst. Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft durg this period ctld by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL.
KANSAS CITY AREA-SPECIAL NOTICE: Until June 30, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 KANSAS: mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an alt of approx 800'. Drops will be made from approx 0900-1600, two or three times a week including Sat, Sun, and holidays. (2-12)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic approved 7.0 miles W for certain flying schools in Kansas City, Mo. area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
LARNED ARPT: About July 20, 304' (2419' MSL) lgtd relay twr will be erected 6.5 n mi NNE (26°T) at lat 38-18-18, long. 99-01-30. (6-14)
LINCOLN ARPT: About July 1, 229' (2030' MSL) lgtd twr will be erected 16 n mi S(182°T) at lat 38-48-57, long. 98-10-15. (6-14)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - mrkd.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at min en route alt. (2-2)
TOPEKA-PHILIP BILLARD ARPT: Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N,E,S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. About Oct 1, two 158' (1067' MSL) lgtd steel stacks will be erected 3 n mi ESE (119°T) at lat 39-03, long. 95-34 and being completed approx May 15, 1959. (6-10)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev: 1070'. 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&E by appoint.; 80/87 oct fuel.
WASHINGTON ARPT: About July 8, 254' (1741' MSL) lgtd relay twr will be erected 10 n mi SSE (173°T) at lat 39-38-54, long. 97-00-44. (6-14)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. (4-17)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quads. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering control zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels.
WICHITA-KEN-MAR ARPT: Const on W half of N/S rnyw. (5-24)
KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NE (4.3 mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Due to recent floods, arpt reported unusable and in dangerous condition due to mud and debris. (2-8)
HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 86-24-27. Bear., dist. to fld: 040°, 4.4 n mi. (4-19)
LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23) About July 31, BH fac will be relctd to OM site. Lat 37-59-12, long. 84-39-36. (6-21)
LEXINGTON-BLUE GRASS ARPT-TOWER: About July 17, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident: LEX. Lctd 200' from NE end of NE/SW rnwy 4. Elev: 970.5 ' MSL. Glide slope freq: 334.4 mc. Lctd 250' NW of centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965' MSL. Glide angle: 2.6°. Apch bearing: 41°. LMM freq: 203 kc; Ident: EX. Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750' from SW end NE/SW rnwy. Elev: 891' MSL. LOM will be relctd H fac, freq: 242 kc, ident: LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930' MSL. (6-21) FLD: Due to non-visibility twr unsable to ctl tfc on ramp area adj to Terminal Bldg from hangar lines SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

KENTUCKY: LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. (6-14)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

*LOUISVILLE-STANDIFORD FLD-TOWER: ILS glide slope freq: 335 mc; lctd 1170' from S end N/S rnwy and 400' E of centerline; MM lctd 3500' from S end of N/S rnwy. Lat 38-09-25, long. 85-44-28. Glide slope angle: 2.6°. Alt over OM 1870' MSL; over MM 665' MSL. (6-20) About July 1, radar departure ctl will be cmsnd. (5-31) FLD: Soon a 3000' hi-intensity apch lgtg system avail as either configuration A or B serving rnwy 1 will be cmsnd. Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. Apch lgt system shut down for rnwy extension. Const equip. on fld. Caution advised.

**PADUCAH-BARKLEY ARPT: 583' (1046'MSL) lgtd twr erected 6.5 n mi E (101°T) at lat 37-02-55, long. 88-38-36. (5-31)

YORK-RADIO: DME coverage 35 n mi at 2500'MSL. (6-14)

LOUISIANA: BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy.

LAKE CHARLES-RADIO: May 20, VOR shut down. During shutdown flgts authorized to use LCH LFR in lieu VOR. Ints and alts as charted. (4-18)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La, to Monroe, La. 2000'MSL; V-18 N Shreveport to Monroe 2500'MSL; V-18 Monroe to Jackson, Miss. 1600'MSL; V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTNL ARPT: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous. 165' (168' MSL) lighted drilling derrick being erected 2.7 n mi SW (226°T) at lat 29-58-00, long. 90-18-00 and being completed approx July 31. (6-5)

WELSH ARPT: E/W rnwy clsd ngts. Bcn inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA. (6-14) About July 8, VOR will be shut down until approx July 26 - modification and freq change from 113.4 to 112.9 mc. (6-12)

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (3-15)

BREWER ARPT: Extremely muddy. Use gravel strip only at all times. (3-11)

BRUNSWICK-SPECIAL NOTICE: Effective 0001, July 4, 1957, Caution Area (C-516) will be established in area bounded by following coordinates: Beginning at lat 43-42-10, long. 69-49-30 to lat 43-43-00, long. 69-46-00, lat 43-38-30, long. 69-46-00, lat 43-38-30, long. 69-49-30, to point of beginning. Altitude: Surface to 3000'. VFR conditions only. Activities Conducted: Aerial Minelaying. Time of use: Continuous. Using Agency: Commander Fleet Air Detachment, Brunswick, Me. (4-9 & 10)

HOULTON ARPT-SPECIAL NOTICE: VOR procedure #1, effect. 16 July 1955, and LF procedure #1, amend 5, effect. 24 July 1954, ngt tk-off & lndg authroization deleted. (6-18)

HOULTON ARPT: Rnwy 1-19 clsd to ngt operns due difficulties with ctc lgts. Few scattered rnwy lgts inop on rnwy 5-23. (6-18)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 mile up to 6° in NW quad from 270°-360° and up to 4.3° in SW quad from 110°-140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.

PHILLIPS-PLEASANT VALLEY FARMS: Ctn - 300' WSW end of strip under construction.

PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. 20' embankment 200' from apch end rnwy 33 mrkd by obstruction lgt 250' from apch end and in line with southerly edge rnwy 33. New rnwy 11-29 under const. (5-29)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14) About July 15, VOR will be shut down until approx Aug 2 - modification, and freq change to 116.4 mc. (6-21)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

MAINE: ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

SANFORD ARPT: Caution - drag races will be held on following dates: June 30, July 14, 28, Aug 11, 25; Sept 8, 29; Oct 13. Rnwys 8-26 and 14-32 will be clsd during daylgt hrs on these dates. (6-7)

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 roughn not maintained. Use at own risk.

MARYLAND: BALTIMROE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)

BALTIMORE-FRIENDSHIP INTNL ARPT-TOWER: About July 24, ILS glide slope will be shut down until approx Aug 7 - modernization. (6-21)

BALTIMORE-MARTIN ARPT: Const - men and equip on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo rqrd. (3-20) Rnwy 4-22 clsd - ditching thru rnwy. 1000' apch end rnwy 32 clsd - rnwy being extended and taxiway added.

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10)

CAMP SPRINGS-ANDREWS AFB-RADIO: ILS serving rnwy 28 operg for test purposes removed from service June 22. (6-24)

**EASTON ARPT: 200'MSL twr, 13.8 n mi S (187°T) at lat 38-34-38, long. 76-05-11 dismantled 13 May. (5-13) 212'MSL lgtd twr erected 11.5 n mi NE (64°T) at lat 38-53-09, long. 75-50-15. (5-17)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor category (3) (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to city hangar remain open to transient tfc. Caution - provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn - const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks-radio rcvr only. (5-16)

BOSTON-SPECIAL NOTICE: Air Force approach control "VOLSCAN" equip will be evaluated from May 20 - 29, during hrs 1200-1600. Tests will be conducted under VFR conditions at all times and will involve from one to ten acft including jet and transport types. Operns will be concentrated in area E of Logan Arpt in Massachusetts Bay. (4-25)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)

BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: all acft with pat speed below 110 mph, fly 900'MSL; all conventional acft with speed 110 mph and above, fly 1300'MSL jet fly 1800'MSL. (11-14)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (4-2) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-off in NE direction rnwy 4L and lndg in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndg and tk-off rnwy 4L-22R and tk-off rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicated width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard approach lighting system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955, restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)

MASSACHUSETTS: BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)
COTUIT: Restricted Area (R-79) to be used day and night only when ceiling 2000' and visibility 3 miles or better. Effective 0001 local time July 1, 1957 to 2400 local time October 1, 1957. (6-7)
FALMOUTH-COONAMESSETT RANCH-ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15)
MARHTA'S VINEYARD-RADIO: About June 30, H fac will be shut down for relctn to lat 41-25-47, long. 70-34-15; 3.15 s mi on bearing 237° to NE end of rnwy 24 at Martha's Vineyard Arpt. (6-7)
MARTHA'S VINEYARD ARPT: 640' lgtd twr being erected 7.8 n mi WSW. Hgt on completion 670' MSL. (5-31)
**NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near bngn rnwy 24 converted to exper operation-not to be used by civil acft. (5-22) No storage, service avail until about July 1. (5-31) 49' twr lctd 250' W of S parking apron obstruction lgtg out of service until further notice. (6-13) 54' radar twr erected 550' W of S parking apron, diagonally obstn lgtd at 44' level. Coordinates 41-15-26 N and 70-03-59W. (6-15)
ORANGE ARPT: Clsd 1:00 pm to 6:00 pm July 21, Aug 18, Sept 15, and Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during clsd period. (5-22)
MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld.(3-29) Work on erecting 126' high (1056'MSL) water twr at 42-18N, 85-14W(onfld) - twr will be mrkd, painted, and lgtd. (5-6)
BAY CITY-CLEMENTS ARPT: 260'(846'MSL) water twr & 350'(936'MSL) chimney being erected 6.9 mi NNE)24°T) at lat 43-38, long. 83-50 & being completed approx. Nov. 1. Both lighted. (4-18)
BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28) Exten ramp paving from term area to W side of N/S rnwy. Hvy machinery in area. Area mrkd flare pots ngts. Taxi with caution. (5-8)
BIG BEAVER ARPT: N/S rnwy not maintained. (11-8) Fld soft during spring thaw. (3-15)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
CADILLAC ARPT: About June 20, 210'(1720'MSL) lgtd twr will be erected 8.5 n mi WNW (296°T) at lat 44-19-32, long. 85-34-54. (5-27)
CAMP LUCAS-SPECIAL NOTICE: May 9 to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Mich. (5-8)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern two-thirds of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end of rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. (1-25) Ramp const directly in front of main term bldg. Men and equip. on or adj to ramp. (2-25) Taxiway const to left of and parallel to rnwy 33R. Hangar const to left of apch end of rnwy 5 old section arpt. Useable sod area mrkd yellow plastic cones. (3-11)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4 R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-

MICHIGAN: 36R clsd all tfc. 250'(1554'MSL) unlgtd reinforced concrete chimney being erected 6.5 n mi WNW(293°T) at lat 47-15-38, long. 93-39-10 & being completed approx. July 15. (5-15) 213'(913'MSL) lgtd twr being erected 4.8 n mi N(11°T) at lat 42-58-38, long. 85-38-02. (6-1)
GREENVILLE ARPT: Clsd for const until approx July 17. (4-18)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)
IONIA COUNTY ARPT: 319'(1181'MSL) lgtd antenna being erected 5 n mi SW(232°T) at lat 42-53-08, long. 85-09-12. (4-22)
JACKSON REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
**KALAMAZOO MUN ARPT: Trees above one obstn lgt NW. (7-16) Rnwy 18-36 perm closed.
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29) Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Day and ngt marking.
MARQUETTE-COUNTY ARPT: Closed - const. Will be open approx July 24. (6-18)
MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying(11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
NEWPORT-MARSHALL ARPT: Mar. 11, 77' (659'MSL) reactor containment vessel & 182' lgtd derrick being erected 1.8 n mi ENE(85°T) at lat 41-57-36, long. 83-15-30. (2-25)
NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long 86-01; lat 45-39, long 86-35; lat 45-50, long 86-12; lat 45-17, long 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 clsd to tfc. No snow removal winter.
PONTIAC MUN ARPT: Const W of fld. (8-21) 34' high power line being erected approx 500' S. (4-20)
PORT HURON-ST. CLAIR COUNTY ARPT: 425'(1007'MSL) smokestack & 215'(797'MSL) bldg being erected 9 n mi SSE (169°T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
ST IGNACE-MACKINAC CO. ARPT: E/W rnwy resumed optn. Caution on N/S rnwy. E/W sod rnwy 2400'-75' parallel const new rnwy mrkd yellow cones. (6-11).
SAULT ST MARIE ARPT: Bcn and strip lgts inop. (5-10)
SAULT STE MARIE-KINROSS AFB-RADIO: Effect. May 1, ILS glide slope and lclzr inop 0700-1800 daily except Sun. (4-23) June 1 to Aug 1 glide slope and lclzr inop. (5-10)
TECUMSEH ARPT: Arpt clsd Sun & holiday 0600-1800 due drag races - open for lndgs by acft circling fld twice. (6-21)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const-mrkd.
MINNESOTA: AITKIN ARPT: Arpt usable with skis only until further notice. (12-17)
ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)

MINNESOTA: BRAINERD ARPT: N/S rnwy open to skis only. (1-7)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: Caution crossing arpt perimeter road lndg rnwy 3. Men, equip. on fld-days. About June 25, 805'(2049'MSL) lgtd twr will be erected 4.8 n mi SE(135°T) at lat 46-47-20, long. 92-06-51. (5-27)
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
MINNEAPOLIS-ST. PAUL INTNL(WOLD-CHAMBERLAIN FLD)-TOWER: About July 5, PAR will be shut down until approx. Sept. 1. (5-23) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20-unmrkd day or ngt.
ROSEMONT-SOUTHPORT ARPT: Caution-const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST CLOUD-WHITNEY MEMORIAL ARPT: N/S rnwy closed winter months. (11-21)
ST. PAUL-LAKE ELMO ARPT: Four 306'(1320'MSL) lgtd twrs being erected 3.1 n mi SSE (166°T) at lat 44-56-38, long. 92-55-52. (5-20)
TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045'MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: BILOXI-KEESLER AFB-RADIO: USAF LFR Z marker inoperative. (6-17)
CRYSTAL SPRINGS ARPT: 300'(781'MSL) lgtd temp twr being erected 12.5 n mi ENE (71°T) at lat 32-02-38, long. 90-07-11 & being dismantled approx. July 6. (6-17)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive roughness. (6-5)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution-exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Nordo use taxiway No. 4 for take-off on rnwy 32 and 36.
JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)
McCOMB-PIKE CO., 8C, MSY-STL ARPT: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5) 356'(749'MSL) lgtd twr being erected 14.9 n mi E(92°T) at lat 31-14-30, long. 90-11-30. (4-24)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution-all rnwys and Ints based on Birmingham & Meridan VORs are not usable for navigational purposes until the stns are cmsnd. (4-18)
MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope shut down until approx. Aug 29.
MERIDIAN-KEY FLD: VOR airborne rcvr check point inop. (3-19) Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15)
OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type "L";34-23N, 89-33W; lctd 1 mi N;elev 445'; 1 rnwy(E/W) 4000' x 100' asphalt; BL4; remarks-unattended. Caution-men and equip. on fld. No service avail. Telephone service on field. (5-14)
RIPLEY ARPT: Closed - construction. (5-16)
MISSOURI: BELTON-LAMAR ARPT: 403'(1333'MSL) lgtd twr being erected 9.2 n mi SE (153°T) at lat 38-37-20, long. 94-30-30. (4-22)
BUTLER-RADIO: About July 8, VOR will be shut down until approx July 22-modernization.
CLINTON-SPORTSMAN'S ARPK: 250'(1007'MSL) lgtd chimney being erected 9 n mi SW (239°T) at lat 38-18-42, long. 93-55-59. (4-5)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: 38-08, 90-33W;lctd ENE; elev 675'; 1 rnwy-2500'-turf; fuel available.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
FARMINGTON ARPT: Twin 443'(1883'MSL) lgtd twrs, 25' apart being erected 17.1 n mi SSE(170°T) at lat 37-29-17, long. 90-20-50. (6-17)

MISSOURI: JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
JOPLIN ARPT-RADIO: ILS glide slope shut down until approx June 24-all other components remain in opern. (5-24)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909'MSL lgtd steel truss bridge across Missouri River 700' SSE at lat 39-07, long. 94-35. Rdo rcvr required. 263'(1273'MSL) lgtd twr being erected 9 n mi SE(140°T) at lat 39-00-40, long. 94-28-00.
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)
LEXINGTON ARPT: 383'(1238'MSL) lgtd twr being erected 9.5 n mi SE(153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE(159°T) at lat 39-10-27, long. 93-54-55. S twr(998'MSL), middle twr(972'MSL) & N twr (858'MSL). S twr only, lgtd. (5-2)
MACON-RADIO: About July 4, VOR will be cmsnd. Freq: 112.9mc. Ident: MCM. Lctd: lat 39-39-16, long. 92-28-54. Monitoring Category (3) Class: VORW. Controlled from ATCS, Kirksville. (6-5)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
MARCELINE ARPT: 303'(1048'MSL) lgtd twr being erected 5.8 n mi SSW(220°T) at lat 39-39-40, long. 93-02-05. (4-24)
MARSHALL MEM'L ARPT: 343'(1023'MSL) lgtd twr being erected 20 n mi NW(321°T) at lat 39-21-25, long. 93-29-00. (4-24)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35N to lat 38-54, long. 90-35NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx. Nov 7 - relctn of lclzr. (4-29)
ST. JOSEPH-ROSECRANS MEM'L ARPT: N/S instrument rnwy clsd for major const. 1600' NE portion of NE/SW rnwy clsd and neon apch lgts lctd on inbound heading to rnwy 35 removed from service. Const areas flagged and lighted day and night - caution.
ST. LOUIS-LAMBERT FLD-TOWER: VHF/DF will be cmsnd using the following freqs: 118.3, 119.5, 121.5, 122.5, 126.18, 120.3, 127.7, 135.9 mc. (5-23) FLD: Silos and grain elevator 1700' from approach end runway 30 obstn lighted. Shoulders soft, caution. Runway approaches rough and unusable. Grass area closed. Temporary building 50' high located N end of field approximately 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Construction in progress on power line on 100' steel towers approximately 5/8 miles E.
ST. LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22) All runways except 08-26 will be closed on following dates: July 7 & 26, Aug 4 & 18, Sept. 8 & 22, Oct 6 & 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
ST. LOUIS-WEISS ARPT: 350'(769'MSL) lgtd stack being erected 9.5 n mi SE(145°T) at lat 38-24-08, long. 90-20-10. (3-20)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
TARKIO-PETERSON ARPT: About July 17, 291'(1430'MSL) lgtd relay twr will be erected 12.5 n mi WNW(308°T) at lat 40-34-32, long. 95-34-25. (6-14)
WARRENSBURG-SKY HAVEN ARPT: 1290'MSL lgtd twr erected 13.3 n mi NNE(28°T) at lat 38-59-27, long. 93-40-30. (2-18)

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8)

BOZEMAN-RADIO: June 17, VOR/DME shut down until approx July 17. During this period the following arwys will be unusable: V2 Helena-Livingston and V86 Whitehall-Bozeman. (6-17)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

BUTTE ARPT: Exten aerial spray operns conducted from arpt until about July 12. From 0400-0900 take-off on rnwy 11 and lndg on rnwy 33 under calm wind conditions. After 0900 or under other than calm wind conditions, normal tfc pat will be flown. (6-4)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

HELENA-SPECIAL NOTICE: Effective June 17-29, 1957, Temporary Controlled Firing Area will be estab in following described area: bounded on N by lat 46-30-00; E by long. 112-52-00; S by lat 46-20-00; W by long. 113-00-00. Designated altitude; Surface to 16,000 ft MSL. Activities conducted: Artillery firing, 105 and 155 mm Howitzer and 76 mm guns. Controlling agency: Montana National Guard. (5-22)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H fac. (4-9)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6) Rnwy 11-29 clsd for const. Intsxn of 11-29 open for tfc on rnwys 7-25 and 16-34. Until about Oct 20, rnwy 7-25 clsd to acft over 26,000 lbs gross wt. (6-20)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng a has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 mi which progresses outwards with distance. About July 15, VOR/DME will be shut down until approx Aug 9 - modernization. During this period the following arwys will be affected: V2 GEG to MSO. V120 MLP to GTF unusable. Wellpinit and Charlo VHF lnts will be unusable.

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway clsd.

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) 583' (1746'MSL) lgtd twr being erected 3.9 n mi SW (225°T) at lat 41-15-30, long. 95-57-04. (3-15)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway avail to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 300 n mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'. About July 15, VOR/DME will be shut down - relctn. During this period V-6 RNO-BAM is usable, MEA 18,000. (6-15)

MORMON MESA-RADIO: DME coverage 65°-89°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx July 15. During this period the following V-arwys will be unusable: V-200 Sutter Buttes Int - RNO, V6 Tahoe Int - LOL, V6N AUN Int - RNO, V28, V113, V150 West Point Int - RNO. (6-17)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14) About June 28, VOR will be shut down until approx July 15 - corrections to antenna system. During this period the following aryws will be affected: V6 EKO-LCU, V32N EKO-BVL unusable.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (6-14)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

KEENE-DILLANT-HOPKINS ARPT: Caution - const of 500' extension S end rnwy 02-20. Use rnwy 14-32 whenever possible. (5-20) 666' (1626'MSL) lgtd twr being erected 10.7 n mi SSW (221°T) at lat 42-45-35, long. 72-26-01. (4-30)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. (5-2)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under const with men and equip on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

MILLVILLE ARPT: Non-military glider open wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses. About Aug 1, LFR freq will be changed to 379 kc. (5-24)

NEW JERSEY: NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apbh end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy **6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)**

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER COUNTY ARPT-TOWER: Rcvr 3023.5 kc inop until approx July 1. FLD: Acft using rnwy 24 on take-off cont. straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsnd RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: May 16, VOR shut down until approx June 24 - modernization. Durg shut down, the following arwys will be affected: V12 ABQ-ACH MEA 12,000'; V83 SAF-CNX MEA 10,000'; V60 OTO-San Jose Int unusable; V608 ABQ-OTO unusable. (6-12)

PINON-RADIO: Soon, VOR will be cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd: lat 32-31-44, long. 105-18-20. Elev: 6578' MSL. Class: VORW. (4-18)

ZUNI-RADIO: VOR has moderate scalloping SW quadrant. (4-20)

NEW YORK: **ALBANY-RADIO: LFR has multiples N and W courses. (6-15)**

BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n. mi SSE of fac at min instr alt.

BINGHAMTON-GROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19)FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

GENEVA-SCENIC AIRE PARK ARPT: Closed. Services discontd. Rnwy avail for emerg. use - no snow removed. (11-29)

GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)

HEMPSTEAD-RADIO: In Sept, LFR will be shut down - modernization. (4-25)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3). (5-10)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14)

ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equipment along side and on rnwy until about Sept. 1, Mon thru Sat between 0800-1700 EDT. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for lndg instructions. (6-4)

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project until about Aug 15. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'. (5-17)

LAKE PLACID: Not a seaplane base. Do not land thereon.

LIDO-RADIO: About June 28, MHW will be cmsnd. Freq: 239 kc. Ident: LDO. Lctd lat 40-35-34, long. 73-35-34. (5-24)

MASSENA-RADIO: About Aug 5, VOR will be shut down until approx Aug 23 - modification. (6-21) About July 31, J fac will be converted to BMH for approx 25 days. Freq: 317 kc; Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (6-24)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apch Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt., N. J.

NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float and skid type helicopters. (2-7)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: About July 1, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev; 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. Alt over MM 260' MSL; OM 1500' MSL. About June 28, twr freq 239 kc will be decmsnd. (5-22)

NEW YORK: NEW YORK INTNL (IDLEWILD) ARPT: Lndgs and tk-offs prohibited unless acft equipped with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail. for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. (9-28) Soon, left-hand row apch lgtg sys will be decmsnd. Simultaneously national standard centerline apch lgtg sys, configuration "A", 3000' long will be cmsnd. Caution-use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day, lgtd at ngt. (4-17)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of mrkd-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice. (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)

NIAGARA FALLS ARPT-TOWER: Lclzr and glide slope shut down. FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16)

OGDENSBURG ARPT: E/W rnwy clsd - const. (4-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo-equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-RADIO: About Aug 12, VOR will be shut down until approx Aug 30 - modification and freq changed from 117.8 mc to 114.5 mc. (6-21)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270°, below 6500'; 270°-284°, below 6000'; 284°-315° below 5000'; 315°-360°, below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using

NEW YORK: left hand pat. at 1879' MSL. (5-17)

SPITFIRE LAKE: Closed seaplane operns - xcpt emerg.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

SYRACUSE-HANCOCK FLD: Thru Sept 1, Air National Guard trng. Jet acft operg thruout period. Two-way rdo rqrd all acft. (6-17) VOR gnd rcvr check point unusable. (4-16)

UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Light acft operg in vcnty of Marcy durg daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted durg daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CAROLINA BEACH-RADIO: About July 1, HHW fac will be cmsnd. Freq: 216 kc. Ident: CLB. Lctd lat 34-06-22, long. 77-57-42. (6-6)

✱CHARLOTTE-RADIO: June 25 LF rng freq chgd to 284 kcs. Rcvd too late for ANRA pages.

CHARLOTTE-DOUGLAS ARPT: All acft operg in and out of arpt rqrd to have operg transmitter and rcvr on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

COFIELD-RADIO: VOR radials 250° thru 275° out of tolerance - roughness and bends.

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Sept 26 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (6-4)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

HICKORY-RADIO: VOR radials 270° thru 285° and 150° thru 160° out of tolerance acct roughness and bends. (4-12)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Clsd to all transient civilian acft xcpt on ofl bus., or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev: 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vcnty arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

**LUMBERTON ARPT: 320' AGL lgtd twr erected 15.5 n mi WNW (301° T) at lat 34-44-44, long. 79-20-30. (6-5)

MANTEO ARPT: Rnwy lgts inop. (1-30)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275°, out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL; V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL, V3 RDU-LBT H fac 3300' MSL, V3W RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)

RALEIGH-DURHAM ARPT-TOWER: About Jun 26, ILS LOM freq will be changed to 224 kc. FLD: Due to non-visibility twr unable to ctl tfc on taxi way between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Bndry lgts inop. (2-16)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT -TOWER: About Jun 27, twr freq will be chgd to 396 kc; ILS LMM freq to 254 kc; LOM freq to 281 kc. (6-18) FLD: Helicopters lndg and tk-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. Caution - men and equip. on fld until approx Aug 10. (6-18) 300' lgtd twr being erected 10 n mi S (196°T) at lat 34-06-22, long. 77-57-42. (5-24)

NORTH DAKOTA: ASHLEY ARPT: Two 200'(2424'MSL) lgtd twrs being erected 18 n mi E (88°T) at lat 46-02, long. 98-54. (5-6)

BISBEE-LYSTER ARPT: Two 200'(2018'MSL) lgtd twrs being erected 10.4 n mi SSW(221°T) at lat 48-30-15, long. 99-33-15. (5-6)

DICKINSON ARPT: NW/SE rnwy closed due to const until approx July 10. (6-11)

DRAKE ARPT: Two 200' (2496'MSL) lgtd twrs being erected 17.1 n mi WSW(246°T) at lat 47-49, long. 100-46. (5-6)

FARGO-RADIO: VOR 104° arwy radial has course oscillations beyond tolerance but flyable.

FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway(4800' x 75') OK for DC-3 and smaller acft for lndg and tk-off. (6-16)

**JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE(162°T) at lat 46-52, long. 98-39 & being completed approx. Sept. 1957. (4-15) 260'(2200'MSL) twr erected 23.5 n mi WSW (262°T) at lat 46-53-04, long. 99-14-47. (6-3) 200'(1680'MSL) lgtd twr erected 7 n mi ENE (82°T) at lat 46-56-12, long. 98-30-37. (6-4)

LINTON ARPT: 200'(2330'MSL) lgtd twr being erected 6.8 n mi S(201°T) at lat 46-06, long. 100-18. (5-6)

PAGE-HARTLEY ARPT: Two 200'(1481'MSL) lgtd twrs being erected 2.3 n mi ESE(123°T) at lat 47-08, long. 97-30. (5-6)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with eaution. (6-14)

WILLISTON-SLOULIN ARPT: Caution - const. Portions of rnwy 11-29 and taxi strips clsd at times - mrkd days and lgtd nights. (5-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope unusable from MM to apch end rnwy 36 - acct roughness and inadequate clearance. (4-29) ILS lclzr and glide slope will be shut down until approx June 27. (6-24) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic- camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000'x100'(sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14)

CINCINNATI-GREATER CINCINNATI ARPT-TOWER: About July 6, rcvr 122.7 mc will be

** cmsnd and rcvr 122.5 mc will be decmsnd. (6-6) FLD: 230'(1007'MSL) lgtd Microwave Repeater Station erected 10 n mi W(281°T) at lat 39-05-27, long. 84-53-07. (5-27) Due to non-visibility twr unable to ctl single eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°,43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail.(4-29) ILS glide slope shut down until approx Sept 20.- construction in immediate area.(6-21) FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main terminal. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R.(11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T.(2-6) Rnwy 5L-23R clsd for const until about Sept 17. Lndg mins utilizing ILS for rnwy 5R will be 400-1 during const on rnwy 5L-23R. (6-21)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

COLUMBUS-RADIO: About Aug 1, the Newark FM will be decmsnd; concurrently E course of LF rng will be realigned to 277°. (6-7)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9- turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach.(3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4. Lndgs rnwy 12 and tk-offs rnwy 30 restricted to acft less than 5000 lbs gross. Approx 1500' S taxiway clsd due repairs. Ctc ctl twr for taxi instructions when using E/W rnwy. Men and equip. working on installation of centerline lgtg system in area up to 2500' off E end rnwy 27. Const poles 5'-250' high off E end rnwy 27. During daylgt hrs men & equip. vicinity North American's E entrance and across W taxiway. 3/4" hose across taxiway will be removed if acft be moved on this taxiway. Opern rnwy 5-23 not affected. (6-14)

DAYTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 90° clockwise to 240° - interference. DME coverage 150°-220°, 30 n mi at 2400'. New Dayton VOR, freq 115.0 mc Ident: DAY, lctd lat 40-00-59, long. 84-23-50, operg test basis only. (5-23)

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End pavement rnwy 24 mrkd by row of red flags for daylgt opern. Rnwy 6-24 clsd 0700-1800E Mon-Fri xcpt during instrument wea. (5-21)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500'; 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: Const on N side of E/W rnwy. Equip on fld days. Caution on apch W end. N/S rnwy closed to all tfc. (8-31)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor category temp changed to (3). (5-10)

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red Arwy 19. Nearly continuous AA firing June 17 thru Sept. 30, 1957, Mon-Fri xcpt holidays 0800-1630EST. (6-18)

LEBANON-J & J ARPT: Type "P"; lat 39-27, long. 84-15; lctd 3 mi NW; elev 880'; 1 rnwy; 2100' turf; 80 oct gas; remarks - P-line S. Rgt tfc lndg and tk-offs N. Soft during spring thaw. (4-17)

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15)

MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PORTSMOUTH-SCIOTO CO ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SIDNEY-RADIO: VOR operg test-basis. Freq: 108.2 mc. Ident: SIE. Lctd lat 40-17-15, long. 84-02-35. (5-23) Class: VORW.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

OHIO: TIVERTON-RADIO: May 14, VOR operg test basis. Freq: 110.2mc. Ident: TVT. Lctd at lat 40-27-30, long. 82-07-42. Class: VORW. (5-14)
TOLEDO-EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)
WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution-const NE/SW rnwy being extended to NE-flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'.
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260°, below 3000';270°-030° below 3500'. (3-25) UHF/DF unreliable below 3,000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
ZANESVILLE ARPT: Caution-const 1500' S of tetrahedron. (5-14)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
**ARDMORE ARPT: KVSO-TV twr lctd 4.6 n mi N(5°T) at lat 34-22-29, long. 97-08-23, now reconstructed and obstn lgtd. (6-20)
BEAVER CITY ARPT: Use extreme caution-commercial activity on arpt. (6-7)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint-use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy open. Caution - equipment on field. (6-14)
HOBART ARPT: Rnwy lgts inop. (5-20)
LAWTON-RADIO: VOR shut down until approx. June 30. (5-30)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16)
NOWATA ARPT: Caution - NE/SW rnwy under part-time construction. (9-25)
OKLAHOMA CITY-WILL ROGERS FLD: Excavation of a ditch with obstn approx. 8' high, 150' S and across S end SW/NE rnwy. Obstn mrkd by yellow flags day and obstn lgtd ngt.
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous- deep holes.
TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20)
TULSA ARPT-TOWER: ILS loizr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Sunsdrag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: AURORA FLIGHT STRIP: Caution drag races will be conducted on the following dates: July 7, 21, August 4, 18, September 15, 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operations until about August 3, for resurfacing existing portion and new const 1500' ext. Work in progress and excavations along E edge, taxiway 12, hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (6-4)
HERMISTON-SPECIAL NOTICE: Demolition approx. 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20;S-lat45-49-40;W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek Area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDDORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right

OREGON: tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E.
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area for fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface- lctd 21' W of ctr intsxn, max depth 100'. (3-7) Rnwy lgts prior req W side of N half of rnwys. (6-4)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist limited in the signal shadow areas imposed by intervening high terrain.
**PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)
** PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd not day mrkd. 220'(240'MSL) lgtd twr re-erected 7 n mi S(202°T) at lat 45-28-26, long. 122-39-34. (6-7)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.(5-2)
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04;lctd 2-1/2 mi SW;elev 4475'; 1 rnwy; 3200' gravel' remarks-ctn-fence across both ends of field. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P, July 14, 28 and August 25 - caution. (4-10)
WARRENTON-SPECIAL NOTICE: Effect June 15-29, 1957, a Temporary Controlled Firing Area will be estab within following described area: bounded on N by lat 46-10-04, E by long. 123-55-45; S by lat 46-01-00; W by long. 124-20-00. Designated Altitude: Surface to 20,000' MSL. Time of Use: 0800-1700 daily. Activities conducted: Drone operations, AAA firing (40 mm AW and 50 Cal. MG). Controlling Agency: Oregon National Guard, Camp Clatsop. (5-22)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution-N/S rnwy clsd-grading and construction in progress in areas adj to rnwy. Equipment occasionally crosses rnwy. Areas marked. (12-27)
BRADFORD-RADIO: About July 1, ATCS will be cmsnd. Trans freq:122.2, 126.7, 121.5, 255.4, 243.0, 135.0, 135.9mc; rcvg 121.5, 122.1, 126.7, 255.4, 243.0, 135.9mc; 3023.5 kc. Will control VOR and H fac. Class: BVOR-DTV and BMH. (5-31)
BRISTOL-3M ARPT: Caution-construction equipment on S apch N/S rnwy-hazardous.
BUTLER-RADIO: H fac usable dist 17 n mi to 26 n mi-due heavy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx. 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E- long. 77-47-00; W-long 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 nautical miles all other V arwys; 35 nautical miles at all other azimuths at MOCA. DME coverage 35 nautical miles at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd- const of terminal bldg. Perimeter of const area flagged, lighted. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument approach to Gettysburg Arpt under actual instrument conditions.

PENNSYLVANIA: HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
VOR airborne rcvr check point unusable. (3-6)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail while const in progress. (2-27)
LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd indefinitely. (3-15)
MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)
PHILADELPHIA AREA-SPECIAL NOTICE: All acft avoid flying over Playhouse and Robin Hood Dell in Fairmount Park Section 7 mi NNE of Intnl Arpt between hrs 1330-2200 until Sept 15 - music festivals. Fireworks to 500' Phila Muni Stadium July 3, 2100-2330.
PHILADELPHIA INTNL ARPT-SPECIAL NOTICE: Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24)
PHILADELPHIA INTNL ARPT-TOWER: June 17, ASR-2 shut down until approx July 29 - relctn. (6-17) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-RADIO: About July 1, VOR will be shut down until approx July 6. (5-29)
PHILIPSBURG-ALBERT ARPT: Clsd. (5-23)
PITTSBURGH-ALLEGHENY COUNTY ARPT: Rnwy 5-23, 2500' x 100', open for 24-hour opern, has yellow rnwy edge lines and lgtd by green threshold lgts both ends, white bndry lgts entire W side and partially on E side for ngt operns. Rnwy 12-30, 3800' x 100', has yellow rnwy edge line on entire SW side and partially on NE side. Rnwy 12-30 lgtd by green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20) 842' (2042'MSL) lgtd twr being erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (4-23)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. Bnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 3000'MSL 80° clockwise to 115°. (6-14)
PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)
READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINGSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 315°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. About July 1, ATCS will be decmsnd and Williamsport ATCS will control VOR and H fac. (6-3)

PENNSYLVANIA: SLATINGTON ARPT: Arpt reported: 40-46N, 75-36W; lctd 1 mi N; 80 oct gas; remarks - limited facs. (5-3)
STROUDSBURG—RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)
TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)
WASHINGTON ARPT: Clsd due const until about Sept 1. (4-2)
WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip on rnwy and fld. (4-1)
WILLIAMSPORT-LYCOMING CO ARPT: Rnwy 15-33 clsd to air carrier operns. (6-12)
YARDLEY-RADIO: About Aug 1, VOR will be cmsnd. Freq: 108.8 mc. Ident: ARD. Lctd lat 40-15-11, long. 74-54-31. Elev: 295' MSL. Monitor category (1). Monitored and ctld from Philadelphia ATCS. Class: BVOR. (6-21)
RHODE ISLAND: PROVIDENCE -GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
**CHARLESTON-SPECIAL NOTICE: Effect July 15, Warning Area W-132 eastern bndry changed returning area to original bndrys which existed prior to Feb 17, 1957. (6-20)
CHARLESTON-RADIO: VOR operg test-basis. During test opern the following temp flgt opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to CHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int direct 4000'. V3W SAV to CHS and V3E CHS to FLO not usable. CAE Int temp designated AGS 070, CLT 185; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int FLO 183, MYR 236; Lake Mountrie Int FLO 198, MYR 247; following Int. not usable: Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Byhee, Gray, and Kildare. (5-24)
CHARLESTON-AFB/MUNICIPAL ARPT: Rnwys 3-21 and 15-33 alternately clsd during daylight hrs - extensive const. all areas adj to rnwys. Men and equip installing taxiway lgtg in close proximity all taxiways. Open ditches marked days, lgtd ngts. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21)
CHESTER ARPT: Drag races in progress every Sat 1000-1800E. At least one rnwy will be open for acft operns. (5-8)
COLUMBIA-RADIO: VOR operg intermittently on test basis until approx July 1. During this period temp MEAs as follows: V-37 Richburg Int to CAE Int 4000'; V37 CAE Int to SAV 6000'; V-56 AGS to FLO 3000'; V-53 Union Int to CAE Int 4000'; V-56N FLO to Blythewood Int 4000'; V-53 CAE Int to CHS-LFR direct 4000'; CAE Int temp designated AGS-070 CLT 185 Blythewood Int FLO-270, CLT-185, North Int AGS 090, SAV 002 Flag MRA 5000'. Following Ints unusable: Burton, Adams Run. (6-19)
FLORENCE-RADIO: VOR radials 225°-250° out of tolerance - roughness and bends. (3-7)
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
GREENWOOD COUNTY ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys. (6-14)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes. Effect. immediately, Warning Area W-177 Controlling Agency changed from Ninth Air Force to Myrtle Beach AFB, S. C. (6-19) Effect July 15, Eastern bndry changed returning area to original bndrys which existed prior to Feb 17, 1957.(6-20)
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
SUMTER ARPT: 3200' NW/SE rnwy clsd due const. (6-18)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy clsd to acft weighing more than 6 tons. 200' N end N/S rnwy clsd to all operns. (5-8)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RELIANCE-FLETCHER ARPT: 711' (2883'MSL) lgtd twr being erected 6.2 n mi NNW (346°T) at lat 43-57-55, long. 99-36-11. (4-15)
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Apch procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. LFR operg as homing fac. (5-8)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo rcvr capable of receiving instructions from ctl twr. All acft operg into and out of this fld durg daylgt hrs shall be equipped with a rcvr capable of rcvg instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis. (4-25) About June 24, ILS LMM freq will be changed from 201 kc to 335 kc; LOM freq will be changed from 215 kc to 353 kc. (6-10) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS-RADIO: About June 27, Z mrkr will be shut down until approx July 4- modernization. (6-6)

MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi; 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 closed for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

SEWANEE-UNIVERSITY OF THE SOUTH ARPT: Clsd due to rough and muddy fld. (2-29)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ADDISON ARPT: Arpt reported: Type "L" longest rnwy 2000'; remarks - work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) FLD: Neon apch lgts system removed due const. (6-24)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL CENTER: About July 6, RAPCON will be cmsnd. Freqs: 119.1, 121.5, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 327.4, 335.8, 344.6, 363.8, 379.4, mcs. Rcvg only: 3023.5 kc; 122.7 mc. (6-5)

AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. During this period , ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking -off are cautioned to avoid Bergstrom AFB tfc pat - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: Soon, ILS will be cmsnd. Lclzr freq: 109.5 mc. Ident: BUJ. Glide slope freq: 332.6 mc. Apch bear.: 113°. LMM freq: 206 kc, ident: UJ. LOM freq: 236 kc; ident: BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. (6-5) FLD: Rnwy 11-29 clsd - const. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vcnty of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 8 - relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEAs remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear. from BGS LFR. Mustang Int use 266° bear. from BGS LFR. (4-5)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNWOOD ARPT: 500' (2000' MSL) lgtd twr being erected 5 n mi SSW (218°T) at lat 31-43-45, long. 99-01-00. (5-3)

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

**COLLEGE STATION-EASTERWOOD ARPT: 482' (764' MSL) lgtd twr erected 3.8 n mi NNE (26°T) at lat 30-38-39, long. 96-19-46. (6-20) Rnwy 4-22 clsd for maint. 0800-1700. (5-14)

**CORPUS CHRISTI-SPECIAL NOTICE: Effect. immediately, Warning Area W-493 Controlling Agency changed from C. O. U.S. Naval Air Stn, Corpus Christi, Texas to Chief, Naval Air Advanced Training, Corpus Christi, Texas (CNAVANTRA. (6-20)

CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. (4-23)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21). Concurrently with VOR shut down for modernization, the following temp MEA's apply: V-16 MWL to SLR 3500, V16 to V18 MWL to UIM 4000', V15 ACT to ADM 5000, V114 SPS to Denton Int 5000. V-15E ACT to DAL, V15W DAL to ADM, V114 Denton Int. to GGG, V114N DAL to UIM, V16S Russell Int. to DAL unusable. Following redescribed fixes, Prosper Int, ADM 150/FTW 082 flag MRA 2900, Little Elm Int. FTW 089/MWL 056, Hensley Int. SE course ACF lclzr/BRT 004, Waxachachie Int. ACT 012/BRT 082 flag MRA 4000, Denton Int. SPS 114/FTW 082 flag MRA 5000, Ross Ave. Int. and Fair Park Int. Radar fixes only. Princeton Int., De Soto Int. Ennis Int., Red Oak Int., Kemp Int. unusable.

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and contact Love Twr. Formation take-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; right hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.

FORT WORTH-CARTER FLD-TOWER: Effect July 1, Apch Ctl call will be changed to : Fort Worth Apch Ctl. (5-29) FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly mrkd. 274' (824' MSL) lgtd twr being erected 8 n mi SSE (169°T) at lat 32-41-42, long. 97-01-15.

FORT WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Aug 5. (6-3)

GAINESVILLE MUN ARPT: 315' (1233' MSL) lgtd twr being erected 8.9 n mi NE (47°T) at lat 33-45-05, long. 97-04-02.

GALVESTON ARPT: Rnwy 7-25 and N portion rnwy 17-35 and approx 300' NW end rnwy 13-31 clsd daylgt hrs July 6-7 due sport car races. Markers will be displayed on closed portions. (6-21)

GREENVILLE-MAJORS ARPT: Rnwys 17R and 35L closed due to construction. Men and equip. working during daylight hours. Other rnwys will be clsd intermittently until further notice. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Night lndgs not adviseable. (5-10)

GREGG COUNTY-RADIO: About July 1, Scheduled weather broadcasts on J fac (236 kc) will be discontd. (6-6)

HARLINGEN-HARVEY RICHARDS ARPT: About July 2, 316' (347' MSL) lgtd twr will be erected 10 n mi E (97°T) at lat 26-11-35, long. 97-34-27. (6-19)

TEXAS: HONDO AIR BASE: Inten day and night USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft nights, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd wind sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for take-offs to E only; no lndgs. (3-11)

HUECO MOUNTAIN-RADIO: MHW will be cmsnd. Freq: 317 kc. Ident: HCO. Lctd lat 31-49-06, long. 105-59-42. (6-5)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement. (1-21)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)

LUBBOCK ARPT-TOWER: March 4, ILS glide slope shut down until approx Sept. 1.(2-25)

FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept. 1, for major const and ext of rnwy. Runway 17 threshold lights moved 1000' S. Men and heavy equipment working during daylight hours in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger aircraft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)

LUFKIN-RADIO: DME coverage: 017°, 2400' MSL 34 n mi; 032°, 2400' MSL 35 n mi; 090°, 2000' MSL 21 n mi; 170° 1600' MSL 40 n mi; 190°, 1600' MSL 40 n mi; 310°, 2500' MSL 25 n mi. (5-8)

MARFA-RADIO: Auto, rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi N. W.

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

NEWMAN-RADIO: Soon, MHW will be decmsnd and relctd at Hueco Mountain. (6-5)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

**PALACIOS ARPT: 100' oil drilling derrick erected in NE corner 600' S of N boundary & 600' W of E boundary - lgtd at night. (6-23)

PORT ISABEL ARPT: Closed all operations-const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'.

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE. N/S rnwy. (10-4)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TEXAS: UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long 100-22; elev 1720'; 1 strip -2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WEATHERFORD ARPT: 316'(1456'MSL) lgtd twr being erected 9.4 n mi ENE(73°T) at lat 32-47-46, long. 97-38-27. (5-14)

UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has light roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

JORDAN NARROWS-SPECIAL NOTICE: For Temp Controlled Firing Area, effective June 9 to 23 inclusive, see chart page 33, Airgi, Vol. 12, No. 6, May 28, 1957.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26) About July 1, VOR will be shut down until approx July 22 - modernization. Durg this period, V6 arwy between LWL VOR and Promontory Point will be unusable. (6-25)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL. 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt.

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40° thru 50°, 30 n mi; 50°-85°, 40 n mi; at 13,000' MSL from 145° thru 155°, 35 n mi; and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 & 20 n mi. (2-1) June 24, VOR shut down until approx July 15 - modernization. Durg this period the following arwys will be affected: V21 Delta-Salt Lake City MEA 12,000'; V253 Utah Lake-Timpie Int. and V235 Utah Lake-Ft. Bridger unusable. (6-20)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000';344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: BROOKE-RADIO: May 23, VOR operg test basis. Freq 109.2 mc. Ident: BRV. Lctd: lat 38-20-10, long 77-21-10. Class: VORW.

CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25)

CAPE CHARLES-RADIO: About Aug 1, VOR will be cmsnd. Freq: 112.4 mc. Ident: CCV. Lctd lat 37-20-54, long. 76-00-00. Monitoring category (1). Elev:10'MSL. Class: VORW.

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L "; lat 38-13, long 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 octane gas.(4-15)

**DAHLGREN-SPECIAL NOTICE: Until approx Dec. 1958, in NW corner R-38, acft will oper at 5,000', 10,000', 15,000', 20,000 and 25,000' alts day and night VFR, within a 9 mi radius of moored balloons which are flown durg daylight hours VFR, at 1500'. (6-12)

DAHLGREN -SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

DANVILLE ARPT: Caution - const. Men and equip. on rnwys and ramp area daylight hrs Mon-Fri. Const area flagged days and lgtd nights. (5-23)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)

VIRGINIA: HOPEWELL-RADIO: About Aug 1, VOR will be cmsnd. Freq: 109.4 mc. Ident: HPW. Lctd lat 37-19-45, long. 77-07-03. Elev: 68'MSL. Monitoring category (1). Monitored and ctld from Richmond ATCS. Class: BVOR. (6-21)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution-hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: May 21, ILS lclzr and glide slope shut down - rnwy const. (5-29) FLD: Caution-const - men and equip. operg NE portion of fld approx. 150' N and parallel to rnwy 24 from head of rnwy to the E/W taxi strip. (4-24) Rnwy 6-24 clsd until approx. June 30. Rnwy const in progress. Rnwy 2-20 now open-length 5000'- 1500' ext N end not to be used by acft over 26,000 lbs. (6-17)
NORFOLK ARPT: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi;15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000';200°-225°, 26 n mi at 6000';225°-255°, 43 n mi at 6000';255°-010°, 26 n mi at 6000'.
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)
RICHMOND-BYRD FLD-TOWER: About June 26, ILS LOM freq will be changed to 212 kcs. FLD: Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. All acft rqrd to have 2-way rdo for ngt opern and at least rdo rcvr for daylgt opern. Use paved areas only, all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-15)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx. midway E/W strip. Men and equip adj all rnwys and taxiways-caution.
WAVERLY ARPT: Unattended until further notice- no services avail-land at own risk.
WINCHESTER ARPT: New arpt reported: lctd 18 mi N; elev approx. 900';1 rnwy; 3500' long(graded dirt-shale); remarks-telephone line parallel to rnwy 100' to one side. (3-8)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BANDERA ARPT: Closed - due snow. (12-7)
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. About July 1, VOR will be shut down until approx July 29-modernization. Durg this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C. LFR and Tulalip VHF Int will be unusable. (6-6)
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to heavy traffic. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 closed to all Naval acft.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000';60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500';175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000';290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area;227°-280°, 35 n mi at 8000';280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
HOQUIAM-RADIO: About June 26, VOR/DME will be shut down until approx. July 26. During this period the following arwys will be unusable: V-27 Shelton Int-Newport VOR, V204 Hoquiam VOR-Olympia VOR-Astoria Int. (6-13)

WASHINGTON: LEAVENWORTH-LAKE WENATCHEE ARPT: Closed - due snow. (12-7)
LESTER ARPT: Closed - due snow. (12-7)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°,43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000';275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end -unmarked.
PACKWOOD ARPT: Closed - due snow. (12-7)
PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about March 15, 1958, const in progress-use rnwys and taxiways only. (3-11)
RIMROCK-TIETON ARPT: Closed - due snow. (12-7)
SEATTLE-BOEING FLD: 2 way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30(short-rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)
SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL mlh. (5-22)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 15 mi except V2, V2S, V4, V4S and G2 are unreliable MEA beyond 27 mi. (5-9) FLD: Taxiway btwn rnwy 29 and rnwy 34 closed. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34.
SKYKOMISH ARPT: Closed - due snow. (12-7)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000';153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000';265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on field.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000';261°-280°, unreliable; 281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period-relctn & rnwy extension. (3-29) About June 24, ILS LOM and LMM will be shut down-relctn. (6-11) FLD: 40" high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 and 7-25 clsd for const.(3-20)
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)
TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 122-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (6-5)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° & 336° rads at min terrain clearance altitudes.
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)
WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution-const of new taxi strip and parking area. (5-6)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335mc operg on test basis. (10-29) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1) About July 22, VOR will be shut down until approx. Aug 9 - modification, and freq change from 114.5mc to 109.4mc. (6-21)

WEST VIRGINIA: ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (5-3)

GLEN DALE ARPT: Two 601' (1250'MSL) unlgtd stacks being erected 6.5 n mi SSW (209°T) at lat 39-50-47, long. 80-19-14. (4-9)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-STEWART ARPT: 600' (1227'MSL) unlgtd control chimney being erected 25 n mi SSW (211°T) at lat 38-56-15, long. 81-49-30 and being completed about July. (4-9)

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

WISCONSIN: EAU CLAIRE MUN ARPT: 958' (1847'MSL) lgtd twr being erected 5.5 n mi SSE (159°T) at lat 44-47-58, long. 91-27-59. (6-8)

FOND DU LAC ARPT: Caution - use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)

GREEN BAY-AUSTIN-STRAUBEL ARPT: VOR ground rcvr check point unusable. (5-29)

LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (6-13)

LODI-LAKELAND ARPT: New arpt reported: lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. (10-17)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, during VFR conditions and if equip with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500'MSL at 40 mi all azimuths. (6-7) FLD: Rnwy 7L-25R open days only. Obstruction lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd - itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

OSHKOSH-WINNEBAGO CO ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

**REEDSBURG ARPT: 350' (1200'MSL) lgtd twr erected 2.9 n mi WNW (303°T) at lat 43-32-23, long. 90-01-53. (6-13)

WISCONSIN: WOODRUFF-ARBOR VITAE-RADIO: H facility operating on request basis. (12-28)

WOODRUFF-ARBOR VITAE ARPT: During winter months, arpt attended week-ends and afternoons when weather is VFR. (12-28)

WYOMING: CAMP GUERNSEY-SPECIAL NOTICE: Effect June 14 and 15, Temp Controlled Firing Area will be established within following described area: beginning at lat 42-16-00, long. 104-45-00, thence to lat 42-16-00, long. 104-42-00; to lat 42-12-00, long. 104-42-00, to lat 42-12-00, long. 104-45-00, to point of beginning. Designated alt: surface to 6000'MSL. Activities conducted: 155 mm Howitzer firing demonstration. Time of use: 1000-1700. Controlling agency: Adjutant General, Wyoming; National Guard, Cheyenne, Wyo. (4-30)

CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. Effect June 9 - July 20, twr hrs opern will be 0500-2300, daily. (6-4) FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

GILLETTE ARPT: 50' - 75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. About July 8, VOR/DME will be shut down until approx Aug 5 - modernization. During this period the following arwys and intsxn are unusable: V-4 LAR-DEN, V-118 CYS-RKR, Carr and Nunn VHF Ints. V-4 LAR-CKW usable utilizing LAR LFR; MEA 16,000'; min. crossing alt LAR W-bound 16,000'. V-4N LAR-Gill Int usable utilizing 116° M bear. to LAR LFR; MEA 14,000'; minimum crossing alt Gill Int NW bound 14,000'. (6-19)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.

ROCK SPRINGS ARPT: Caution - first 500' NW end rnwy 12-30 clsd - mrkd. (3-21)

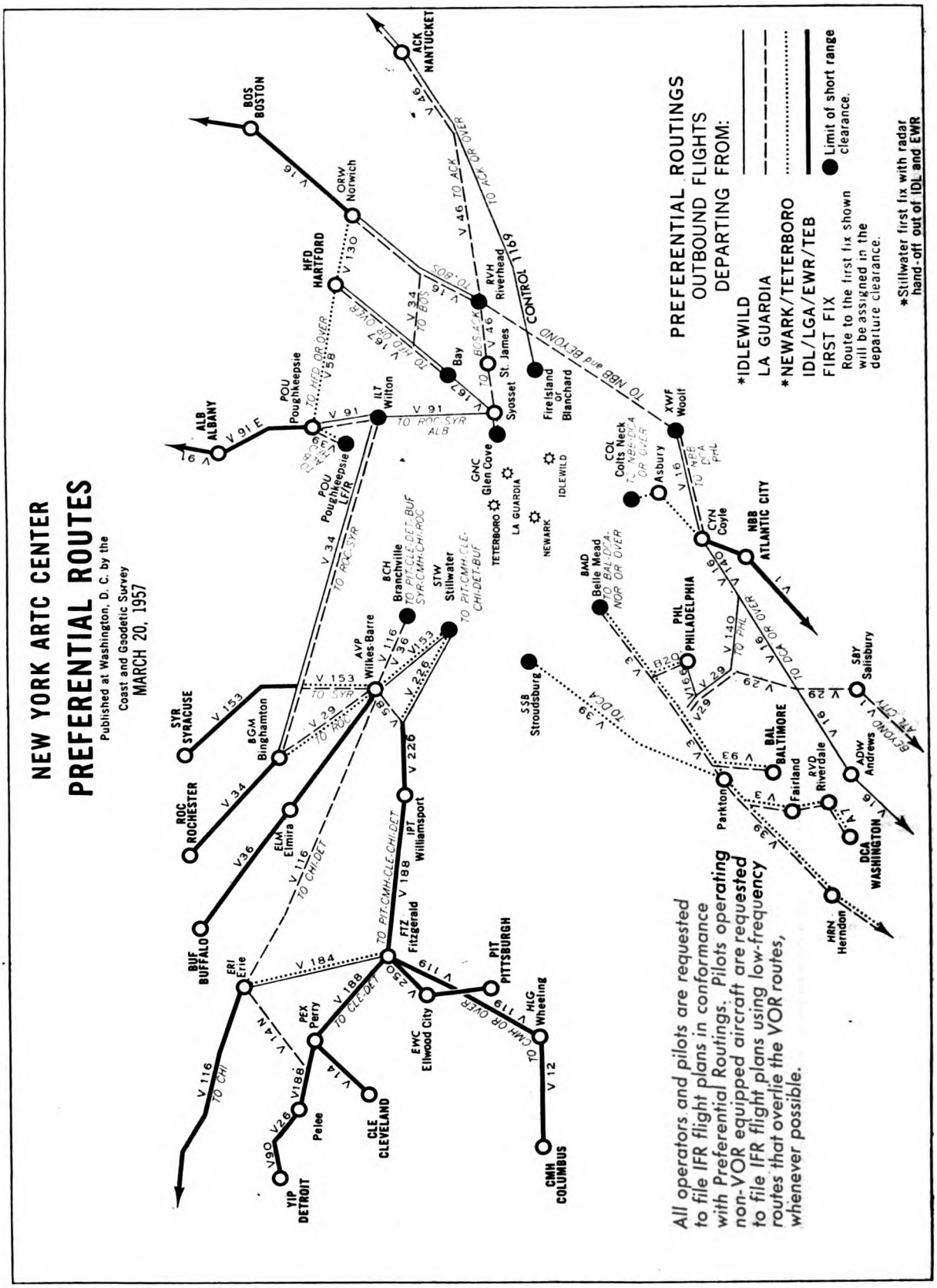
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°-280°. Moderate crs roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' available.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept 30. (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N bndry rnwy 7-25. (5-20)


NEW YORK ARTC CENTER
PREFERENTIAL ROUTES
Published at Washington, D. C. by the
Coast and Geodetic Survey
MARCH 20, 1957
PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:
*IDLEWILD
LA GUARDIA
*NEWARK/TETERBORO
IDL/LGA/EWR/TEB
FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.
Limit of short range clearance.
*Stillwater first fix with radar hand-off out of IDL and EWR
All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.
BOS BOSTON
ACK NANTUCKET
ORW Norwich
HFD HARTFORD
RVH Riverhead
POU Poughkeepsie
ILT Wilton
Bay
St. James
Syosset
CONTROL 1169
Fire Island or Blanchard
ALB ALBANY
GNC Glen Cove
TETERBORO
LA GUARDIA
NEWARK
IDLEWILD
XWF Woolf
COL Colts Neck
Asbury
CYN Coyle
NBB ATLANTIC CITY
BAD Belle Mead
PHL PHILADELPHIA
SBY Salisbury
SSB Stroudsburg
AVP Wilkes Barre
BCH Branchville
STW Stillwater
SYR SYRACUSE
BGM Binghamton
ROC ROCHESTER
ELM Elmira
IPT Williamsport
FIZ Fitzgerald
BUF BUFFALO
ERI Erie
PEX Perry
CLE CLEVELAND
Pelee
YIP DETROIT
EWC Ellwood City
PIT PITTSBURGH
HLG Wheeling
CMH COLUMBUS
Parkton
BAL BALTIMORE
Fairland
RVD Riverdale
ADW Andrews
DCA WASHINGTON
HRN Herndon
ATL CITY
V 116 TO CHI
V 116 TO CHI-DET
V 153 TO SYR
V 34 TO ROC-SYR
V 29 TO ROC
V 36
V 226
V 188 TO PIT-CMH-CLE-CHI-DET
V 184
V 250
V 119
V 14
V 14N
V 188
V 26
V 90
V 12
V 91
V 91E
V 58
V 167
V 34 TO BOS
V 46 TO ACK OR OVER
V 46
V 130
V 16
V 67
V 29
V 140
V 16
V 3
V 93
V 1
V 39
V 29
V 16
V 1
V 16
V 1
V 16
V 1

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

MILES CITY, MONTANA-MUNICIPAL ARPT: VOR, Proced. #1, Amdt. 1, Effective 6 July 1957: Change field elevation from 2631' to "2628' ".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES														CEILING AND VISIBILITY MINIMUMS			
														Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
															65 Knots or Less	More Than 65 Knots	
From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dist	Alt				
														Surveillance approach			
→ 241	274	5	4600	10	4600	15	4600	20	4600	25	4600	30	5000	T-dn#	300-1	300-1	200-½
→ 274	308	5	4600	10	4600	15	5000	20	5000	25	5000	30	6000	C-d	900-1½	900-1½	900-1½
→ 308	349	5	4600	10	5500	15	6000	20	7000	25	7000	30	7000	C-n	900-2	900-2	900-2
349	087	5	5000	10	7000	15	8500	20	9000	25	10000	30	10500	S-dn-7	500-1	500-1	500-1 ←
→ 087	241	5	4600	10	5000	15	5000	20	5000	25	5000	30	5000	A-dn	900-2	900-2	900-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

→ #400-1 required for all takeoffs when departing via SE crs BUR LFR. 200-½ authorized on Rny 25 for aircraft of
→ more than 2 engines.
→ CAUTION: When departing via SE crs BUR LFR, establish crs on the SE crs BUR LFR as soon as practical after takeoff.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ turn right and climb to 4600' on W crs of BUR ILS within 10 mi W of LOM, or when directed by ATC, climb to 3000' on SE crs of BUR LFR, then make 180° right turn continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in non-standard 2 minute pattern on SE crs, or if directed by ATC, climb to 5000' on SE crs of BUR LFR.
→ AIR CARRIER NOTE: Sliding scale prohibited below ¾ mi for takeoff and straight-in landing minimums. Sliding scale
→ probibition not applicable to circling minimums.
CAUTION: 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 mi ENE of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank ,Calif	Lockheed Air Terminal 764'	Lockheed Radar	1, Amdt 1, 3 Aug. 57	Orig, 10 Nov 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
				Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude		65 Knots or Less	More Than 65 Knots	
				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½ ←
				S-dn-24	400-1	400-1	400-1 ←
				A-dn	800-2	800-2	800-2

→ Procedure turn E side of crs, 055 Outbnd, 235 Inbnd, 1200' within 7 miles. NA beyond 7 mi to avoid restricted area R-79.
Minimum Altitude over facility on final approach crs, 700'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.7 miles, make a left climbing turn, returning to Martha's Vineyard MHW at 1200' and hold south.
→ Bearing and distance, facility to airport, 235°-2.7
→ CAUTION: Do not proceed outbound for approach above 1500'. If necessary to lose altitude, shuttle in a one-minute
→ holding pattern - right turns, 015° inbound to MVY. Restricted area R-79 in use with weather conditions of
→ 2000-3 or better.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Vineyard Haven, Mass	Martha"s Vineyard 68'	MHW MVY	1, Amdt 7, 1 July 57 (or com. date of reloc. Facil)	6, 6 Aug 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Billings LFR	BIL-VOR	Direct	5200 ←	T-dn*	300-1	300-1	200-½
Park City FM	BIL-VOR	Direct	5200	C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*Take-off below 300-1 prohibited on all runways except 9-27.

Procedure turn S side crs, 250 Outbnd, 070 Inbnd, 5200' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 4700'
Crs and distance, facility to airport, 070-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 mi, climb to 5200' on R-055 within 20 mi.
CAUTION: 4183' msl tower 3 mi SE of airport.

★ City and State: Billings, Mont | Airport Name & Elev.: Billings Municipal 3612' | Fac. Class & Ident.: BVOR BIL | Procedure No. & Eff. Date: 1, Amdt 4, 3 Aug 57 | Sup. Amdt. No. Dated: 3, 6 Jul 57

Corpus Christi LFR	CRP-VOR	Direct	1300	T-dn	300-1	300-1	200-½
				C-d	700-1	700-1	700-1½
				C-n	700-1½	700-1½	700-2
				A-dn	800-2	800-2	800-2

Procedure turn W side crs, 349 Outbnd, 169 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 169-7.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 7.8 mi, turn right, climb to 1800' on R-227 within 20 mi, or when directed by ATC, turn left, climb to
→ 1400' on R-040 within 20 mi
→ CAUTION: 355' antenna 2.1 mi NE of airport.
AIR CARRIER NOTE: Authorization for local visibility reduction & sliding scale not applicable for night landings.

★ City and State: Corpus Christi, Tex. | Airport Name & Elev.: Cliff Maus 42' | Fac. Class & Ident.: BVOR CRP | Procedure No. & Eff. Date: 1, Amdt 4, 27 Jul 57 | Sup. Amdt. No. Dated: 3, 28 Jul 56

Houlton LFR	HUL-VOR	Direct	2000	T-d ←	500-1	500-1	500-1
				C-d	700-1	700-1	700-1½
				S-d -5 ←	700-1	700-1	700-1
				A-d ←	1000-2	1000-2	1000-2

Procedure turn E side of crs, 219 Outbnd, 039 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 039-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi, climb to 2000' on R-039 crs Houlton VOR, then make a left turn & return to the Houlton VOR at 2500'.

★ City and State: Houlton, Me | Airport Name & Elev.: Municipal 493' | Fac. Class & Ident.: BVOR HUL | Procedure No. & Eff. Date: 1, Amdt 1, 3 Jul 57 | Sup. Amdt. No. Dated: Orig, 16 Jul 55

Procedure CANCELLED, effective 7 June 1957.

★ City and State: Mansfield,Ohio | Airport Name & Elev.: Mansfield 1296' | Fac. Class & Ident.: BVOR MFD | Procedure No. & Eff. Date: 1, Amdt 2 21 Jan 1956 | Sup. Amdt. No. Dated: 1 22 Apr 54

				T-dn	300-1	300-1	200-½
				C-dn	600-1	700-1	700-1½
				S-dn-21	500-1	500-1	500-1 ←
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 032 Outbnd, 212 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 212-5.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.9 miles, climb to 2500' on R-212 within 20 miles of VOR

★ City and State: Parkersburg,W Va | Airport Name & Elev.: Wood County 856' | Fac. Class & Ident.: BVOR PKB | Procedure No. & Eff. Date: 1, Amdt 2, 27 Jul 57 | Sup. Amdt. No. Dated: 1, 29 May 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rockford FM	GEG-VOR	direct	4700	T-dn	300-1	300-1	200-½
GEG LFR	GEG-VOR	direct	4000	C-d	500-1	500-1	500-1½
GEG LOM	GEG-VOR	direct	4000	C-n	600-1	600-1	600-1½
Pine City MH, via crs 309	Tyler Int	direct	4000	S-dn-3	400-1	400-1	400-1
Rodna Int, via crs 338	Tyler Int	direct	4000	A-dn	800-2	800-2	800-2
→ Barrington FM, via crs 099		as					
→ toward Pine City MH & R-207 GEG	Tyler Int	indicated	4000				
Tyler Int	GEG-VOR (Final)	direct	3700				

→ Procedure turn S side of crs, 207 Outbnd, 027 Inbnd, 4000' within 10 miles of GEG VOR.
Minimum Altitude over facility on final approach crs, 3700'
Crs and distance, facility to airport, 027-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, make left climbing turn to intercept R-360 GEG at 4500' within 20 miles - all turns on W side of R-360.
Alternate missed approach, when directed by ATC, make left climbing turn to intercept R-300 GEG VOR at 4500' within 20 miles - all turns on W side of R-300; or make left climbing turn, proceed direct to GEG VOR at 4000', and hold on R-207, standard pattern.
Rodna Int: Int R-185 GEG & Brng 099 to PCD
Tyler Int: Int R-207 GEG & Brng 129 to PCD

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash	Geiger Field 2372'	BVOR GEG	1, Amdt 6, 27 Jun 57	5, 1 Jun 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int R-331° LGB and SE crs BUR LFR	BUR-LFR			*T-dn	300-1	300-1	300-1
		Direct	5000	C-d	900-1½	900-1½	900-1½
→ Int R-272 LGB & S crs BUR LFR				C-n	900-2	900-2	900-2
	BUR-LFR	Direct	5000	S-d-7	600-1	600-1	600-1
Simi Intersection #	BUR-LFR	Direct	4300	S-n	700-1½	700-1½	700-1½
Chatsworth "H"	BUR-LFR (Final)	Direct	1500	A-dn	900-2	900-2	900-2

→ *400-1 required for take-off when departing via SE crs BUR LFR. 200-½ authorized for take-off on Rnv 25 for more
→ than 2-engine aircraft only. CAUTION: When departing via SE crs BUR LFR, establish crs on SE crs BUR LFR as soon
→ as practical after take-off.
Procedure turn S side of NW crs, 278° Outbnd, 098° Inbnd, (On top not below 5000' within 10 mi NW of Chatsworth HW #)
#After procedure turn or after leaving Simi Int cross Chatsworth RBN in-bound not below 4800'. All approaches
→ must be started from on top. Apply sliding scale for tops reported at Simi Int. as follows: Tops 5000'
Ceiling 600-d(700-n); 5500' - 900; 6000' - 1300; 6500' -1700; 7000' - 2100; 7500' - 2500.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 094-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.3 miles, climb to 5000' on SE course within 20 miles.
→ CAUTION: Terrain above flight altitude paralleling final approach on the North. 2000' terrain 2.2 mi NE of
→ airport rising to 3126' approximately 3.5 mi ENE of airport.
→ AIR CARRIER NOTE: Sliding scale prohibited below ¾ mi for takeoff and for straight-in landing minimums. Sliding
→ scale prohibition not applicable to circling minimums.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank, Calif	Lockheed Air Terminal 764'	SBML BUR	1, Amdt 6, 3 Aug 57	5, 10 Nov 56

Oden FM	CRP-LFR (Final)	Direct	800	T-dn	300-1	300-1	200-½
Corpus Christi BVOR	CRP-LFR	Direct	1300	C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-d	400-1	400-1	400-1
				S-n-12	400-1½	400-1½	400-1½
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 319 Outbnd, 139 Inbnd, 1400 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 136-2.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.5 miles turn right and climb to 1800' on SW (231) crs within 20 miles, or when directed by ATC, turn
→ left, climb to 1400' on northeast (039) crs within 20 mi
→ CAUTION: 355' antenna 2.1 mi NE of airport.
AIR CARRIER NOTE: Authorization for local visibility reduction and sliding scale not applicable for night landings

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Corpus Christi Texas	Cliff Maus 42'	SBMRLZ CRP	1, Amdt 12, 27 Jul 57	11, 28 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
HUL-VOR	HUL-LFR	Direct	2000	T-d ←	500-1	500-1	500-1
				C-d	*700-1	700-1	700-1½
				S-d -19 ←	500-1	500-1	500-1
				A-d ←	1000-2	1000-2	1000-2

* 600-1 day, 600-1½ night authorized when circling W of airport.
Procedure turn E side N crs, 15 Outbnd, 195 Inbnd, 1800' within 10 mi. Beyond 10 mi NA. (E to avoid nigh terrain)
Minimum Altitude over facility on final approach crs, 1300'
→ Crs and distance, facility to airport, 198-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
witnin 2.7 mi, climb to 2500' on S crs witnin 15 mi.
NOTE: ADF procedure not authorized.
→ CAUTION: 915' hill with beacon light SE of airport, hill along E side of airport.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Houlton, Maine	Municipal 493'	BMRLZ HUL	1, Amdt 6, 3 Jul 57	5, 24 Jul 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Burbank LFR	LOM	direct	*5000	#T-dn	300-1	300-1	300-1
Saugus Int	LOM	direct	7000	C-d	900-1½	900-1½	900-1½
→ Simi Int	LOM	direct	4600	C-n	900-2	900-2	900-2
→ Broome Int	LOM	direct	4600	S-dn-7	400-1	400-1	400-1 ←
Malibu Int	LOM	direct	5000	A-dn	900-2	900-2	900-2
Shoreline Int	LOM	direct	5000				
Newhall LFR	LOM	direct	6000				
Fillmore VOR	LOM	direct	5000				
Fillmore VOR via R-120	ILS Wcrs	direct	5000				
→ Int W crs ILS & Fillmore VOR R-120	LOM (Final)	direct	4600				

→ *4600' authorized after course is established westbound on ILS localizer.
→ #400-1 required for all takeoffs when departing via SE crs BUR LFR. 200-½ authorized for takeoff on Rny 25
→ for more than 2-engine aircraft only. CAUTION: When departing via SE crs BUR LFR establish crs on SE crs BUR LFR
→ as soon as practical after takeoff.
→ Procedure turn S side of crs, 256 Outbnd, 076 Inbnd, 4600 within 10 miles of LOM. Beyond 10 mi NA.
→ Minimum Altitude at G.S. int inbnd, 4600
→ Altitude of G.S. and distance to appr end of rny at OM 4577-11.9, at MM 1331-1.7, at inner compass locator 924-0.4.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ turn right and climb to 4600' on W crs of BUR ILS within 10 mi west of LOM. Alternate missed approach, when directed by ATC, climb to 3000' on SE crs of BUR LFR, then make 180° right turn, continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in nonstandard 2 minute pattern on SE crs, or if directed by ATC, climb to 5000' on SE crs of BUR LFR.
→ AIR CARRIER NOTE: Sliding scale probibited below ¾ mi for takeoff and straight-in landing minimums. Sliding scale
→ probibition not applicable to circling minimums.
→ NOTE: Provision for use with inoperative ILS components not applicable.
CAUTION: 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 mi ENE of airport.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank, Calif	Lockheed Air Term 764'	ILS BUR	1, Amdt 8, 3 Aug 57	7, 10 Nov 56

Black Forest FM	COS MHW (LOM)	direct	8200	T-dn#	300-1	300-1	300-¾
ILS LMM	COS MHW (LOM)	direct	7300	C-d	600-1	600-1	600-1½
Ellicott MHW	COS MHW (LOM)	direct	7800	C-n	600-2	600-2	600-2
→ Pueblo VOR, via R-314	S crs COS ILS (Fountain FM)	direct	7300	S-dn-35 *ILS	300-¾	300-¾	300-¾
→ Fountain FM	COS MHW (LOM) (Final)	direct	7300	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#Takeoffs below 300-¾ not authorized.
*Provisions for inoperative ILS components not applicable. 400-1 required with glide slope inoperative.
Procedure turn E side S crs, 166 Outbnd, 346 Inbnd, 7300 within 10 mi of COS MHW (LOM). NA beyond 10 mi.
(Procedure turn area limited to west by restricted area)
Minimum altitude at G.S. int inbnd, 7300' ILS; minimum altitude over COS MHW inbnd final, 7300' ADF.
Altitude of G.S. and distance to approach end of rny at OM, 7240-3.8; at MM 6325-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF), make a right climbing turn, climb to 8000' on 035 crs from LOM within 15 mi. Alternate missed approach, when directed by ATC, make a right climbing turn, climb to 8000' on 090 crs from LOM within 15 mi.
NOTE: No approach lights.
CAUTION: (1) 7190' MSL Radio Tower 13.5 mi N of LOM. 7710' MSL terrain 20.4 mi N of LOM.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Colorado Springs, Colorado	Peterson Fld 6172'	ILS-ICOS, MHW (LOM) COS	1, Amdt 6, 3 Aug 57 Comb ILS-ADF	5, 1 Jun 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
HUA VOR	HSV VOR	Direct	2500	T-dn	300-1	300-1	300-1
HSV VOR	Ballard Int %	Direct	2200	S-d-17	500-1	500-1	500-1
Ballard Int %	Rocket FM@ or abeam HUA RBn	Direct	2000	S-n-17	600-2	600-2	600-2
→ Rocket FM@ or abeam HUA RBn	HUA VOR (Final)	Direct	1200	C-d	900-1	900-1	900-1½
				C-n	900-2	900-2	900-2
				A-dn	1000-2	1000-2	1000-2

%Ballard Int: Int R-351 HUA & R-238 HSV

→ @Rocket FM: Continuous dashes on 400 cycles - located at Redstone (HUA) RBn site.

Procedure turn W side of crs, 351 Outbnd, 171 Inbnd, 2500 within 10 miles N of Rocket FM@ or abeam HUA RBn.
Minimum Altitude over facility on final approach crs, VOR 1200#. Distance, Rocket FM@ or abeam HUA-RBn to Rny, 3.2
#Maintain 2000' MSL until after passing abeam HUA RBn or Rocket FM@ inbound on final.
Crs and distance, breakoff point to app end Rny 17, 167-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over HUA VOR, turn right and climb to 2500' on R-351.
NOTE: Military authority required. Airport not available to the general public.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Huntsville,Ala	Redstone (Army) 679'	VOR HUA	TerVOR-17, Amdt 2, 3 Aug 57	1, 29 Jun 57

(25 June 57)

U. S. GOVERNMENT PRINTING OFFICE : 1957

SPECIAL NOTICE
AIRMAN'S GUIDE
PRICE REDUCED
See Page 4

AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
JUL 22 1957
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How to use this Guide - page 2

Notices to Airmen - page 2

VOL. 12, NO. 9 **JULY 9, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

VHF ATCS-TO-PRIVATE AIRCRAFT CHANNELS: The national VHF channel for transmission from ATCS-to-private aircraft 122.2 mc was partially implemented beginning August 1, 1951. (The companion aircraft-to-ATCS frequency is 122.1 mc). Eventually all ATCS will transmit on 122.2 mc but in the meantime VHF reply to private aircraft will be furnished on the VHF range voice channel at ATCS which have not yet commissioned 122.2 mc. Pilots should consult the Airman's Guide and current Notams for information on frequencies available at specific stations. The frequency upon which the pilot expects reply should be specified in the initial call.

When an ATCS is unable to reply on the VHF range voice channel because of equipment failure or maintenance shut down, reply will be made on 121.5 mc. A small number of ATCS have not yet installed transmitting service on 121.5 mc. At these locations, the reply on 121.5 mc will be made by an adjacent control tower. Therefore, when a pilot calling such station has reason to believe that the VHF range voice channel is not operating, he should request reply on 121.5 mc.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e. g. Long Beach omnirange (Voice) - - . . - - - - . . . (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 20 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" (or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60 49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 26. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

NOMENCLATURE CHANGES FOR INSACS AND OFACS: Effective immediately the following nomenclature changes are in effect:

"Interstate Airway Communications Station" (INSACS) will be replaced by "Air Traffic Communications Station" (ATCS).

"Overseas-Foreign Aeronautical Communications Station" (OFACS) will be replaced by "International Air Traffic Communications Station" (IATCS).

Since the new abbreviations are not phonetic, the short terms "Station" and "International Station" may be used when referring to these facilities.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

NEWARK CEILING-VISIBILITY EVALUATION PROGRAM: This program, being conducted at Newark Airport by the U.S. Weather Bureau, changed from furnishing threshold contact height estimates to APPROACH LIGHT CONTACT HEIGHT estimates on May 1, 1957. These estimates will be given out only by the CAA local controller on 118.3 mc at the time each pilot reaches the outer marker inbound for a straight-in ILS approach to rnwy 4. Evaluation of the accuracy and usefulness of these estimates is based solely on the report given by the pilot. Therefore it is important for the report "APPROACH LIGHTS" to be given on 118.3 mc the instant the approach lights are sighted. All pilots are urged to visit the project building adjacent to the control tower or telephone the project personnel at MItchell 2-4414 and give their opinion as to whether the approach light contact heights are of more value than the threshold contact lights.

AIRMAN'S GUIDE PRICE CHANGE: Effective July 1, the annual subscription to the Airman's Guide is being reduced to $2.25 domestic ($3.25 foreign). The Flight Information Manual, which was formerly included in the subscription price to the Guide, is NOT included in the new price. However, all subscribers to the Guide will receive written notice from the Superintendent of Documents when the Manual is issued, giving the price and how it may be purchased. The Manual cost is expected to be approximately $0.50, so that the overall cost of Guide and Manual will remain about the same. The separation of the Guide and Manual is for bookkeeping purposes only; the Guide will continue to supplement the Manual as in the past.

✓ MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective August 1, 1957:

(1) A-5, amended to read in part:		
Greenwood, Miss. LFR	Hernando INT, Miss	1800
Hernando INT, Miss.	Memphis, Tenn. LFR	1500
(2) V-16, amended to read in part:		
Pine Bluff, Ark. VOR via S alter. *1600 - MOCA	Eudora INT, Miss. via S alter	*3000
Eudora INT, Miss. via S alter.	Memphis, Tenn. VOR via S alter.	1400
Memphis, Tenn. VOR via S alter. *2500 - MRA	*LaGrange INT, Tenn. via S alter.	1500
LaGrange INT, Tenn. via S alter. *2000 - MOCA	Graham, Tenn. VOR via S alter.	*4000
(3) V-54, amended to read in part:		
Biscoe INT, Ark. *3000 - MRA **1700 - MOCA	*Hughes INT, Ark.	**2500
Hughes INT, Ark. *1700 - MOCA	Memphis, Tenn. VOR	*2500
Lonoke INT, Ark. via N alter. *3000 - MRA **1600 - MOCA	*Hillemann INT, Ark. via N alter.	**2500
Hillemann INT, Ark. via N alter. *2500 - MRA **1600 - MOCA	*Caldwell INT, Ark. via N alter.	**2500
Caldwell INT, Ark. via N alter.	Memphis, Tenn. VOR via N alter.	1700

✓ ON REQUEST REPORTING POINTS: The following on-request reporting points are designated or cancelled, effective August 1, 1957:

DESIGNATED:

(1) CALDWELL, ARK. (VHF) INTSXN - the intsxn of the 276°T radial of the Memphis, Tenn. VOR and the 171°T radial of the Walnut Ridge, Ark. VOR.

(2) HERNANDO, MISS. (LF) INTSXN - the intsxn of the S crs of the Memphis, Tenn. LFR and a 106°T bearing from Bruins, Ark. Rbn.

(3) HERNANDO, MISS. (VHF) INTSXN - the intsxn of the 191°T radial of the Memphis, Tenn. VOR and a 106°T bearing from Bruins, Ark. Rbn.

(4) HUGHES, ARK. (VHF) INTSXN - the intsxn of the 261°T radial of the Memphis, Tenn. VOR and the 166°T radial of the Walnut Ridge, Ark. VOR.

(5) LAGRANGE, TENN. (VHF) INTSXN - the intsxn of the 081°T radial of the Memphis, Tenn. VOR and the 178°T radial of the Dyersburg, Tenn. VOR.

(6) PRITCHARD, MISS. (VHF) INTSXN - the intsxn of the 224°T radial of the Memphis, Tenn. VOR and the 132°T bearing from Bruins, Ark. Rbn.

(7) SLAYDEN, MISS. (VHF) INTSXN - the intsxn of the 099°T radial of the Memphis, Tenn. VOR and the 231°T radial of the Jack's Creek, Tenn. VOR.

CANCELLED:

(1) NESBITT, MISS. (VHF) INTSXN - the intsxn of the 186°M radial of the Memphis, Tenn VOR and the 090°M bearing from the Bruins, Ark. Rbn.

(2) NESBITT, MISS. (LF) INTSXN - the intsxn of the S crs of the Memphis, Tenn. LFR and the 090°M bearing from the Bruins, Ark. Rbn.

(3) ROUND POND, ARK. (VHF) INTSXN - the intsxn of the 271°M radial of the Memphis, Tenn. VOR and the 160°M radial of the Walnut Ridge, Ark. VOR.

✓ CONTROL AREA EXTENSIONS AND CONTROL ZONES: Effective 0001 CST July 10,* 1957, to 2400 CST August 31, 1957, unless otherwise advised, the following temporary control area extensions and control zones are amended in whole or in part as follows:

(1) Control area extension (Camp Douglas, Wis.) is added to read: "That airspace within a 30 mi radius of Volk Field, Camp Douglas, Wis., N of lat 43-39-00, excluding the portion below 26,000 ft, lying within restricted area R-200 and excluding the portion below 12,000 ft, lying within restricted area R-468."

(2) Control zone (Camp Douglas, Wis.) is added to read: "Within a 5 mi radius of Volk Field, Camp Douglas, Wis., and within 2 mi either side of lines bearing 90°T and 270°T from the Camp Douglas nondirectional radio beacon extending from the 5 mi radius zone to a point 12 mi E of the nondirectional radio beacon."

*NOTE: The above information was issued by Circuit A NOTAM at 1310Z on 26 June 1957.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Areas shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 201)

Effective July 26, 1957:

(1) Section 608.25, the Fort Knox, Kentucky, area (R-64, formerly D-64), amended October 31, 1951 in 16 F.R. 11066, is further amended by changing the "Designated Altitude" column to read: "Surface to 30,000 ft MSL."

(2) Section 608.29, the Woods Hole, Massachusetts, area (R-13), amended May 4, 1956, in 21 F.R. 2977, is rescinded.

(3) Section 608.29, the Cuttyhunk, Massachusetts, area (R-75), amended May 4, 1956, in 21 F.R. 2977, is rescinded.

(4) Section 608.29, the Nashawena #2, Massachusetts, area (R-61), amended January 24, 1952, in 17 F.R. 715, is rescinded.

(5) Section 608.30, the Upper Lake Huron, Oscoda, Michigan, area #2 (R-491), amended April 24, 1957, in 22 F.R. 2881, is further amended by changing the "Time of Designation" column to read: "Daylight hours only."

(6) Section 608.44, the Muskogee (Camp Gruber), Oklahoma, area (R-220 formerly D-220) amended February 3, 1953, in 18 F.R. 681, is rescinded.

(7) Section 608.51, the Fort Hood, Texas, area (R-291), amended May 4, 1956, in 21 F.R. 2977, is further amended by changing the "Designated Altitudes" column to read: "Surface to 30,000 ft MSL."

Effective August 2, 1957:

(1) Section 608.43, the Wilmington, Ohio, area (R-109), amended on March 9, 1957, in 22 F.R. 1547, is further amended by changing the "Controlling Agency" column to read: "Wright Air Development Center, Wright Patterson AFB, Dayton, Ohio."

✓ WEATHER COLLECTION TIME CHANGE: Effective June 1, 1957, the starting time for hourly sequence collections of aviation weather reports on Service A teletypewriter circuits was changed from 30 minutes past the hour to the hour. Pilots should take full cognizance of this change when checking the latest weather before or in flight. Also, pilots should try to avoid telephoning Weather Bureau or CAA stations for weather information between 45 minutes after the hour and the hour because at this time the stations are routinely occupied with observing the weather.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

✓HOLDING PATTERNS: The following holding patterns have been designated, redesignated, or cancelled, effective August 1, 1957:

DESIGNATED:

(1) CALDWELL, ARK. (VHF) INTSXN - direction of holding - W on the 276°T radial of the Memphis, Tenn. VOR; direction of turns - right; time - 1 minute; minimum alt 2500'.

(2) HERNANDO, MISS. (LF) INTSXN - direction of holding - S on the S crs of the Memphis Tenn. LFR; direction of turns - right; time - 2 minutes; minimum alt 1500'.

(3) HERNANDO, MISS. (VHF) INTSXN - direction of holding - S on the 191°T radial of the Memphis, Tenn. VOR; direction of turns - right; time - 2 minutes; minimum alt 1500'.

(4) SLAYDEN, MISS. (VHF) INTSXN - direction of holding - E on the 099°T radial of the Memphis, Tenn. VOR; direction of turns - right; time - 2 minutes; minimum alt 3000'.

(5) NORTHBROOK, ILL. (VOR) INTSXN - direction of holding - E on the 093°T radial; direction of turns - right; time - 1 minute.

(6) ELGIN, ILL. (VHF) INTSXN - direction of holding - N on the 340°T radial of the Naperville, Ill. VOR; direction of turns - right; time - 1 minute.

(7) WHITE FISH, ILL. (VHF) INTSXN - direction of holding - E on the 093°T radial of the Northbrook, Ill. VOR; direction of turns - right; time - 1 minute.

(8) MARENGO, ILL. (VHF) INTSXN - direction of holding - W on the 093°T radial of the Janesville, Wis. VOR; direction of turns - right; time - 1 minute.

(9) LAKE SHORE, ILL. (VHF) INTSXN - direction of holding - W on the 075°T radial of the Naperville, Ill. VOR; direction of turns - right; time - 1 minute.

(10) WESTVILLE, IND. (VHF) INTSXN - direction of holding - E on the 089°T radial of the Chicago Heights, Ill. VOR; direction of turns - right; time - 2 minutes.

REDESIGNATED:

(1) NAPERVILLE, ILL. (VOR) INTSXN - direction of holding - W on the 269°T radial; direction of turns - right; time - 1 minute; minimum alt 2100'.

CANCELLED:

(1) ROUND POND, ARK. (VHF) INTSXN - direction of holding - W on the 271°M radial of the Memphis, Tenn. VOR; direction of turns - right; time - 2 minutes; minimum alt 2800'.

(2) NESBITT, MISS. (LF) INTSXN - direction of holding - S on the S crs of the Memphis, Tenn. LFR; direction of turns - right; time - 2 minutes; minimum alt 1500'.

(3) NESBITT, MISS. (VHF) INTSXN - direction of holding - S on the 186°M radial of the Memphis, Tenn. VOR; direction of turns - right; time - 2 minutes; minimum alt 1500'.

✓LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

DRA	Desert Rock AAF, Nevada (assignment)
EEL	Wheeling, Ill., VOR (changing to OBK Northbrook, Ill.)
FYV	Fayetteville, Ark., Drake Field (name change)
LUK	Lucas, Iowa, REP (deletion)
PMD	Palmdale, Calif., Air Force Plant 42 (name change)
TOC	Toccoa, Ga., Le Tourneau-Westinghouse Arpt (name change)
2LM	Lookout Mountain, Tenn. (assignment)
4BO	Broadus, Montana (assignment)

✓CONTROL 1150 (OFF SHORE ROUTE) MEA CHANGE: Change MEA West Palm Beach Fla. VOR to Bonita Int., Fla., from 1600' to 1700'.

✓FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 29, under 3rd Region, General Safety: Delete Huron, S. Dak. and insert Sioux Falls, S. Dak.

(2) Page 100, Airborne, insert: Eagle Lake, Texas -- 180°; center of football field 1/2 mi SW Eagle Lake Arpt.

(3) Page 102, Airborne, insert: Vandalia, Ill. -- 180°; centerline at N end N/S rnwy.

(4) Page 107, Ground, delete: Vandalia, Ill. checkpoint.

✓AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Volume 12 #8, dated June 25, 1957, as follows:

(1) Page 71, under MINIMUM EN ROUTE ALTITUDES, section 610.6002, V-2; section 610.6082, V-82; section 610.6097, V-97; and section 610.6129, V-129; substitute La Crosse, Wis., for Nodine, Wis., wherever the latter occurs.

(2) Page 73, under ON REQUEST REPORTING POINTS, Redesignated, Effective August 1, 1957, #6: change "Nodine, Wis." to read "La Crosse, Wis."

(3) Page 73 - ON REQUEST REPORTING POINTS, Designated, Effective August 1, 1957:

(a) correct #6 Clifton, Tenn. VHF Intsxn to read: intsxn of the 104°T radial of the Jack's Creek, Tenn. VOR and the 238°T radial of the Graham, Tenn. VOR.

(b) correct #35 Waco, N. C. VHF Intsxn to read: intsxn of the 327°T radial of the Charlotte, N. C. VOR and the 057°T radial of the Spartanburg, S. C. VOR.

(4) Pages 74 and 75, under CIVIL AIRWAYS, cancel items 4, 10 and 12; change item 14 to read: "VOR civil airway No. 129 (Rockford, Ill., to Eau Clair, Wis.) is amended by changing the words which read: "Rockford VOR 278°T and Lone Rock VOR 162°T radials;" to read: "Rockford VOR 276°T and the Lone Rock VOR 164°T radials;".

Under CONTROL AREA EXTENSION, cancel item 3; under CONTROL ZONES, cancel item 6; under VOR REPORTING POINTS, item 1, under additions, delete reference to Nodine Minn., VOR, and item 2, under revocations, delete reference to La Crosse, Wis., VOR. (Above changes due to fact relocation La Crosse VOR to Nodine, Minn., scheduled for March '58)

✓AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published i about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Cincinnati	Nashville	Chicago Local	WAC 307
Cleveland	New York	Kansas City Local	WAC 360
Huntington	Rapid City	WAC 117	JN 29

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts dates shown are release dates

Albany	6-24-57	Green Bay	6-19-57	Detroit Local	6-19-57
Aroostook	6-24-57	Lake Superior	6-19-57	WAC 218	6-20-57
Burlington	7-1-57	Milwaukee	7-1-57	WAC 219	6-24-57
Cheyenne	6-27-57	Twin Cities	6-20-57	WAC 263	6-24-57
Denver	6-27-57	Wichita	6-28-57	JN 30	6-28-57
Detroit	6-24-57	Lewiston	6-24-57		

Instrument Flight Charts released since June 17, 1957

AL 6 RNG-1/RNG-2	(NAS) Mun Akron Arpt, Ohio
AL 10 RNG-1/RNG-2/ADF/ILS-1	Albany Arpt, N. Y.
AL 14 RNG/VOR	Alexandria Arpt, Minn.
AL 21 VOR	Asheville-Hendersonville Arpt, N. C.
AL 36 RNG/VOR/ILS	Bakersfield-Kern Co. Arpt No. 1, Calif.
AL 45 VOR	Bellingham Arpt, Wash.
AL 72 ILS-1/ILS-2/RNG/VOR	Casper Air Terminal, Wyo.
AL 78 ADF/ILS	Douglas Field, N. C.
AL 118 ADF	Detroit City Arpt, Mich.
AL 206 VOR/ILS	Hawkins Arpt, Miss.
AL 239 ADF/ILS-1/VOR/ILS-2	Standiford Field, Ky.
AL 251 VOR/ILS	Medford Arpt, Oregon
AL 258 RNG/ADF/ILS-1	Midland Air Terminal, Texas
AL 289 ADF-2/ILS-2	La Guardia Arpt, N. Y.
AL 322 RNG/VOR	Sky Harbor Arpt, Ariz.
AL 324 RNG/VOR	Pierre Arpt, S. Dak.
AL 334 RNG/VOR	Pueblo Memorial Arpt, Colo.
AL 620 VOR/ILS-2	Philip Billard Arpt, Kans.
AL 628 ADF/VOR	Barkley Arpt, Ky.
AL 693 VOR	San Jose Municipal Arpt, Calif.
AL 702 ADF/VOR	Findlay Arpt, Ohio
AL 957 ADF/ILS/RNG	Patrick Henry Arpt, Va.
RF 3, 4, 10, 34	
RF Terminal Area - Boston, Jacksonville	
RF-VOR Terminal Area - Cleveland, Detroit, Memphis, Philadelphia, Pittsburgh, St. Louis, Tampa	
RF Index, RF Dates of Latest Prints	

NEW CHARTS

AL 118 VOR - Detroit, Michigan - Detroit City Arpt
AL 693 VOR (TVOR) - San Jose, California - San Jose Municipal Arpt
AL 707 VOR - Owensboro, Kentucky - Owensboro-Daviess Co. Arpt
RF 35, RF 36, RF 37
RF-VOR Seattle Terminal Area

DISCONTINUED CHARTS

AL 860 VOR - Mansfield, Ohio - Mansfield Arpt (procedure cancelled, CAA 6-13-57)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18)

BIRMINGHAM ARPT-TOWER: About Aug 1 MM and LMM will be shut down - relctn. (6-4)

FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

EVERGREEN, MIDDLETON, 20, MSY-ATL ARPT: Rnwy and threshold lgts inop. (2-6)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)

MOBILE-BATES FLD - SPECIAL NOTICE: Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft. (4-22)

MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic approach below 300'.(6-18) FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld.(11-10)

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2).

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FLORENCE-SPECIAL NOTICE: Temporary Controlled Firing Area within the following described area: bounded on the N by lat 33-07-30; E. long 111-20-00; S lat 33-03-30; W long. 111-22-30. Designated Altitude: Surface to 7200'MSL. Time of Use: 0630-1600 hours MST on or about 30 June 1957 only. Activities Conducted: 4.2 inch Infantry Mortar Firing, High Explosive and Smoke Shell. Using Agency: Heavy Mortar Company, 158th Infantry, National Guard of Arizona, Glendale, Arizona. (4-30)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU

ARIZONA: 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (6-24)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

PHOENIX-SPECIAL NOTICE: Extreme caution-area between Phoenix VOR & Hassayampa VOR on Victor arwy 16 & Green 5. Extensive high performance, jet acft across these arwys when departing & arriving Luke AFB in connection with trng conducted Gila Bend Restricted Areas (R-309, R308). This tfc generally crosses V-16 & Green 5 between Hassayampa VOR & town of Tolleson (11 mi W of Phoenix) at alts of 3000' MSL & below-0715 thru 1600, Mon thru Fri. (3-1) All flgts operg thru this area maintain at least 4000' MSL. Flgts lndg or departing within area advised to exercise extreme caution below 4000' MSL. (5-7)

PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000 in standard pattern within 15 mi. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int - Int GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (6-14)

**PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for tk-off, xcpt prior permission arpt manager. (12-7) Functioning 2-way rdo rqrd.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'.

**SALOME, SITE #27B, LAX-PHX: Caution-puncture vines. (6-18)

★SAN SIMON-RADIO: July 1, VOR cmsnd. Freq: 115.4 mc. Ident: SSO. Lctd lat 32-16-12, long. 109-15-45. Elev: 3607' MSL. Mag variation: 13°E. Monitoring category (3). Controlled from Tucson ATCS. Class: VORW. (7-4) VOR coverage 030°-170°, 30 n mi; 160°-260°, 30 n mi. (7-4)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000' 225°-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'(7-17)

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF - steers unrel beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000';(c)SE quad 12,000';(d) NE quad 13,000'. (6-20)

YUMA RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: EL DORADO ARPT: 300' (560' MSL) twr erected by Aug 1 at 33-11-52 N, 92-41-23W, 1.2 n mi NW - will be obstn lgtd and mrkd. (6-20)

LITTLE ROCK-RADIO: Z mrkr shut down until approx July 20- modernization.

★LITTLE ROCK-ADAMS FLD-TOWER: June 26, freq 119.5 mc cmsnd. (6-27)

PINE BLUFF-RADIO: VOR shut down until approx July 15. (7-1) During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR except V-16S TXK to PBF unusable. Ints and alts as charted. (3-22)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)

BASS LAKE-WISHON ARPT: Clsd until about July 20 due grading and reoiling. (6-13)

BECKWOURTH-PLUMAS CO. ARPT: Clsd until about July 24 due rnwy resurfacing. (6-24)

CALIFORNIA: BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 200°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Aug 1, ILS lclzr will be shut down until approx Aug 15 - relctn of apch lgt sys. Glide slope angle will be 3°. (7-7)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DINUBA-ALTA ARPT: Unlgtd until July 20. (4-22)

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution -glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

★FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked. VOR placed in monitoring category (1). (7-3)

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230° true. (5-6) About July 15, trans & rcvr 123.8 mc will be replaced by 120.5 mc. (6-6) FLD: Several 230' MSL portable oil derricks NW,W, and S of fld. No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500 wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

★LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) Add radar freqs: 250.2, 269.0 mcs. (6-21) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip. crossing rnwy. During VFR wea conditions, civil acft ctc twr on 119.9 mc or listen 119.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi.

CALIFORNIA: Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. (6-21)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-RADIO: About July 24, ILS will be cmsnd. Lclzr freq: 110.1 mc, ident: MRY. Lctd 1000' SE on a centerline of NW/SE rnwy. Glide slope freq: 334.4 mc. Lctd 825' from apch end NW/SE rnwy and 236' N of centerline of rnwy. Glide angle 3.0°. Apch bear.: 84°. LMM freq: 260 kc, ident: RY. MM lctd 0.60 mi from apch end rnwy. LOM freq: 278 kc, ident: MR. OM lctd 5.14 mi from apch end rnwy. Disregard spurious signals. (7-3)

NATIONAL CITY ARPT: Extensive const around arpt. (7-19)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communication channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

OAKLAND-METROPOLITAN OAKLAND INTERNATIONAL ARPT: Dredging and clam shell equip. working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)

OCEANSIDE-RADIO: July 10, VOR shut down until approximately October 1 - modernization. (7-9) Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAC VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (6-7)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT-SPECIAL NOTICE: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise ctn acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.

**ONTARIO INTN'L ARPT: 195' lgtd twr erected 6.5 n mi WSW(243°T) at lat 34-01-39, long. 117-43-33. (6-28) Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD-VENTURA CO. ARPT: Until approx July 31, 176' lgtd oil drilling derrick erected 1600' W and 2200' N of W end of rnwy 7. (4-30)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

CALIFORNIA: POINT REYES-RADIO: June 27, VOR/DME shut down until approx July 27 - modernization. Durg this period, the following arwys will be unusable: V27 Half Moon Bay-Ukiah; V27W Salinas-Point Reyes: V25 Stinson Beach Int.-Lakeport Int.; V137 Oakland-Bodega Int. Following VHF intsxns will be unusable: Pedro, Cotati, Bodega, Sunset, Rainbow, Frances, Drake, Balboa, Duxbury. MRA of Stinson Beach 5500'. (6-28)
RED BLUFF-RADIO: DME coverage 225°-245° 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153° 180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300.-20°, 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°-330°
SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
**SAN DIEGO-MONTGOMERY ARPT: Obstn-160' (577' MSL) water tank 2200' NNE apch end rnwy 23. (6-20)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)
SAN FRANCISCO INTNL ARPT: 130' high pile-driver lctd 2000' W of term bldg - mrkd day & ngt. Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' of more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day & ngt. Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm. Do not use for taxiing painted green line 1100' long which connects centerline of W end of rnwy 28R-10L with taxiway A then veers N across adjoining runup mat toward turf. This is a temp experimental hi-speed exit taxi line.
SAN FRANCISCO GAP-RADIO: H fac unreliable in area 25° thru E to 130°. (11-15)
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylgt hrs W end rnwy. (5-17)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail. only between 0700-2100 daily. Extreme caution advised durg ngt use of fld due to unlgtd open storm drain ditch 175' from S end of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (-120)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)
STOCKTON FLD: Rnwys 29R, 29L, 11L & 11R clsd due extensive const. Other rnwys avail. Lgts on rnwy 16-34 only. Taxiway "A" clsd. Men & equip. on fld daylgt hrs. Extreme caution advised at all times. Intensive helicopter training conducted in vcnty of fld 0800-1700 daily xcpt Sat & Sun. Acft utilizing SCK rdo rng for simulated rng apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (6-18)
SUSANVILLE ARPT: Clsd to all operns until about July 10. SW 1200' NE/SW rnwy and S 1500' N/S rnwy usable in emerg. (6-10)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at MEA.
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft.(2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
UKIAH ARPT: Use surfaced rnwy 34-16 only.
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat & Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700.
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4, Fuel: F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-RADIO: Effect. July 26, Black Forest FM ident will be: dot dash.
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
COLORADO: **CORTEZ-MONTEZUMA CO.: Combined with Ute Fld. (12-17)
**CORTEZ-UTE ARPT: Combined with Montezuma Co. Arpt. (12-17)
DENVER-RADIO: Effect. July 26, Superior FM ident will be: dot dash. (7-1)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154°-180° and below 16,000' MSL 181°-243°. VHF/DF bearings reliable in these areas.
FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instr trng. Durg hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. 200' open ditch N side W end rnwy 8R-26L-flag mrkd day hrs, flashing red ngt hrs.
EADS ARPT: San drifts over 3' high - dangerous. (7-5)
HUGO-RADIO: Soon, VOR will be cmsnd. Freq: 108.2 mc. Ident: HGO. Lctd lat 38-52-22, long. 103-24-12. Elev: 4932'. Class: VORW. (5-7)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00, E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE and extreme SW ends of dike lgtd.
SIMSBURY ARPT: Experimental dropping of parachutes on fld durg VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at3000';230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
DELAWARE: FT. MILES-SPECIAL NOTICE: Anti-acft firing will be conducted in the Ft. Miles Controlled Firing Area durg July 8-12, 15-19 and 29, 30-31 inclusive between the hours of 1200-1800E in the following area: Beginning near Rehoboth Beach, Del. at lat 38-40-45, long. 75-04-09; to lat 38-45-30, long. 75-01-24; to lat 38-43-00, long. 74-57-10; to lat 38-38-50, long. 74-55-33 to lat 38-36-15, long. 74-57-00; to lat 38-37-54, long. 75-03-50; to point of beginning. (6-24)
GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd.
★NEW CASTLE-RADIO: USAF VOR cmsnd. Freq: 109.8 mc. Ident: ILG. Lctd at fld, lat 39-41, long. 75-36. Class: TVORW. (6-26)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwy and taxi strip only.
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 4 for Washington, D. C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. Effect. June 1 until approx Sept. 1, all inbound acft to Washington National Arpt make initial contact with Washington Apch Ctl regardless of weather as follows: from a westerly direction on 118.3 mc in the general areas; Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall. (4-25)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area. Soon, freq 323.2 mc will be cmsnd.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt, CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A", 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area.

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.
CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF - equip acft while VOR unusable. MEAs remain as charted. (4-23)
CROSS CITY, 58, MEM-TPA ARPT: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)
**FERNANDINA-SPECIAL NOTICE: Effective July 15, Warning Area W-157 eastern boundary changed returning area to original bndrys which existed prior to Feb 17, 1957. (6-20) Effective immediately, Warning Area W-157A is rescinded. (6-19)
FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip on fld. (3-19)
FT MYERS-RADIO: VOR radial 131° unusable - excessive scalloping and bends. (5-13)
FT MYERS-PAGE FLD-SPECIAL NOTICE: AF C-119 type acft conducting inten transitional training daylgt hrs. (6-6)'
HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt opersn for all acft. Wea mins same as authorized for day operns. Caution - const, men, and equipment on and about rnwy. Use extreme ctn when taxiing due open ditch. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)
★LABELLE-RADIO: July 3, VOR cmsnd. Freq: 117.8 mc. Ident: LEL. Lctd: lat 26-49-48; long. 81-23-24. Class: VORW. Controlled from Ft Myers. (7-5)
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.
**MAYPORT-SPECIAL NOTICE: Effect. July 15, Warning Area W-158 eastern bndry changed returning area to original bndrys which existed prior to Feb 17, 1957. (6-20) Effective July 15, the portions of Warning Area W-158A overlapped by redesignated Control Area 1150 rescinded. (6-20)
MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (5-1)
MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.
MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-engine transport types: when surface wind is less than 15 knots landings authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-off and landings will be into the wind when the surface wind exceeds 15 knots. Max performance climb to to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R marked by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlighted. Effective length of rnwy now 8200'. Lndg and tk-off shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

FLORIDA: MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev: 4'; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.
ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndg and take-off to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)
PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)
★PENSACOLA NAS-RADIO: Class changed to VOR. (6-19)
**STUART-WITHAM ARPT: 625' (650'MSL) lgtd twr erected 13.5 n mi SE (150°T) at lat 26-59-01, long. 80-05-42. (3-21)
TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-18) LFR may be substituted on arwy V97 Clam Intsxn to TLH. MEA remains as charted. (6-18)
TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)
TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)
TAMPA-RADIO: VOR courses 95°-105° unusable.
TAMPA-INTNL ARPT: Rnwy 14-32 clsd to all IFR and ngt tk-off and lndg. Caution - unmrkd obstn left side apch end rnwy 32. (1-31)
TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)
WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev: 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)
GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)
ALMA-RADIO: Mar 25, VOR shut down - modernization. During modification shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.
ALMA, SITE 43, MIA-ATL ARPT: Sod rnwys soft when wet - caution advised. (4-12) Unlighted 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (7-1)
ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends & roughness. (11-3) About Aug 8, Z mrkr will be shut down until approx Aug 15 - modernization. (7-5)
ATLANTA-ARPT-TOWER: About July 15, rcvr 122.5 mc will be decmsnd, and rcvr 122.7 mc will be cmsnd. (6-12) FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwys 33R-15L & 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958. (5-6)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)
COLUMBUS ARPT: 300' twr being erected 21.5 n mi SE (138°T) at lat 32-11-15, long. 84-41-53 and being completed approx July 14. (7-1)
LA GRANGE-RADIO: July 8, VOR/DME shut down until approx July 15.(7-8)
MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.

GEORGIA: ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use. About July 25, Z mrkr will be shut down for one week. (7-1)

SAVANNAH-TRAVIS(CHATHAM) FLD-TOWER: IIS BC-restricted-excessive bends. Lclzr not to be used above 5000' MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

SWAINSBORO-THOMPSON ARPT: Closed-new runway under construction. (11-20)

**THOMASVILLE MUN ARPT; 413'(678'MSL) lgtd twr erected 3.5 n mi ENE(72°T) at lat 30-51-42, long. 83-56-11. (7-1)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness & course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

GRANGEVILLE-IDAHO COUNTY ARPT: Caution-E/W rnwy clsd;NE/SW rnwy soft on edges.

IDAHO FALLS-FANNING ARPT: Threshold lgts rnwy 2 inop until approx July 15-extending rnwy. (6-9)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ACTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CENTRALIA ARPT: Closed - construction. (5-20)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

CHICAGO AREA-SPECIAL NOTICE: All helicopter operations in the Chicago metropolitan area rqrd to fly prescribed routes of flgt within the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1) 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft. 450'(1041' MSL) lgtd concrete chimney being erected 2.5 n mi WSW(252°T) at lat 41-51-02, long. 87-39-11. (3-8)

CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. (3-8) June 3, ILS lclzr shut down. (6-5) FLD: Single eng transient acft will not be allowed dock space at the N terminal bldg, must use facs of S terminal bldg. Due to non-visibility acct parked acft, twr unable to ctl single eng acft on many portions of all outer ramps. Use extreme caution on E ramp and in vcnty of both terminal bldgs. All acft will remain N of white line on S side of rnwy 27R while running up, parking or taxiing. (5-9) One experimental oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47, 87-45 at NE intsxn of 55th St and Cicero Ave, adj to arpt. (3-8) 375'(968'MSL) lgtd steel stack being erected 2.5 n mi NNE(23°T) at lat 41-49-42, long. 87-43-23. (4-17)

ILLINOIS: CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept. 23, rcvr 122.5 will be changed to 122.6 mc. (3-22) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000'. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution-men and equip. on field. (10-11)

DIXON ARPT: NE/SW rnwy clsd for const-men and equip. on fld daylgt hrs. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-13)

**FLORA ARPT: New arpt: Type P; lat 35-40, long. 88-27; lctd 1 mi E; elev: 469'. 1 rnwy 2500' (N/S) turf; 80 oct fuel. (1-30)

GALESBURG MUN ARPT: Caution-truck on fld. (2-25)

GILMAN ARPT: Closed. (10-11)

HIGHLAND-WINET ARPT: Caution-const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)

JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965'MSL) lctd 2 mi SE- lgtd. (1-7)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lighted. (11-21)

MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MORRIS ARPT: 338'(855'MSL) lgtd chimney being erected 7.3 n mi E(111°T) at lat 41-23, long. 88-16. (7-3)

MT VERNON ARPT: Work in progress daylgt hrs. N/S, NE/SW rnwys closed. No lgts.

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. Until approx July 31, NW/SE rnwy clsd for reconst including paving, drainage, and lighting. (4-8)

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min enroute alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

PRINCETON-PIPER ARPT: 266'(985'MSL) lgtd relay twr being erected 14 n mi NE(59°T) at lat 41-29-51, long. 89-09-14. (6-20)

ROCKFORD-GREATER ROCKFORD ARPT: Caution-rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)

SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)

SPRINGFIELD-CAPITAL ARPT-TOWER: June 4, ILS lclzr and glide slope shut down until approx. Sept. 1. FLD: Until about Sept 1., const work in progress on 1000' overrun each end rnwy 4-22. (5-8) First and last 1000' rnwy 4-22 clsd due const of overruns.

STREATOR ARPT: 448'(1198'MSL) lgtd twr being erected 13 n mi WNW(299°T) at lat 41-14-02, long. 89-02-25. (5-17)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx. 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 32-52 & long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

COLUMBUS ARPT: Caution-lights being installed. Trucks and equipment on field. Runways may be closed as marked. (5-29)

INDIANA: COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)

**ELKHART ARPT: Three 150' unlgtd twrs erected 4 n mi S(180°T) at lat 41-39-24, long. 85-59-44. (7-6)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1)FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 & entire taxistrip leading to apch end of rnwy. (5-21)

FT. WAYNE-SMITH ARPT: 1183'MSL lgtd twr being erected 1.5 n mi SSE (165°T) at lat 41-07-10, long. 85-08-11. (3-22) 770'(1589'MSL) lgtd twr being erected 2.5 n mi SSW(223°T) at lat 41-06-03, long. 85-11-00. (4-8)

GRAY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

**GREENFIELD-POPE FLD: Reinstated; Type P; lat 39-47, long. 85-44; lctd:2 mi ENE; elev: 910; 2 rnwys; lngst rnwy 3000'; storage; 80/87 oct fuel; S blkd; p-line. (12-21)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution - new rnwy 4-22 under const. Men and equip. on field adjacent to rnwys. (6-5)

LAFAYETTE-PURDUE UNIVERSITY ARPT: 220'(958'MSL) lgtd twr being erected 10 n mi NW(315°T) at lat 40-31-36, long. 87-04-13. (6-5)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MUNICE ARPT: Caution - arpt under const until about Nov 1. Ngt flying discontd - no lgtg facs. One 2500' turf rnwy useable daylgt hrs only. (4-23)

**SHELBYVILLE MEM'L ARPT: New arpt; type P; lat 39-35, long. 85-48; lctd: 3 mi NW; elev: 800; 2 rnwys; lngst rnwy 3460'; major repairs avail; 80/87 oct; N, E, W blkd.

SHERIDAN ARPT: 270'(1246'MSL) lgtd twr being erected 12.8 n mi SSW (223°T) at lat 40-01-18, long. 86-24-06. (6-5)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown. (7-27)

TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration - during summer months. (3-22) 550'(1005 MSL) smoke stack being erected 13 n mi SSW(211°T) at lat 39-14, long. 87-34.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

CENTERVILLE ARPT: About Aug. 6, 266'(1282'MSL) lgtd relay twr will be erected 10 n mi NW(322°T) at lat 40-49-04, long. 93-02-43. (6-20)

CRESTON ARPT: About July 26, 316'(1571'MSL) lgtd relay twr will be erected 13 n mi ESE(120°T) at lat 40-55-53, long. 94-09-03. (6-20)

DES MOINES - SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area estabd NW, W of long 93-50 and N of lat 41-37. Use caution in this area. (2-19)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

*DUBUQUE-RADIO: July 4, VOR cmsnd. Freq: 117.4 mc. Ident: DBQ. Lctd: lat 42-20-47, long 90-40-30. Monitoring Category (1) Class: VORW. Controlled from ATCS Cedar Rapids. (7-5) About Sept. 1, class will be chgd to: BVOR. (7-3)

FAIRFIELD MUN ARPT: About Aug. 9, 341'(1151'MSL) lgtd relay twr will be erected 9 n mi NW(323°T) at lat 41-06-13, long. 92-03-26. (6-20)

*FORT DODGE-RADIO: July 4, VOR cmsnd. Freq: 114.1 mc. Ident: FOD. Lctd: lat. 42-36-38 long. 94-17-36. Monitoring Category (1) Class: VORW. Controlled from ATCS Mason City. (7-3) About Aug 12, VOR class will be chgd to BVOR. (7-3)

LENOX ARPT: 241'(1541'MSL) lgtd relay twr being erected 6.8 n mi W (281°T) at lat 40-55-13, long. 94-42-22. (6-20)

LEON ARPT: About Aug. 13, 291'(1402'MSL) lgtd twr will be erected 6.9 n mi E(100°T) at lat 40-47-23, long. 93-35-11. (6-20)

MUSCATINE ARPT: About July 29, 266'(996'MSL) lgtd relay twr will be erected 18.2 n mi SW(236°T) at lat 41-12-11, long. 91-29-13. (6-20)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

OTTUMWA ARPT: About Aug 2, 341' (1245'MSL) lgtd relay twr will be erected 11 n mi SSW (220°T) at lat 40-57-45, long. 92-36-07. (6-20)

SHELDON ARPT: Clsd for const - machinery on fld. (5-3)

SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4 - relctn of lclzr. FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution-men and equip working all hrs. First 1000' NW end NW/SE rnwy clsd until about Sep 1. Rnwy being extended. (6-5)

SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)

TROY MILLS-CARSON ARPT: 1358'(2398'MSL) lgtd twr being erected 8 n mi WSW(256°T) at lat 42-17-39, long. 91-53-10. (3-4)

WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: **ANTHONY MUN ARPT: Formerly carried as Anthony, 24, AMA-MKC. (7-23)

ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

BURDETT ARPT: 266'(2559'MSL) lgtd relay twr being erected 7.5 n mi SW(226°T) at lat 38-06-06, long. 99-37-30. (6-14)

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

DODGE CITY ARPT: 683'(3473'MSL) lgtd twr being erected 19 n mi WSW (245°T) at lat 37-38-26, long. 100-20-33. (3-5)

EL DORADO ARPT: About July 20, 268'(1618'MSL) lgtd twr will be erected 4 n mi W(285° T) at lat 37-47-07, long. 96-54-01. (6-28)

ELLINWOOD ARPT: 291'(2283'MSL) lgtd twr being erected 15 n mi NNW (341°T) at lat 38-36-25, long. 98-41-41. (6-14)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

EMPORIA, 37, AMA-MKC ARPT: All sod rnwys rough. (2-25)

GARDEN CITY-RADIO: VOR course bends and roughness of plus or minus 3° may be encountered between VOR and course limit from 185°-125°. (4-4)

GARNETT ARPT: 210'(1202'MSL) lgtd twr being erected 2.3 n mi SSW (211°T) at lat 38-14-03, long. 95-14-42. (5-30)

GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)

GREAT BEND ARPT: N 2000' N/S rnwy and NE 2000' NE/SW rnwy clsd for reconst. Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (5-10)

HUTCHINSON-RADIO: About July 15, VOR will be shut down until approx July 25 - const.

KANSAS CITY AREA - SPECIAL NOTICE: Until July 31, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

KANSAS: LARNED ARPT: About July 29, 304' (2419' MSL) lgtd relay twr will be erected 6.5 n mi NNE (26° T) at lat 38-18-18, long. 99-01-30. (6-14)
LINCOLN ARPT: 229' (2030' MSL) lgtd twr being erected 16 n mi S (182°T) at lat 38-48-57, long. 98-10-15. (6-14)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)
SALINA-RADIO: VOR shut down. Following MEAs authorized durg shut down: V-4 RSL VOR to Int. R005 HUT and R079 RSL 7000'; Int R005 HUT and R079 RSL to Ft. Riley Int. R252 TOP and R320 EMP 7000'; Ft. Riley Int.-TOP VOR 7000'. (7-5)
SALINA ARPT: Const in progress. Men and equip. on fld. (7-1)
SUMMERFIELD ARPT: About July 29, 316' (1787' MSL) lgtd twr will be erected 4.1 n mi SW (234°T) at lat 39-56-58, long. 96-24-26. (6-21)
TOPEKA-PHILIP BILLARD ARPT: Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) About Oct 1, two 158' (1067' MSL) lgtd steel stacks will be erected 3 n mi ESE (119°T) at lat 39-03, long. 95-34 & being completed approx 15 May, 1959. (6-10)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev: 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&E by appointment; 80/87 oct fuel. (4-9)
WASHINGTON ARPT: 254' (1741' MSL) lgtd relay twr being erected 10 n mi SSE (173°T) at lat 39-38-54, long. 97-00-44.
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. (4-17)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote, lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen-124.5 or 125.7 mc or rng voice channels. (8-20)
WICHITA-KEN-MAR ARPT: Const on W half on N/S rnwy. (5-24)
KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn.
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Caution - high grass. (7-3)
HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4-19)
LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23) About July 31, BH fac will be relctd to OM site and converted to HW fac. Lat 37-59-12, long. 84-39-36. (7-5)
LEXINGTON-BLUE GRASS ARPT-TOWER: About July 17, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident: LEX. Lctd 200' from NE end of NE/SW rnwy 4. Elev: 970.5' MSL. Glide slope freq: 334.3 mc. Lctd 250' NW of centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965' MSL. Glide angle 2.6°. Apch bear: 41°. LMM freq: 203 kc; Ident: EX. Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750' from SW end NE/SW rnwy Elev: 891' MSL. LOM will be recltd, HW fac to be cmsnd about July 31. Freq: 242 kc; Ident: LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930' MSL. (7-5) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe.
LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. (6-14)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 KENTUCKY: and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
★LOUISVILLE-STANDIFORD FLD-TOWER: July 1, radar departure ctl cmsnd. FLD: Soon, a 3000' hi-intensity apch lgtg system avail. as either configuration A or B serving rnwy 1 will be cmsnd. (5-10) Due non-visibility twr unable to control tfc last 1/2 mi of apch rnwy 1 & 750' of rnwy 1. Apch lgt system shutdown for rnwy extension. Caution-const.
**PADUCAH-BARKLEY ARPT: 583' (1046' MSL) lgtd twr erected 6.5 n mi E (101°T) at lat 37-02-55, long. 88-38-36. (5-31)
YORK-RADIO: DME coverage 35 n mi at 2500' MSL.
LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution - jet acft operg in vcnty.
BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)
BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy.
LAKE CHARLES-RADIO: May 20, VOR shut down. LF rng operg as H fac. (7-2)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at alts below 2000'.
MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL; V-18N Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson Miss. 1600' MSL; V-18S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
★NEW ORLEANS-MOISANT INTNL ARPT-TOWER: July 1, trans & rcvr 121.1 mc cmsnd. FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous. 165' (168' MSL) lgtd drilling derrick being erected 2.7 n mi SW (226°T) at lat 29-58-00, long. 90-18-00 & being completed approx July 31.
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA. (6-14) About July 8, VOR/DME will be shut down until approx July 26 - modification and freq chg from 113.4 mc to 112.9 mc. (7-1)
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (3-15)
**BRUNSWICK-SPECIAL NOTICE: Effect. 0001, July 4, 1957, Caution Area (C-516) estabd in area bounded by following coordinates: Beginning at lat 43-42-10, long. 69-49-30; to lat 43-43-00, long. 69-46-00; to lat 43-38-30, long. 69-46-00; to lat 43-38-30, long. 69-49-30, to point of beginning. Altitude: Surface to 3000'. VFR conditions only. Activities Conducted: Aerial Minelaying. Time of Use. Continuous. Using Agency: Commander Fleet Air Detachment, Brunswick, Me. (4-9&10)
CRIEHAVEN/MACHIAS-SPECIAL NOTICE: Effect. 1 Aug 1957, the Criehaven/Machias Warning Area W-102 is divided into two areas (W-102 and W-518). W-102 is revised as follows: Beginning at lat 43-54-00, long. 68-51-00; thence to lat 44-32-00, long. 67-07-45; thence to lat 44-21-00, long. 67-00-00; thence to lat 44-12-30, long. 67-00-00; thence to lat lat 43-39-00, long. 68-40-00; thence to point of beginning. Controlling Agency: Commander Presque Isle AFB, Presque Isle, Me. W-518 is established as follows: Beginning at lat 43-39-00, long. 68-40-00; thence to lat 44-12-30, long. 67-00-00; thence to lat 43-51-10, long. 67-00-00; thence to lat 43-30-30, long. 67-56-30; thence to lat 43-22-30, long. 68-27-40; thenee to point of beginning. Controlling Agency: Commander, 4060th Air Refueling Wing, Dow AFB, Bangor Me.
HOULTON-RADIO: About Aug 19, VOR will be shut down until approx Sept 6 - modification and freq change from 112.3 mc to 108.2 mc. (7-1)
HOULTON ARPT-SPECIAL NOTICE: VOR procedure #1, effect. 16 July 1955, and LF procedure #1, amend 5, effect. 24 July 1954, ngt tk-off and lndg authorization deleted. (6-18) Rnwy 1-10 clsd to ngt operns due dismantling of rnwy lgts. (7-2)
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 mi up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off magnetic course. (5-27)

MAINE: MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn - 300' WSW end of strip under const.
PORTLAND ARPT: Rnwy 10-28 open daylgt hrs only. 20' embankment 200' from apch end rnwy 33 mrkd by obstruction lgt 250' from apch end and in line with southerly edge rnwy 33. New rnwy 11-29 under const. (5-29)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14) About July 15, VOR will be shut down until approx Aug 2 - modification, and freq change to 116.4 mc. (6-21)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
SANFORD ARPT: Caution - drag races will be held on following dates: July 14,28, Aug 11, 25, Sept 8, 29, Oct 13. Rnwys 8-26 and 14-32 will be clsd during daylgt hrs on these dates.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
**BALTIMORE-PIER 6 HELIPORT: 39-18N, 76-36W; lctd Pier 6, Pratt St; elev 10'; size 240' x 100'; air marked; no lgts; no service. (6-27)
BALTIMORE-MARTIN ARPT: Const - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwy 4-22 clsd - ditching thru rnwy. 1000' apch end rnwy 32 clsd - rnwy being extended and taxiway added. (5-7)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct; Unicom 122.8 mc; 1 rnwy (NW/SE)2500' x 100'. (12-10)
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category. (3). (5-10)
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)
★PATUXENT RIVER NAS-RADIO: Navy Meekins Neck FM decmsnd. (6-21)
RISING SUN-FARMINGTON ARPT: Arpt reported- 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy(NE/SW) 2000' x 200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on airwy V1 to the NE at lower alts. (7-1)
WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks- rdo rcvr only. (5-16)
★BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14) Trans & rcvrs 121.5 and 243.0 mc cmsnd. (7-8)
BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (11-14) Continous const of rnwys from Aug 1 to Nov 30-caution.
★BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. Jul 8, trans & rcvrs 243.0,271.2, 290.8, 343.6, 348.6 mcs cmsnd. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicated width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB

MASSACHUSETTS: special regulation dated May 27, 1955 restricting use of rney 4L-22R will be waived when ever the wind is 15 knots or over and within 30° of rnwy heading 22 or 4, xcpt that no waiver will apply to turbojet acft, to turbo-prop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)
BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)
COTUIT: Restricted Area (R-79) to be used day and night only when ceiling 2000' and visibility 3 miles or better. Effective 0001 local time July 1,1957 to 2400 local time Oct 1, 1957. (6-7)
FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15)
★MARTHA'S VINEYARD-RADIO: July 1, H fac relctd to lat 41-25-47, long. 70-34-15; 3.15 s mi on bearing 237° to NE end of rnwy 24 at Martha's Vineyard Arpt. (7-3)
MARTHA'S VINEYARD ARPT: 640' lgtd twr being erected 7.8 n mi WSW. Hgt on completion 670' MSL. (5-31)
**NANTICKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near bngn rnwy 24 converted to exper operation-not to be used by civil acft. (5-22) No storage, service avail until about July 1. (5-31) 49' twr lctd 250' W of S parking apron obstruction lgtg out of service until further notice. (6-13) 54' radar twr erected 550' W of S parking apron, diagonally obstn lgtd at 44' level. Coordinates 41-15-26N and 70-03-59W. (6-15)
ORANGE ARPT: Clsd 1:00 pm to 6:00 pm July 21, Aug 18, Sept 15, and Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during clsd period. (5-22)
MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (3-29) Work on erecting 126' high (1056' MSL) water twr at 42-18N, 85-14W (on fld) - twr will be mrkd, painted, and lgtd. (5-6)
BAY CITY-CLEMENTS ARPT: 260'(846'MSL) water twr & 350'(936'MSL) chimney being erected 6.9 n mi NNE (24°T) at lat 43-38, long. 83-50 & being completed approx Nov 1. Both lighted. (4-18)
BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
CADILLAC ARPT: 210'(1720'MSL) lgtd twr being erected 8.5 n mi WNW (296°T) at lat 44-19-32, long. 85-34-54. (5-27)
CAMP LUCAS-SPECIAL NOTICE: May 9 to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Mich. (5-8)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32, and old arpt clsd to all lndgs and tk-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end or rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags and flares. Men & equip. on or adj to ramp and rnwys. (6-24)

MICHIGAN: DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy. (7-13)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd. acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc. 250' (1554' MSL) unlgtd reinforced concrete chimney being erected 6.5 n mi WNW (293°T) at lat 47-15-38, long. 93-39-10 & being completed approx July 15. (5-15) 213' (913' MSL) lgtd twr being erected 4.8 n mi N (11°T) at lat 42-58-38, long. 85-38-02.
GREENVILLE ARPT: Clsd for const until approx July 17. (4-18)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)
IONIA COUNTY ARPT: 319' (1181' MSL) lgtd antenna being erected 5 n mi SW (232°T) at lat 42-53-08, long. 85-09-12. (4-22)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
**KALAMAZOO ARPT: Rnwy 18-36 perm clsd. (6-21) Trees above one obstn lgt NW,
L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29) Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Day and ngt marking.
MARQUETTE-COUNTY ARPT: Closed - const. Will be open approx July 24.
MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA.
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 40' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy closed to night flying. 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
NEWPORT-MARSHALL ARPT: 77' (659' MSL) reactor containment vessel and 182' lgtd derrick being erected 1.8 n mi ENE (85°T) at lat 41-57-36, long. 83-15-30.
NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing areas as follows: lat 45-12, long. 86-01; lat 45-39, long. 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery.
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const. - caution.
PONTIAC-MUN ARPT: Const W of fld. (8-21) 34' high power line being erected approx 500' S. (4-20)
PORT HURON-ST. CLAIR COUNTY ARPT: 425' (1007' MSL) smokestack and 215' (797' MSL) bldg being erected 9 n mi SSE (169° T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
ST. IGNACE-MACKINAC CO. ARPT: E/W rnwy clsd due const. Use parallel strip N of E/W rnwy. Extreme caution advised N/S rnwy. (7-1)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
SAULT STE MARIE-KINROSS AFB-RADIO: Effect. May 1, ILS glide slope and lclzr inop 0700-1800 daily xcpt Sun. (4-23) June 1 thru Aug 1 glide slope and lclzr inop. (5-10)
TECUMSEH ARPT: Arpt clsd Sun & holiday 0600-1800 due drag races - open for lndgs by acft circling fld twice. (6-21)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const - mrkd.

MICHIGAN: WHITE CLOUD-RADIO: About July 19, VOR will be shut down until approx Aug 16 modernization.
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date April, 1958. Not mrkd, painted or lgtd. (2-1)
**BRAINERD ARPT: N/S rnwy skiis only winter months. (7-8)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH-RADIO: VOR has moderate to severe roughness and scalloping within 9 n mi all azimuths. (9-15)
DULUTH ARPT: 805' (2049' MSL) lgtd twr being erected 4.8 n mi SE (135°T) at lat 46-47-20, long. 92-06-51. (5-27) Caution crossing arpt perimeter road lndg rnwy 3.
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
MADISON ARPT: Two 200' lgtd twrs 1700' apart being erected 19.3 n mi SSW (217°T) at lat 44-44-00, long. 96-27-30. (6-21)
MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: Soon, PAR will be shut down until approx Sept. 1. (5-23) About July 22, ASR-2 will be shut down until approx Nov 19 - relctn. (6-28) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt. About July 24, 162' (1191' MSL) lgtd twr will be erected 2.1 n mi E (108°T) at lat 43-59-18, long. 92-24-52. (6-28)
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST. PAUL-LAKE ELMO ARPT: Four 306' (1320' MSL) lgtd twrs being erected 3.1 n mi SSE (166°T) at lat 44-56-38, long. 92-55-52. (5-20)
TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-20)
MISSISSIPPI: BILOXI-KEESLER AFB-RADIO: USAF LFR Z mrkr inop. (6-17)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive roughness. (6-5)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - extensive jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Nordo acft use taxiway No. 4 for take-off on rnwy 32 and 36. (6-11)
JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)
**McCOMB-PIKE CO., 8C MSY-STL ARPT: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5) 356' (749' MSL) lgtd twr erected 14.9 n mi E (92°T) at lat 31-14-30, long. 90-11-30. (4-24) A lgtd land rig erected 19.5 n mi NE (64°T) at lat 31-23-40, long. 90-07-59. (6-26)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5)
MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope shut down until approx Aug 29.
MERIDIAN KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough - use with caution. Men and equip. on fld days. (7-5) VOR airborne rcvr check point inop. (3-19)
OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type "P"; 34-23N, 89-33W; lctd 1 mi N; Elev: 445'. 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. Caution - men and equip. on fld: No. service avail. Telephone service on fld. (5-14)
RIPLEY ARPT: Clsd - construction. (5-16)

MISSOURI: BELTON-LAMAR ARPT: 403'(1333'MSL) lgtd twr being erected 9.2 n mi SE (153°T) at lat 38-37-20, long. 94-30-30. (4-22)

BUTLER-RADIO: July 2, VOR shut down until approx Aug 2 - modernization. Durg shut down following MEAs authorized: V 13 Kansas City VOR to Butler Int., 80° radial, 6000'. Emporia VOR. V-161 Butler Int to Tulsa VOR, 14,000'. V-71 Butler Int to Springfield VOR, 6000'. V-161 Butler Int to Blue Springs VOR, 6000'. V-13 Butler Int to Neosho VOR 7000'. (7-3)

CLINTON-SPORTSMAN'S ARPK: 250'(1007'MSL) lgtd chimney being erected 9 n mi SW (239°T) at lat 38-18-42, long. 93-55-59. (4-5)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTO ARPT: 38-08N, 90-33W; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail.

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off.(10-18)

FARMINGTON ARPT: Twin 443'(1883'MSL) lgtd twrs, 25' apart being erected 17.1 n mi SSE(170°T) at lat 37-29-17, long. 90-20-50. (6-17)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.

JOPLIN ARPT-RADIO: ILS glide slope inop indefinitely - all other components remain in opern. (7-3)

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)

KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35, :Rdo rcvr required. (10-23) 263'(1273'MSL) lgtd twr being erected 9 n mi SE(140°T) at lat 39-00-40, long. 94-28-00.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

LEXINGTON ARPT: 383'(1238'MSL) lgtd twr being erected 9.5 n mi SE (153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE(159°T) at lat 39-10-27, long. 93-54-55. S twr (998'MSL), middle twr(972'MSL) & N twr (858'MSL). S twr only lgtd. (5-2)

★MACON-RADIO: July 4, VOR cmsnd. Freq: 112.9 mc. Ident: MCM. Lctd: lat 39-39-16, long 92-28-54. Monitoring Category (3) Class: VORW. Controlled from ATCS Kirksville. (7-4) About Sept. 30, VOR class will be chgd to BVOR. (7-3)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

MARCELINE ARPT: 303'(1048'MSL) lgtd twr being erected 5.8 n mi SSW (220°T) at lat 39-39-40, long. 93-02-05. (4-24)

MARSHALL MEM'L ARPT: 343'(1023'MSL) lgtd twr being erected 20 n mi NW(321°T) at lat 39-21-25, long. 93-29-00. (4-24)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

POPLAR BLUFF-EARL FIELDS MEMORIAL ARPT:: 293'(715'MSL) lgtd twr being erected 3.6 n mi W(273°T) at lat 36-46-34, long. 90-24-23. (6-26)

ST CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOSEPH-ROSECRANS ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)

ST JOSEPH-ROSECRANS MEM'L ARPT: N/S instrument rnwy clsd for major const. 1600' NE portion of NE/SW rnwy clsd and neon apch lgts lctd on inbound heading to rnwy 35 removed from service. Const areas flagged and lgtd day and night - caution. (5-9)

ST LOUIS-LAMBERT FLD-TOWER: VHF/DF will be cmsnd using the following freqs: 118.3, 119.5, 121.5, 122.5, 126.18, 120.3, 126.7, 125.9 mc. (5-23) FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs

MISSOURI: rough and unusable. Grass area clsd. P-line 5/8 mi E. Taxiway 16-34 clsd from taxiway 7-25 to rnwy 6-24 until about July 28. (6-28)

ST LOUIS-PARKS METROPOLITAN - SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 & 90-15, lat 38-25 & 38-35; in use daily when ceiling and visibility exceed 5000' & 5 mi between 2500' & 5500' MSL. (4-22)

ST LOUIS-PARKS-METROPOLITAN ARPT: All rnwys xcpt 08-26 clsd daylgt hrs on following dates: July 26, Aug 4 & 18, Sept 8 & 22, Oct 6 & 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

ST. LOUIS-WEISS ARPT: 350'(769'MSL) lgtd stack being erected 9.5 n mi SE(145°T) at lat 38-24-08, long. 90-20-10. (3-20)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

TARKIO-PETERSON ARPT: About July 17, 291'(1430'MSL) lgtd relay twr will be erected 12.5 n mi WNW(308°T) at lat 40-34-32, long. 95-34-25. (6-14)

WARRENSBURG-SKY HAVEN ARPT: 1290'MSL lgtd twr erected 13.3 n mi NNE(28°T) at lat 38-59-27, long. 93-40-30. (2-18)

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area & section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8)

BOZEMAN-RADIO: June 17 VOR/DME shut down until approx July 17. During this period the following arwys will be unusable: V2 Helena-Livingston and V86 Whitehall-Bozeman.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000';220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'

BUTTE ARPT: Exten aerial spray operns conducted from arpt. From 0400-0900 tk-offs on rnwy 11 and lndgs on rnwy 33 under calm wind conditions. After 0900 or under other than calm wind conditions, normal tfc pat will be flown. (6-4)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

GREAT FALLS ARPT: Rnwy 02-20 clsd for repairs until about Aug 1. (7-4)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000' 200°-230°, 26 n mi at 11,000' 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H fac. (4-9)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000; 40°-70°, 26 n mi at 11,000'; 70-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 & 29 clsd to acft over 25,000 lbs gross wt. (12-6) Rnwy 11-29 clsd for const. Intsxn of 11-29 open for tfc on rnwys 7-25 and 16-34. Until about Oct 20, rnwy 7-25 clsd to acft over 26,000 lbs gross wt. (6-20)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. About July 15, VOR/DME will be shut down until approx Aug 9 - modernization. Durg this period the follwoing arwys will be affected: V2 GEG to MSO. V120 MLP to GTF unusable. Wellpinit and Charlo VHF Ints will be unusable. (6-18)

ST. IGNATIUS ARPT: Rnwy lgts inop.

MONTANA: WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000';47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000';118°-164°, 17 n mi at 11,500';164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000';277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway closed.

HUMBOLDT ARPT: About August 4, 316'(1493'MSL) lgtd twr will be erected 4 n mi NNW (337°T) at lat 40-13-55, long. 95-58-17. (6-21)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) 583'(1746'MSL) lgtd twr being erected 3.9 n mi SW(225°T) at lat 41-15-30, long. 95-57-04. (3-15)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx. 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi;125°-170°, 17 n mi;170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.

LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 300 mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000';160°-240°, 43 n mi at 10,000';240°-05°, 35 n mi at 12,000'. About July 15, VOR/DME will be shut down-relctn. Durg this period V-6 RNO-BAM is usable, MEA 18,000'. (6-12)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000';130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000';110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000';280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx. July 15. Durg this period the following V arwys will be unusable. V-200 Sutter Buttes Int-RNO, V6 Tahoe Int-LOL, V6N AUN Int-RNO, V28, V113, V150 West Point Int-RNO. (6-17)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000';50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt checked on airway radials only. About July 17, VOR will be shut down until approx. Aug. 3. -corrections to antenna system. During this period the following arwys will be affected: V6 EKO-LCU, V32N EKO-BVL unusable.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000';350°-010°, 35 n mi at 5000';010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500';100°-120°, 26 n mi at 2000'. (6-14)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

KEENE-DILLANT-HOPKINS ARPT: Caution-const of 500' extension S end rnwy 02-20. Use rnwy 14-32 whenever possible. (5-20) 666'(1626'MSL) lgtd twr being erected 10.7 n mi SSW(221°T) at lat 42-45-35, long. 72-26-01. (4-30)

**MANCHESTER-GRENIER FLD: Arpt now civil fld. Prefix(AF, NG). Airline stop. Type "P";lctd 4 mi S;elev 233';3 rnwys;longest rnwy & facs-H70-BL4-S2;F4 fuel; remarks

NEW HAMPSHIRE: 2-way radio required. FEE. (6-28)

NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylight hours - spray equipment testing. Safety strips SW side of rnwy unsafe. Caution- nights- green range lights are set so touchdown area is 300' beyond range lights SE end rnwy. (12-5).

WOLFEBORO-LAKES REGION ARPT: Closed - construction. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, New Jersey. (5-2)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip. on field. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500';270°-330°, 17 n mi at 4000';330°-60°, 26 n mi at 3000'. (12-29)

**CAMDEN-CENTRAL ARPT: Abandoned. (7-1)

★FT. DIX-McQUIRE AFB-RADIO: USAF TVOR operg. Freq: 109.6 mc. Ident: WRI. Lctd on fld, lat 40-00-29, long. 74-35-51. Class: TVORW. (7-3)

MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses. About Aug 1, LFR freq will be changed to 379 kc. (5-24)

★NEWARK ARPT-TOWER: Radar approach control inaugurated. (6-26) FLD: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

**PITMAN ARPT: 899'(1049'MSL) lgtd twr erected 3.6 n mi E(106°T) at lat 39-44-02, long. 75-04-10. (6-27)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area closed - use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S-taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now located 50' E of W taxiway opposite control tower. Closed to jet propelled acft xcpt with prior permission of arpt manager. (3-11)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230°, and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER COUNTY ARPT-TOWER: Receiver 3023.5 kc inoperative. (5-28) FLD: Aircraft using rnwy 24 on take-off cont straight out to Delaware River before executing left turn. All acft operations should be conducted on paved areas only, due to sink holes in sod.

NEW JERSEY: WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - extensive jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

★CLOVIS AFB-RADIO: Name changed to Cannon AFB. (6-24) USAF H fac freq: 272 kc. (6-20)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

**ENGLE, BCN SITE 10, ELP-PUB: Effect July 19, 1957, bcn will be perm discontinued. (6-28)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4) Until about Aug 10, vehicle tfc crossing rnwy 02-20 and intsxn daylgt hrs. (7-5)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

PINON-RADIO: July 18, VOR will be cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd: lat 32-31-44, long. 105-18-20. Elev: 6578'MSL. Class: VORW. (4-18)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)

BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

BUFFALO ARPT-TOWER: June 26, ILS glide slope inoperative - construction. (6-26)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)

DOLGEVILLE ARPT: Clsd. (12-31)

DUNKIRK ARPT: Caution - men and equip all rnwys 0800-1600 Mon-Fri. (5-27)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

**GENEVA-SCENIC AIRE PARK ARPT: Clsd. Services discontd. Rnwy avail for emerg. use - no snow removal. (11-29)

GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)

HEMPSTEAD-RADIO: In Sept, LFR will be shut down - modernization. (4-25)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3). (5-10)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14)

ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equipment along side and on rnwy until about Sept 1, Mon-Sat between 0800-1700 EDT. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for lndg instructions. (6-4)

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project until about Aug 15. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'. (5-17)

LAKE PLACID: Not a seaplane base. Do not land thereon.

★LIDO-RADIO: June 28, MHW cmsnd. Freq: 239 kc. Ident: LDO. Lctd lat 40-35-34, long. 73-35-34. (6-28)

MASSENA-RADIO: About Aug 5, VOR will be shut down until approx Aug 23 - modification. (6-21) About July 31, J fac will be converted to BMH for approx 25 days. Freq: 317 kc; Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (6-25)

NEW YORK: NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild tower, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270°M until abeam Floyd Bennett prior to proceeding on desired crs. VFR aircraft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in landing join tfc pattern at or above 1200'MSL, weahter permitting. This applies to New York International (Idlewild) Arpt; LaGuardia Fld, N. Y., and Newark Arpt, N. J.

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: July 1, trans & rcvr 120.0 mc cmsnd Elk Mountain, Pa. peripheral site. (7-1) July 2, trans & rcvr 335.6 mc cmsnd. (7-2) July 8, trans and rcvr 125.8 mc cmsnd.

**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float and skid type helicopters.

★NEW YORK INTNL (IDLEWILD) ARPT TOWER: About July 15, ILS serving rnwy 22 will be cmsnd. Lclzr freq: 110.9 mc. Lctd 475' SW end of NE/SW rnwy 22. Elev: 10' MSL. Bear: 222°. Ident: IWY. Glide slope freq: 330.8 mc. Glide angle: 2.8°. Lctd 300' SE of centerline of NE/SW rnwy and 1248' from apch end of rnwy 22. Elev: 11' MSL. MM lctd 3400' from NE end NE/SW rnwy. Elev: 61' MSL. Alt over MM 240' MSL; OM 1500' MSL. June 27 twr freq 239 kc decmsnd. (6-27) Radar arrival control inaugurated. (6-28) FLD: Lndgs and take-offs prohibited unless acft equipped with functioning 2-way radio, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on official bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndg and take-off, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within airport bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with LaGuardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndg and take-off prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip operg inside base of dike-days. 500' a pch end of rnwy 31 not usable for lndg acft - days. Obstns and equip marked - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. (9-28) Soon left-hand row apch lgtg system serving rnwy 4 will be decmsnd. Simultaneously national standard centerline apch lgtg system configuration "A", 3000' long will be cmsnd. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at the apch end of rnwy 22 at a distance of 25'. (3-22) Run-up pads under const adj to SE side taxiway 1 & 9 flagged days, lgtd ngts.

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel Longacre 4-2073). Direct comm by 2-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)

NEW YORK: NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)
NIAGARA FALLS ARPT-TOWER: Lclzr and glide slope shut down. (4-25) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and take-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat. for all civil acft in vicinity of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo-equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-RADIO: About Aug 12, VOR/DME will be shut down until approx Aug 30 - modification and freq change from 117.8 mc to 114.5 mc. (6-21)
ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vicinity of T-type hangars. Caution taxiing in these areas. No signal between sunet-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90°, below 4000'; 215°-270°, below 6500'; 270°-284°, below 6000'; 284°-315°, below 5000'; 315°-360°, below 4000'.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL.
SPITFIRE LAKE: Closed seaplane operns - xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA.
SYRACUSE-HANCOCK FLD: Thru Sept 1, Air National Guard trng. Jet acft operg thruout period. Two-way rdo rqrd all acft. (6-17) VOR gnd rcvr check point unusable. (4-16)
UPPER ST. REGIS LAKE: Closed seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' SML. Light acft operg in vcnty of Marcy durg daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14)
WESTHAMPTON BEACH-SUFFOLK CO AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl twr.
WURTSBORO-MAMAKATING ARPT: Glide and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CAROLINA BEACH-RADIO: About July 15, HHW fac will be cmsnd. Freq: 216 kc. Ident: CLB. Lctd lat 34-06-22, long. 77-57-42. (7-3)
CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
COFIELD-RADIO: VOR radials 250° thru 275° out of tolerance - roughness and bends.
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Sept 26 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (6-4)
**ELKIN-RENDEZVOUS ARPT: Abandoned.
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends.
HICKORY-RADIO: VOR radials 270° thru 285° and 150° thru 160° out of tolerance acct roughness and bends. (4-12)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW. Elev: 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)
MANETO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL, V3 RDU-LBT H fac 3300' MSL, V3W RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)
★RALEIGH-DURHAM ARPT-TOWER: June 26, ILS LOM freq 219 kc chgd to 224 kc. FLD: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
SALISBURY ARPT: Closed for construction. (7-6)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
★WILMINGTON-NEW HANOVER CO. ARPT-TOWER: June 27, twr freq 278 kc chgd to 396 kc; ILS LMM freq chgd to 254 kc; LOM freq to 281 kc. FLD: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt n bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. Caution - men and equip. on fld until approx August 10. (7-2) 300' lgtd twr being erected 10 n mi S (196°T) at lat 34-06-22, long. 77-57-42. (5-24)
NORTH DAKOTA: ASHLEY ARPT: Two 200' (2424' MSL) lgtd twrs being erected 18 n mi E (88°T) at lat 46-02, long. 98-54. (5-6)
BISBEE-LYSTER ARPT: Two 200' (2018' MSL) lgtd twrs being erected 10.4 n mi SSW (221° T) at lat 48-30-15, long. 99-33-15. (5-6)
DICKINSON ARPT: NW/SE rnwy closed due to const. (6-11)
DRAKE ARPT: Two 200' (2496' MSL) lgtd twrs being erected 17.1 n mi WSW (246°T) at lat 47-49, long. 100-46. (5-6)
FARGO-RADIO: VOR 104° arwy radial has course oscillations beyond toleranbe but flyable.
FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and take-off. (6-4)
JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE (162°T) at lat 46-52, long. 98-36 & being completed approx Sept. 1957. (4-15)
LINTON ARPT: 200' (2330' MSL) lgtd twr being erected 6.8 n mi S (201°T) at lat 46-06, long. 100-18. (5-6)
**MINOT INTNL ARPT: Formerly carried as PORT O' MINOT. (6-21)
PAGE-HARTLEY ARPT: Two 200' (1481' MSL) lgtd twrs being erected 2.3 n mi ESE (123° T) at lat 47-08, long. 97-30. (5-6)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
WILLISTON-SLOULIN ARPT: Caution - const. Portions of rnwy 11-29 and taxi strips clsd at times - mrkd days and lgtd nights. (5-14)
OHIO: AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36. (12-4)
AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline thruout area of bend. ILS glide slope unusable from MM to apch end rnwy 36-acct roughness and inadequate clearance. ILS lclzr & glide slope shut down until approx July 17. FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; Elev: 1030'; 1 rnwy-2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA.

OHIO: CINCINNATI-GREATER CINCINNATI ARPT-TOWER: Soon rcvr 122.7 mc will be cmsnd and rcvr 122.5 mc will be decmsnd. (6-6) FLD: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) ILS glideslope shut down until approx Sept 20 - construction in immediate area. (6-21) FLD: 2-way rdo capable communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-off and SE lndg. Const of N concourse in progress 800' N from main terminal. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6) Rnwy 5L-23R clsd for const until about Sept 17. Lndg mins utilizing ILS for rnwy 5R will be 400-1 during const on rnwy 5L-23R. (6-21)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

COLUMBUS-RADIO: About Aug 1, the Newark FM will be decmsnd; concurrently E course of LF rng will be realigned to 277°. (6-7)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-off: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of arpt control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-off: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4. Lndgs rnwy 12 and take-off rnwy 30 restricted to acft less than 5000 lbs gross. Approx 1500' S taxiway clsd due repairs. Ctc ctl twr for taxi instructions when using E/W rnwy. Men and equip working on installation of centerline lgtg system in area up to 2500' off E end rnwy 27. Const poles 5' - 250' high off E end rnwy 27. During daylgt hrs men and equip vicinity North American's E entrance and across W taxiway. 3/4" hose across taxiway will be removed if acft moved on this taxiway. Opern rnwy 5-23 not affected. (6-14)

DAYTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 90° clockwise to 240°-interference. DME coverage 150°-220°, 30 n mi at 2400'. New Dayton VOR, freq 115.0 mc. Ident: DAY, lctd lat 40-00-59, long. 84-23-50, operg test basis only. (5-23)

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtf paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxi strip. Caution in approaching rnwy 6-24. Const area 500' NE end and 1000' SW end, smooth hard-packed gravel free of obstructions not suitable for touchdown. Lndg should be made beyond green threshold lgts. End pavement rnwy 24 mrkd by row of red flags for daylgt opern. Rnwy 6-24 clsd 0700-1800E Mon-Fri, xcpt during instrument wea. (5-21)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13) May 10, VOR monitor category temp changed to (3). (5-10)

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red Arwy 19. Nearly continuous

OHIO: AA firing June 17 - Sept 30, 1957, Mon-Fri xcpt holidays 0800-1630 EST. (6-18)

LEBANON-J & J ARPT: Type "P"; lat 39-27, long. 84-15; lctd 3 mi NW; elev: 880'; 1 rnwy; 2100' turf; 80 oct gas; remarks - p-line S. Rgt tfc lndg and take-off N. Soft during spring thaw. (4-17)

MANSFIELD-RADIO: VOR out of tolerance from 3 - 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.

MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39; long. 81-13; elev: 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Caution during wet thawing wea. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard surface 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (12-7)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200'; hard surface; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross the SW end of NE/SW rnwy, fld rough. Soft when wet. Clsd to transients when cut up then becomes frozen. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (12-7)

SIDNEY-RADIO: VOR operg test-basis. Freq: 108.2 mc. Ident: SIE. Lctd lat 40-17-15, long. 84-02-35. (5-23) Class: VORW.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TIVERTON-RADIO: May 14, VOR operg test basis. Freq: 110.2 mc. Ident: TVT. Lctd at lat 40-27-30, long. 82-07-42. Class: VORW. (5-14)

TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lights both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE ARPT: Caution - const 1500' S of tetrahedron. (5-14)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BEAVER CITY ARPT: Use extreme caution - commercial activity on arpt. (6-7)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE ARPT SITE 13, AMA-MKC: NE/SW rnwy clsd to air carrier and ngt operns.

GUYMON ARPT: N/S rnwy open. Caution - equip on fld. (6-14)

LAWTON-RADIO: VOR shut down until approx July 9. (7-1)

*LAWTON-POST AAF-RADIO: Army H fac class changed to MHZ. (6-26)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (5-16) Beacon inoperative until about July 27. (7-2)

NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)

**OKMULGEE ARPT: Rnwy lgts perm discontinued. (6-24)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) (9 July 57)

OKLAHOMA: TULSA ARPT: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hours only.

TULSA-NORTH ARPT: Use N/S rnwy only-hard surfaced 3000' x 60'. Caution on Suns-drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: AURORA FLIGHT STRIP: Caution-drag races will be conducted on the following dates: July 21, August 4, 18, September 15, 29. (3-14)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operations until about Aug. 3 for resurfacing existing portion and new const 1500' ext. Work in progress and excavations along E edge, taxiway 12, hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard marked. (6-4)

HERMISTON-SPECIAL NOTICE: Demolition approx. 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

**KLAMATH FALLS-KINGSLEY FLD: Formerly carried as KLAMATH FALLS. (6-12)

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000';189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)

NEWPORT ARPT: Severe washout on arpt surface-lctd 21' W of ctr intsxn, max depth 100'. (3-7) Rnwy lgts prior req W side of N half of rnwys. (6-4)

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161, and 343° radials. Usable dist limited in the signal shadow areas imposed by intervening high terrain.

**PENDLETON ARPT: 108' test twr lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 radio. (6-7)

★PORTLAND INTNL ARPT-TOWER: Add ASR trans & rcvg freqs: 119.9, 238.2, 284.6, 290.3, 305.4 mc. Delete 118.7 and 257.8 mc. (7-3) FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd- not day marked. (1-29)

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on field.

SILVER LAKE ARPT: New arpt reported: lat 43-07, long 121-04;lctd 2-1/2 mi SW; elev. 4475'; 1 rnwy;3200' gravel; remarks-Ctn-fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P-July 14, 28 and August 25 - caution. (6-24)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000';330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)

BEAVER FALLS-BEAVER COUNTY ARPT: Caution-N/S rnwy clsd-grading and construction in progress in areas adj to rnwy. Equipment occasionally crosses rnwy. Areas marked. (12-27)

★BRADFORD-RADIO: July 1, ATCS cmsnd. Trans freq: 122.2, 126.7, 121.5, 255.4, 243.0, 135.0, 135.9mc; rcvg 121.5, 122.1, 126.7, 255.4, 243.0, 135.9 mc; 3023.5 kc. Control VOR and H fac. Class: BVOR-DTV and BMH. (7-5)

BRISTOL-3M ARPT: Caution-const equip. on S apch N/S rnwy-hazardous.

BUTLER-RADIO: H fac usable dist 17 n mi to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx. 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long 77-49-00.

CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd- const of terminal bldg. Perimeter of const area flagged, lighted. (10-3)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500';310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HAZLETON-RADIO: Privately owned. H fac opern test basis. Freq: 212 kc. Ident: HZL. Lctd: lat 40-58-49, long. 75-53-41. Bear. & dist to field 285°, 4 1/2 n mi. (6-29)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)

LINESVILLE-MERRY'S PYMATUNING ARPT: Closed indefinitely. (3-15)

MONTGOMERY ARPT: NW/SE rnwy closed. (5-13)

**NEW KINGSTOWN-TAYLOR ARPT: Rnwy 2-20 perm closed. (6-28)

PHILADELPHIA AREA-SPECIAL NOTICE: All acft avoid flying over Playhouse and Robin Hood Dell in Fairmount Park Section 7 mi NNE of Intnl Arpt between hrs 1330-2200 until September 15 - music festivals. (6-18)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICES: (1) Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All aircraft are expected to proceed straight in to the arpt and complete the approach. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this field. (10-24) (2) Jet Penetration JA-JAL-320 ADF via Newcastle OM suspended until about August 1 due shut-down Philadelphia Radar. Jet traffic operating on IFR flgt plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or land Newcastle Arpt. (7-1)

PHILADELPHIA INTNL ARPT-TOWER: June 17, ASR-2 shut down until approx July 29-relocation. (6-17) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway between rnwys 4 and 35 on river's edge-flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end of of rnwy 10. (7-12)

PHILIPSBURG-ALBERT ARPT: Closed. (5-23)

PITTSBURGH-ALLEGHENY COUNTY ARPT: Runway 5-23, 2500' x 100', open for twenty - four hour operations, has yellow runway edge lines, lighted green threshold lights both ends, white boundary lights entire West side and partially on E side for night operations. Runway 12-30, 3800' x 100', has yellow runway edge line on entire Southwest side and partially on Northeast side. Rnwys 12-30 lgtd by

PENNSYLVANIA: green threshold lgts both ends; white bndry lgts entire NE side and partially on SW side for ngt operns. Caution - rnwy 12-30 rnwy numbers off center to SW. Rnwy 9-27 lgtd by hi-intensity rnwy lgts and controlled by Allegheny twr. Taxi strips serving rnwy 9-27 open entire length, lgtd for ngt operns. (8-20) 842' (2042' MSL) lgtd twr being erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (4-23)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

✱SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'. July 1, ATCS decmsnd and Williamsport ATCS will control VOR and H fac.

SLATINGTON ARPT: Arpt reported: 40-46N, 75-36W; lctd 1 mi N; 80 oct gas; remarks - limited facs. (5-3)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TYRONE-RADIO: June 30, VOR placed in opern. Freq: 110.0 mc. Ident: TON. Lctd at lat 40-44-05, long. 78-19-56. (6-30)

WASHINGTON ARPT: Clsd due const until about Sept. 1. (4-2)

WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip. on rnwy and fld. (4-1)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to air carrier operns. (6-12)

YARDLEY-RADIO: About Aug 1, VOR will be cmsnd. Freq: 108.8 mc. Ident: ARD. Lctd lat 40-15-11, long. 74-54-31. Elev: 295' MSL. Monitor. category (1). Monitored and ctld from Philadelphia ATCS. Class: BVOR. (6-21)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: **BENNETTSVILLE ARPT: Permanently closed. (7-8)

**CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00. Effect. July 15. Warning Area W-132 eastern bndry changed returning area to original bndrys which existed prior to Feb 17, 1957. (6-20)

✱CHARLESTON-RADIO: ATCS and tower decombined. (6-28) VOR operg test-basis. Durg test opern the following temp flgt opern procedures are established: MEA V1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to CHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int direct 4000'. V3W SAV to CHS and V3E CHS to FLO not usable. CAE Int temp designated AGS 070, CLT 185; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int FLO 183, MYR 236; Lake Moultrie Int FLO 198, MYR 247; following Int not usable: Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, and Kildare. (5-24)

✱CHARLESTON AFB/MUNICIPAL ARPT-TOWER: ATCS & twr decombined. ILS glide slope not usable from MM inbound to rnwy. July 3, trans & rcvr 119.3 mc cmsnd. FLD: Rnwys 3-21 and 15-33 alternately clsd durg daylgt hrs - extensive const. all areas adj to rnwys. Men & equip. installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods durg const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

✱COLUMBIA-RADIO: VOR relctd to lat 33-51-25, long. 81-03-14. (7-5)

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of

SOUTH CAROLINA: Donaldson AFB. (6-6)

★GREENVILLE ARPT-TOWER: June 26, ILS LOM freq 219 kc changed to 272 kc. (6-26)

GREENWOOD COUNTY ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.

**MYRTLE BEACH-SPECIAL NOTICE: Effect. immediately, Warning Area W-177 Controlling Agency changed from Ninth Air Force to Myrtle Beach AFB, S.C. (6-19) Effect. July 15, Eastern bndry changed returning area to original bndrys which existed prior to Feb. 17, 1957. (6-20) Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

**NICHOLS ARPT: 203' lgtd twr erected 11.5 n mi WSW (254°T) at lat 34-10-46, long. 79-22-13.

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots discretion. (4-25)

**MARTIN ARPT: New arpt: Type: "P"; lat 43-10, long. 101-43; lctd 0.5 SE; riv S; Elev: 3293'; 1 rnwy (NW/SE) 2400' x 200' turf; unattended. (9-24)

PHILIP ARPT, SITE 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

**RAPID CITY ARPT: Three 50' CAA twrs 3484' MSL erected 3 n mi N (360°T) at lat 44-05-18, long. 103-03-55. (7-4)

RELIANCE-FLETCHER ARPT: 711' (2883' MSL) lgtd twr being erected 6.2 n mi NNW (346° T) at lat 43-57-55, long. 99-36-11. (4-15)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW.

** Approach procedures and lclzr alignment not affected. (12-5) FLD: Three 50' (1565'MSL) lgtd twrs erected 1.3 n mi NW (334°T) at lat 43-35-59, long. 96-45-12. (7-2)

WINNER ARPT: About July 22, 172' (2152' MSL) lgtd twr will be erected one half n mi SSW (205°T) at lat 43-22-56, long. 99-51-36. (6-29)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations ot the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd.

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. LFR operg as homing fac. (5-8)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capanle of receiving instructions from ctl twr. All acft operg into and out of this fld durg daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctlttwr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE course. Caution - VOR has occasional momentary course disturbance in mountainous areas.

✱KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis. June 24, . ILS LMM freq chgd from 201 to 335 kc; LOM freq chgd from 215 kc to 353 kc. Radar has arrival control. (7-8) Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS-RADIO: About July 11, Z mrkr will be shut down until approx July 18 - modernization. (6-28)

MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temporaty MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Minimum holding altitude at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Intersection via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int. MEA 3000'. (2-28)

TENNESSEE: NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ADDISON ARPT: Arpt reported: Type "L"; longest rnwy 2000'; remarks - work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) FLD: Neon apch lgts system removed due const. (6-24)

**ATHENS ARPT: Abandoned - land use changed. (3-15)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL CENTER: Soon, RAPCON will be cmsnd. Freqs: 119.1, 121.5, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 327.4, 335.8, 344.6, 363.8, 379.4 mcs. Rcvg only: 3023.5 kc; 122.7 mc. (6-5)

AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. (4-15) During this period, ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: Soon ILS will be cmsnd. Lclzr freq: 109.5 mc, ident: BUJ. Glide slope freq: 332.6 mc. Apch bear: 113°. LMM freq: 206 kc; ident: UJ. LOM freq 236 kc; ident BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy (6-5) FLD: Rnwy 11-29 clsd- construction. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING - SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 8 - relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEA's remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear. from BGS LFR. Mustang Int use 266° bear. from GBS LFR. (4-5)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**BROOME-STRINGER RANCH ARPT: Now private arpt. (6-20)

BROWNWOOD ARPT: 500'(2000'MSL) lgtd twr being erected 5 n mi SSW (218°T) at lat 31-43-45, long. 99-01-00. (5-3)

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

COLLEGE STATION-EASTERWOOD ARPT: Rnwy 4-22 clsd for maint. 0800-1700. (5-14)

CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. (4-23)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail.

TEXAS: ★FORT WORTH-CARTER FLD-TOWER: Effect. July 1, Apch Ctl call changed to: Fort Worth Apch Ctl. FLD: 274'(824'MSL) lgtd twr erected 8 n mi SSE(169°T) at lat 32 41-42, long. 97-01-15. (4-23)

FORT WORTH-CARTER FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly mrkd. (3-21)

FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Aug 5, (6-3)

GAINSVILLE MUN ARPT: 315'(1233'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 33-45-05, long. 97-04-02. (5-13)

GREENVILLE-MAJORS ARPT: Rnwys 17R and 35L clsd due to const. Men and equip. working during daylgt hrs. Other rnwys will be clsd intermittently until further notice. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not adviseable. (5-10)

★GREGG COUNTY-RADIO: July 1, Scheduled wea bdcasts on J fac (236 kc) discontd.(7-4)

HARLINGEN-HARVEY RICHARDS ARPT: 316'(347'MSL) lgtd twr being erected 10 n mi E(97°T) at lat 26-11-35, long. 97-34-27. (6-19)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120°thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.

HOUSTON ARPT-TOWER: June 27, trans & rcvr 312.6 mc cmsnd. (6-28)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd win sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: open for tk-offs to E only; no lndgs. (3-11)

HUECO MOUNTAIN-RADIO: Soon MHW will be cmsnd. Freq: 317 kc. Ident: HCO. Lctd lat 31-49-06, long. 105-59-42. (6-5)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement. (1-21)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S,E/W taxiway. (12-4)

LUBBOCK ARPT-TOWER: Mar 4 ILS glide slope shut down until approx Sept 1. (2-25) FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)

LUFKIN-RADIO: DME coverage: 017°, 2400'MSL 34 n mi; 032°, 2400'MSL 35 n mi; 090°, 2000'MSL 21 n mi; 170°, 1600'MSL 40 n mi; 190°, 1600'MSL 40 n mi; 310°, 2500'MSL 25 n mi.

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.(1-29)

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

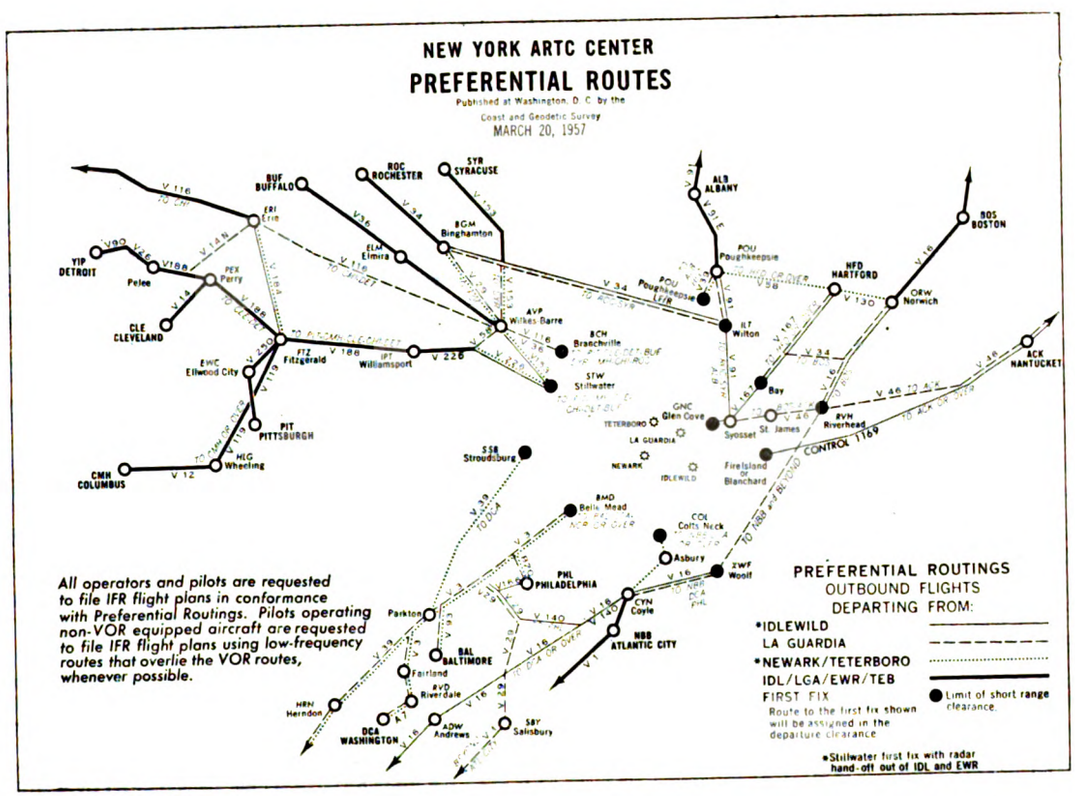
TEXAS: McKINNEY-SPECIAL NOTICE: 166' lgtd temp. drilling derrick erected 3.5 n mi NW.
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)
NEWMAN-RADIO: June 27, MHW shut down for relctn at Hueco Mountain. (7-1)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)
**PALACIOS ARPT: 100' oil drilling derrick erected in NE corner 600' S of N bndry & 600' W of E bndry - lgtd at ngt. (6-23)
PORT ISABEL ARPT: Closed all operations - const. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'.
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SNYDER-WINSTON FLD: 150' (2577' MSL) lgtd rotary drilling rig erected 2552' SE N/S rnwy. (10-4)
TEXARKANA-SPECIAL NOTICE: Demolition in progress durg daylgt hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; Elev 1720'. 1 strip - 2800' long. (1-28)
WEATHERFORD ARPT: 316' (1456' MSL) lgtd twr being erected 9.4 n mi ENE (73°T) at lat 32-47-46, long. 97-38-27. (5-14)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
UTAH: BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has light roughness below 13,000'.
**DAHLGREN-SPECIAL NOTICE: Until approx Dec 1958, in NW corner R-38, acft will oper at 5000', 10,000', 15,000', 20,000' and 25,000' alts day and ngt VFR, within a 9 mi radius of moored balloons which are flown durg daylgt hrs VFR, at 1500'. (6-12) Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all alts all times.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26) July 1, VOR shut down until approx July 22 - modernization. Durg this period, V6 arwy between LWL VOR and Promontory Point will be unusable. (7-2)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA.
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const.
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt.
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40° thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000'; MSL from 145° thru 155°. 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 12 and 20 n mi. (2-1) June 24, VOR shut down until approx July 15. - modernization. Durg this period the following arwys will be affected: V21 Delta-Salt Lake City MEA 12,000'; V253 Utah Lake-Timple Int. and V235 Utah Lake-Ft. Bridger unusable. (6-20)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: BROOKE-RADIO: May 23, VOR operg test basis. Freq: 109.2 mc. Ident: BRV. Lctd lat 38-20-10, long. 77-21-10. Class: VORW.
CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru

VIRGINIA: C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd and mrkd with white "X". Rnwy 8-26 lmtd to acft not over 5 tons. (6-29)
CAPE CHARLES-RADIO: About Aug 1, VOR will be cmsnd. Freq: 112.4 mc Ident: CCV. Lctd lat 37-20-54, long. 76-00-00. Monitor. category (1). Elev: 10' MSL. Class: VORW.
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'. 1 rnwy 4500' sod; rnwy lgts, major repairs, unicom, 80 oct. (4-15)
DANVILLE ARPT: Caution - const. Men and equip. on rnwys and ramp area daylgt hrs Mon-Fri. Const area flagged days and lgtd ngts. (5-23)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va.
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)
HOPEWELL-RADIO: About Aug 1, VOR will be cmsnd. Freq: 109.4 mc. Ident: HPW. Lctd lat 37-19-45, long. 77-07-03. Elev: 68' MSL. Monitoring category (1). Monitored and ctld form Richmond ATCS. Class: BVOR. (6-21)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - heavy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT: Rnwy 6-24 mrkd with flares at ngt while rnwy lgts being installed Men & equip. on turf parallel to rnwy 6-24 durg daylgt hrs. Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs.
NORFOLK ARPT: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area durg VFR opern. (5-15)
*RICHMOND-BYRD FLD-TOWER: June 26, ILS LOM freq changed to 212 kcs. FLD: All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only; all other soft. Lndg FEE for multi-eng executive and non-scheduled acft. (6-19)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equipment adj all rnwys and taxiways - caution.
WAVERLY ARPT: Unattended until further notice - no services avail. land at own risk.
WINCHESTER ARPT: New arpt reported: Lctd 18 m N; elev approx 900'; 1 rnwy; 3500' long (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.
WASHINGTON: SPECIAL NOTICE: Unmarked p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. About July 22, VOR will be shut down until approx Aug 20 - modernization. During this period, the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B. C. LFR and Tulalip VHF Int will be unusable. (7-4)

WASHINGTON: BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
DEER PARK ARPT: Clsd-rnwys used for automobile test purposes. (6-27)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000';60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500';175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000';290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000';280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
HOQUIAM-RADIO: VOR/DME shut down until approx July 26. During this period the following arwys will be unusable: V-27 Shelton Int-Newport VOR, V204 Hoquiam VOR-Olympia VOR-Astoria Int. (6-26)
MT. CATHERINE BEACON SITE 4, SEA-HLN: Inop-due power cable trouble. (10-26)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon Intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution unlgtd power line approx 50' high E end- unmarked.
PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about March 15, 1958, const in progress- use rnwys and taxiways only. (3-11)
SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)
SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 27 mi except V2, V2S, V4, V4S and G2 are unreliable MEA beyond 30 mi. (7-3) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000';265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on fld.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000';261°-280°, unreliable; 281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period- relctn & rnwy extension. (3-29) June 24, ILS LOM and LMM shut down- relctn. (7-3) FLD: 40" high crash barriers temp lctd 150' off end rnwy 16. Rnwys 3-21 and 7-25 clsd for const. (3-20)
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-4)
TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)
TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 122-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks, - trees E. (6-5)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts.
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)
WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Ctn-const of new taxi strip & parking area. (5-6)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'.
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'. (7-1) About July 22, VOR/DME will be shut down until approx Aug 9 - modification and freq change from 114.5 mc to 109.4 mc. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (5-3)
GLEN DALE ARPT: Two 601'(1250'MSL) unlgtd stacks being erected 6.5 n mi SSW(209°T) at lat 39-50-47, long. 80-19-14. (4-9)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-STEWART ARPT: 600'(1227'MSL) unlgtd control chimney being erected 25 n mi SSW(211°T) at lat 38-56-15, long. 81-49-30 & being completed about July. (4-9)
PARKERSBURG-WOOD COUNTY ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.
WISCONSIN: EAU CLAIRE MUN ARPT: 958'(1847'MSL) lgtd twr being erected 5.5 n mi SSE(159°T) at lat 44-47-58, long. 91-27-59. (6-8)
FOND DU LAC ARPT: Caution-use center of rnwys - due soft rnwys and shoulders during winter and early spring. Snow will be rolled on the center of rnwys. (12-21)
GREEN BAY-AUSTIN-STRAUBEL ARPT: VOR ground rcvr check point unusable. (5-29)
LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (6-13)
LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55;lctd 0.5 mi NE of Lodi; 1 strip-(E/W) 2640' x 200'; 87 oct gas; remarks- unattended. (1-14)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. (10-17)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500' MSL at 40 mi all azimuths. (6-7) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)
OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld- use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)
WOODRUFF-ARBOR VITAE-RADIO: H fac operg sunrise-sunset. (7-3)
WYOMING: CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. Effective June 9 thru July 20, twr hrs opern will be 0500-2300 daily. (6-4) FLD: Two 200' fences SW end of ramp not obstn lighted. (11-16)
GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft- clsd to heavy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000';225°-300°, 26 n mi at 15,000'. About July 8, VOR/DME will be shut down until approx Aug 5-modernization. Durg this period the following arwys and intsxns are unusable: V-4 LAR-DEN, V-118 CYS-RKR, Carr & Nunn VHF Ints. V-4 LAR-CKW usable utilizing LAR LFR;MEA 16,000'; Minimum crossing alt LAR W-bound 16,000'. V4N LAR Gill Int usable utilizing 116° mag bear. to LAR LFR;MEA 14,000';Minimum Crossing Alt Gill Int NW bound 14,000'. (6-19)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.
ROCK SPRINGS ARPT: Caution - first 500' Northwest end runway 12-30 closed-marked.

WYOMING: SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy until about Aug 1 - area mrkd by red flags. (7-5)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept 30. (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)
SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2,3,4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)



REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS.

COLORADO SPRINGS, COLORADO - PETERSON FLD: Combined ILS/ADF Procedure #1, Amend. #6, change effective date from August 3 to July 7, 1957.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Amarillo VOR	TDW-MHW	Direct	5000	T-dn	300-1	NA	NA
Amarillo LFR	TDW-MHW	Direct	5000	C-dn	700-1	NA	NA
Bivins Int.	TDW-MHW	Direct	5300	A-dn	NA	NA	NA
Panhandle Int	TDW-MHW	Direct	4900				
Conway Int	TDW-MHW	Direct	4900				
Claude Int	TDW-MHW	Direct	4900				
Palo Duro Int	TDW-MHW	Direct	4900				
Tower Int.	TDW-MHW	Direct	5000				
Sam Int	TDW-MHW	Direct	5300				

→ Teardrop procedure turn, 092 outbnd, 254 inbnd, 4900' within 10 mi. NA beyond 10 mi;
Minimum Altitude over facility on final approach course, 4400'
→ Crs and distance, facility to airport, 254-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.1 mi after passing TDW, climb to 5000' on crs of 254° within 20 mi.
NOTE: Air carrier use Not Authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Tex	Tradewind 3636'	MHW TDW	1, Amdt 1, 17 Aug 57	Orig, 29 Jun 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Alameda "H"	ABQ-LFR	Direct	6600	T-dn	300-1	300-1	200-½
→ Peralta FM (Final)	ABQ-LFR	Direct	6000	C-dn	400-1	500-1	500-1½
→ ABQ VOR	ABQ-LFR	Direct	8000	S-dn-R-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn W side S crs, 175 Outbnd, 355 Inbnd, 7000' within 10 mi (Nonstand. due to high terrain E side.)
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 355-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.6 mi, climb to 8000' on N crs within 20 mi of ABQ LFR.
CAUTION: Terrain exceeding 8000' in E Quadrant, make all turns on W side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albuquerque N Mex	Kirtland 5352' AFB/MUN	SBRAZ ABQ	1, Amdt 7, 10 Aug 57	6, 6 July 54

Procedure CANCELLED, Effective 29 August 1957, due to decommissioning of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Austin, Tex	Mueller 631'	SBMRLZ AUS	1, Amdt 12, 16 Mar 57	11, 9 Feb 57

Jamestown VOR	JMS-LFR	Direct	2800	T-dn	300-1	300-1	200-½
				C-d	400-1	500-1	500-1½
				C-n	400-1½	500-1½	500-1½
				S-d	400-1	500-1	500-1½
				S-n	400-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 078 Outbnd, 258 Inbnd, 2700' witnin 10 mi.
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 270-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
witnin 1.1 mi, climb to 3400' on W crs JMS-LFR witnin 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Jamestown N Dak	Municipal 1498'	SBMRAZ JMS	1, Amdt 7, 10 Aug 57	6, 10 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Perryville FM	PHX-LFR	Direct	4000	T-dn	300-1	300-1	200-½
Phoenix VOR	PHX-LFR	Direct	2600	C-dn	500-1	600-1	600-1½
→ Tolleson Int*	PHX-LFR	Direct	2600	A-dn	800-2	800-2	800-2

*Int W crs PHX-LFR & GBN-VOR R-027.

→ Procedure turn S side E crs, 081 Outbnd, 261 Inbnd, 2600 within 10 miles. 4000 within 15 miles.
→ Beyond 15 miles NA. (Nonstandard due to high terrain to the North)
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 264-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.5 miles, climb to 2500' on W crs, make a climbing right turn, returning to LFR at 4000'.
→ CAUTION: Hills and tower 2905' 6 miles SSW of airport.

★ City and State: Phoenix, Ariz | Airport Name & Elev.: Sky Harbor 1124' | Fac. Class & Ident.: SBMRAZ PHX | Procedure No. & Eff. Date: 1, Amdt. 9, 17 Aug 57 | Sup. Amdt. No. Dated: 8, 29 Dec. 56

Procedure CANCELLED, effective 10 Jun 57, due to decommissioning of facility.

★ City and State: Valparaiso, Fla | Airport Name & Elev.: Eglin AFB 71' | Fac. Class & Ident.: MRLWZ VPS | Procedure No. & Eff. Date: Special Proc. No. 1, 21 Jul 54 | Sup. Amdt. No. Dated: None

				T-dn	800-1	800-1	800-1
				C-d	1500-1	1500-1	1500-1
				C-n	1500-2	1500-2	1500-2
				A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

→ Procedure turn S side E crs, 100 Outnd, 280 Inbnd, 3600' within 10 mi. (Nonstand. due to obstruction N)
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 285-6.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, make right climbing turn, climb to 4000' on E crs Williamsport LFR within 10 mi.
→ AIR CARRIER NOTE: NW-SE runway not authorized.
NOTE: ADF procedure not authorized. Williamsport LFR must be monitored during entire approach.
CAUTION: Airport minimums do not provide clearance over 2000' ridge approx 1.7 mi S of airport.

★ City and State: Williamsport, Pa | Airport Name & Elev.: Williamsport 528' | Fac. Class & Ident.: BRLZ IPT | Procedure No. & Eff. Date: 1, Amdt 7, 10 Aug 57 | Sup. Amdt. No. Dated: 6, 8 Feb 54

Int S crs Williamsport LFR & Brng 056	Hughesville MHW	Direct	3600	T-dn	800-1	800-1	800-1
				C-dn	900-1½	900-1½	900-1½
				A-d	1500-2	1500-2	1500-2
				A-n	1500-3	1500-3	1500-3

Procedure turn S side E crs, 100 Outbnd, 280 Inbnd, 3600' within 10 mi of Hughesville FM MHW (nonstandard due to
→ obstruction North.)
Crs and distance, facility to airport, HVL FM-MHW to IPT LFR 280-5.1 - IPT LFR to airport, 285-6.1
Minimum Altitude over facility on final approach crs, 3000'(over HVL) 1600' # (over IPT)
Descend to authorized minimums within 1 mi after passing LFR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.0 mi after passing IPT LFR, make right climbing turn to 4000' on E crs of IPT LFR within 10 mi.
→ AIR CARRIER NOTE: NW-SE runway not authorized.
→ NOTE: ADF procedure NA. Williamsport LFR must be monitored during entire approach.
→ CAUTION: Airport minimums do not provide clearance over 2000' ridge approx 2 mi S of airport.

★ City and State: Williamsport, Pa | Airport Name & Elev.: Williamsport IPT | Fac. Class & Ident.: BRLZ MHW-HVL | Procedure No. & Eff. Date: 2, Amdt 2, 10 Aug 57 | Sup. Amdt. No. Dated: 1, 8 Feb 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Austin RBn	AUS-VOR	Direct	2000	T-dn	300-1	300-1	*300-1
3 mi DME fix R-355	AUS-VOR (Final)	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-16R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* 200-½ authorized on Runways 16R, 34L, 12R and 30L only.

Procedure turn W side crs , 355 Outbnd, 175 Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
→ Minimum Altitude over facility on final approach crs, VOR 1600'; AUS FM or DME fix 2.4 on R-175 AUS VOR 1300'**
** Descent below 1300 authorized only after passing AUS FM, DME fix 2.4 on R-175.
Crs and distance, facility to airport, 175-4.9 VOR to airport; 175-2.5 from 2.4 DME fix to airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, turn left, climb to 2000' on R-100 within 20 mi.
CAUTION: Tank 855' MSL 1.2 mi W final approach crs 2.3 mi NW of airport.

★ City and State: Austin, Tex | Airport Name & Elev.: Mueller 631' | Fac. Class & Ident.: BVOR AUS | Procedure No. & Eff. Date: 1, Amdt 7, 29 Aug 57 | Sup. Amdt. No. Dated: 6, 31 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
HSV-VOR	Ballard Int* (Final)	Direct	2200	T-dn	300-1	300-1	300-1
Ballard Int.*	Chemical Int.# (Final)	Direct	1700	C-d	400-1	500-1	500-1½
				C-n	600-2	600-2	600-2
				A-dn	NA	NA	NA

*Ballard Int.: Int. HSV-VOR R-238 & HUA-VOR R-351.
#Chemical Int: Int. HSV-VOR R-238 & HUA-VOR R-275.
(HUA-VOR is on Redstone AAF)

Procedure turn N side of crs 058 Outbnd, 238 Inbnd, 3000' within 10 mi
Minimum altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 238-17.9
Minimum altitude over Ballard Int on final approach crs, 2200'
Crs and distance, Ballard Int to airport, 238-14.2
Minimum altitude over Chemical Int, 1700'
Crs and distance, Chemical Int to airport, 238-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn left and return to HSV-VOR on R-238 at 3000'.
NOTE: No weather reporting facilities available.
Air carrier use not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Decatur, Ala	Pryor Field 591'	VOR HSV	1, Orig, 17 Aug 57	None

Windsor LFR	Windsor VOR	Direct	2700	T-dn@	500-1	500-1	500-1
				C-dn#	700-1	700-1	700-1½
				A-dn#	800-2	800-2	800-2

@300-1 take-off authorized Rny-33 only.

→ Procedure turn East side of course, 170 Outbnd, 350 Inbnd, 2700' within 10 miles.
Minimum Altitude over QG VOR on final approach, 2700'
→ Course and distance, Int* to airport 350°-5.0 mi.
#Maintain 2700' until passing Int*, after which descend to authorized minimums.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.0 miles after passing Int*, climb to 2300' on NW crs Windsor LFR to Warren Int.
*Int. R-350 QG and R-081 YIP or brng 255 to RML LFR.
NOTE: Dual VOR or VOR and ADF receivers required for this procedure.
AIR CARRIER NOTE: Sliding scale not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Detroit, Mich	Detroit City 626'	BVOR QG	1, Amdt 1, 17 Aug 57	Orig, 29 Jun 57

Cave Creek Int	PHX-VOR	direct	5000	T-dn	300-1	300-1	200-½
Perryville FM	PHX-VOR	direct	4000 ←	C-dn	500-1	600-1	600-1½
Phoenix LFR	PHX-VOR	direct	2600	A-dn	800-2	800-2	800-2
Thunderbird Int*	PHX-VOR	direct	4000				
McDowell Int**	PHX-VOR	direct	5000				
Ocotillo Int#	PHX-VOR	direct	4000				
→ Tolleson Int##	PHX-VOR	direct	2600				

*Int. PHX R-325 & HYM R-065
**Int. PHX R-015 & HYM R-065
#Int. PHX R-146 & HYM R-090
##Int. PHX R-258 & GBN R-027

→ Procedure turn S side crs, 080 Outbnd, 260 Inbnd, 2600' within 10 miles%. 4000' within 15 miles. Beyond 15 miles NA. (Nonstandard due high terrain to the North)
→ %CAUTION: 2970' obstruction 5 mi N of crs, 13 mi E of VOR.
Minimum Altitude over facility on final approach crs, @2100
@Descent below 1900' not authorized until ABEAM of PHX LFR, Inbnd.
Crs and distance, facility to airport, 256-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.5 miles, climb to 2500' on R-256, make a climbing right turn, returning to VOR at 4000'.
→ CAUTION: Hills and tower 2905' 6 mi SSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Phoenix, Ariz	Sky Harbor 1124'	BVOR PHX	1, Amdt 6, 17 Aug 57	5, 29 Dec 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Austin VOR	LOM	direct	2000	#T-dn	300-1	300-1	200-½
→ Austin RBn	LOM	direct	2000	C-dn	400-1	500-1	500-1½
→ Smithville RBn	Webberville Int.	direct	1900	S-dn-30L			
Bergstrom RBn	LOM	direct	2000	ILS	300-¾	300-¾	300-¾
Webberville Int	LOM(Final)	direct	2000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#All aircraft are restricted to 300-1 minima for take-off on Runways 3-21, 16L-34R, and 12L-30R.

Procedure turn E side SE crs, 125 Outbnd, 305 Inbnd, 2000 within 10 miles. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 2000* ILS, minimum altitude over LOM inbnd final 1200 ADF
*2000 will intercept glide slope 0.5 mi after passing OM.
→ Altitude of G.S. and distance to approach end of Rny at OM 2120-5.1; at MM 820-0.4
→ Crs and distance, LOM to airport, 305-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.1 mi of LOM (ADF) climb to 3000' on NW crs ILS (305) within 20 miles, or when directed by ATC, turn right,
→ climb to 2000', proceed direct to VOR.
NOTE: 400-1 required when glide slope not used. No approach lights. All installed components of ILS must be operating or alternate minima of 800-2 apply.

★ City and State: Austin, Tex | Airport Name & Elev.: Mueller 631' | Fac. Class & Ident.: ILS-IAUS, LOM-AU | Procedure No. & Eff. Date: ILS-30L, Amdt 14, 29 Aug 57 | Sup. Amdt. No. Dated: 13, 13 Apr 57

Comb ILS-ADF

AUS VOR	Plateau Int	direct	3000	#T-dn	300-1	300-1	200-½
Lake Travis Int	Plateau Int	direct	2300	C-dn	400-1	500-1	500-1½
Plateau Int	Burnet Int (Final)	direct	1400	S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Not less than 300-1 authorized for take-off on runways 3-21, 16L-34R, and 12L-30R.

→ Procedure turn W side NW crs, 305 Outbnd, 125 Inbnd, 3000 within 10 mi of Plateau Int. Beyond 10 mi NA.
No glide slope. Minimum altitude at Plateau Int 2300', Burnet Int 1400'
Distance, Burnet Int to Rny 12, 2.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles of Burnet Int., climb to 2000' on SE crs ILS within 20 miles, or when directed by ATC, turn
→ left, climb to 2000', proceed direct to AUS-VOR, or turn right, climb to 2100' on R-175 within 20 mi.

★ City and State: Austin, Tex | Airport Name & Elev.: Mueller 631' | Fac. Class & Ident.: ILS-IAUS, VOR-AUS | Procedure No. & Eff. Date: ILS-12, Amdt 3, 29 Aug 57 | Sup. Amdt. No. Dated: 2, 16 Mar 57

NW crs ILS

IND VOR	LOM	direct	1900	T-dn	300-1	300-1	200-½
Clayton FM via crs 105-ILS	SW crs ILS	direct	1900	C-dn	400-1	500-1	500-1½
Clayton FM (ADF)	LOM	direct	1900	S-dn-4 ILS	200-½	200-½	200-½
Indianapolis LFR via crs 194ILS	SW crs ILS	direct	1900	ADF	400-1	400-1	400-1
Indianapolis LFR-ADF	LOM	direct	1900	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
In. E crs IND LFR & SW crs ILS/ 224 Brg, to LOM	LOM	direct	1900				
Int S crs IND-LFR & SW crs ILS or Brg 224 to LOM	LOM	direct	1900				
Int R-205 IND & SW crs ILS	LOM (Final)	direct	2000				
Radar terminal area transition altitudes-distances are from radar site and azimuths progress clockwise.							
120	260	20 mi	2000				
260	120	20 mi	2300#				

#Except 2800' within 3 mi of 1849' TV tower, and 2900' within 3 mi of 1852' TV tower, E & NE of airport

→ Procedure turn S side SW crs, 224 Outbnd, 044 Inbnd, 1900' within 10 mi of LOM.
Minimum Altitude at G.S. int inbnd, 1900 ILS, inbnd final 1400 ADF
Altitude of G.S. and distance to appr end of rny at OM 1903-3.8, at MM 1049-0.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles (ADF) after passing LOM, climb to 2900 on E crs of IND-LFR to Greenfield Int or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 20 mi. 2. Make left turn climb to 1900 and proceed to LOM.

★ City and State: Indianapolis, Ind | Airport Name & Elev.: Weir Cook Mun. 796' | Fac. Class & Ident.: ILS-IND, LOM-IN | Procedure No. & Eff. Date: 1, Amdt 9, 10 Aug 57 | Sup. Amdt. No. Dated: 8, 13 Jul 57

Comb ILS & ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ St James Int	LMM	Direct	1700	T-dn	300-1	300-1	200-½
Riverhead VOR	LMM	Direct	1700	C-dn	500-1	600-1	600-1½
→ Fire Island Int.	LMM	Direct	1700	S-dn-6 ILS	200-½	200-½	200-½
→ Blanchard Int ILS	OM (Final)	Direct	1700	*ADF	400-1	400-1	400-1
→ Blanchard Int ADF	OM (Final)	Direct	800*	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→ Procedure turn S side SW crs, 237 Outbnd, 057 Inbnd, 1700' within 10 mi of OM
→ Minimum Altitude at glide slope int inbnd, 1700' ILS. Min. Alt. over OM inbnd final 800* ADF.
→ *ADF approach: descent to airport minimums authorized after passing OM; if OM not received, maintain 800' until passing LMM and circling minimums apply.
→ Altitude of glide slope & distance to approach end of runway at OM 1655'-4.7; at MM 310'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.6 mi after passing LMM (ADF) make right climbing turn as soon as practical to 1700' returning to ILS LMM,
→ and hold SW.
NOTE: Runway 10-28 closed nights.

★ City and State: Islip, N Y | Airport Name & Elev.: MacArthur Field 98' | Fac. Class & Ident.: ILS-ISL, LMM-SL | Procedure No. & Eff. Date: 1, Amdt 4, 17 Aug 57 Comb. ILS-ADF | Sup. Amdt. No. Dated: 3, 29 May 54

MSN-LFR	Truax Int #	Direct	2500	T-dn	300-1	300-1	200-½
Int 099R LNR-VOR & Back crs	Truax Int #	Direct	2500	C-dn	600-1	600-1	600-1½
MSN-ILS				S-dn	400-1	400-1	400-1
Mendota VHF Int	Truax Int #	Direct	2500	A-dn	800-2	800-2	800-2
MSN-LOM	Truax Int #	Direct	2500				

Procedure turn E side of crs, 359 Outbnd, 179 Inbnd, 2500' within 10 mi.
No glide slope. Altitude over Truax Int # 2000. No markers; distance from Truax Int #3.7.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles after passing Truax Int #, climb to 2400' on S crs ILS within 20 mi
Truax Int: Int 270 brng to Truax Rbn & N crs MSN ILS. (To be shown on AL charts only)
NOTE: If Truax Rbn not operative, VFR minimums apply.

★ City and State: Madison, Wis | Airport Name & Elev.: Truax Field 859' | Fac. Class & Ident.: ILS MSN MHW TAX | Procedure No. & Eff. Date: 2, Amdt 1, 17 Aug 57 Back crs ILS approach utilizing ADF fix. | Sup. Amdt. No. Dated: Orig, 29 Dec 56

MSP-LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
MSP-VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Hastings FM - ILS	Glide slope int (Final)	Direct	2200	S-dn 29L			
				ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Hastings FM - ADF	LOM (Final)	Direct	1700	A-dn ILS	600-2	600-2	600-2
Stanton Rbn via crs 360	SE ILS crs (Final) ←	Direct	2200	ADF	800-2	800-2	800-2
Jordan FM	LOM	Direct	2200				
Houlton Int	LOM	Direct	2200				
Diamond Bluff Int ILS	Glide slope int (Final)	Direct	2200				
Lakeville Int	LOM	Direct	2200				
Prior Int	LOM	Direct	2200				
Stanton RBN	Brng 295 to LOM	Direct	2200				
White Bear Int	LOM	Direct	2500				
Elmo Int	LOM	Direct	2200				
Radar transitions as directed by ATC	Radar site	within 25 mi	2600				

Procedure turn E side SE crs, 115 Outbnd, 295 Inbnd, 2200' within 10 mi.
Minimum altitude at glide slope int inbnd - 2200' ILS. Min. alt. inbnd final - 1700' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2084-4.0; at MM - 1038-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi (ADF), climb to 2600' on NW crs MSP-LFR to Hamel FM, or if directed by ATC:
(1) Make left climbing turn, climb to 2500' on crs of 241 and proceed to Jordan FM.
(2) Make left climbing turn, climb to 2200' and return to LOM.
CAUTION: Tower 1223' MSL 3 mi W of Hastings FM.

★ City and State: Minneapolis,Minn | Airport Name & Elev.: Minneapolis- 840' St. Paul International (Wold Chamberlain Field) | Fac. Class & Ident.: ILS-MSP, LOM-MS | Procedure No. & Eff. Date: 1, Amdt 8, 10 Aug 57 Comb, ILS-ADF | Sup. Amdt. No. Dated: 7, 19 Nov 55

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SPECIAL NOTICE
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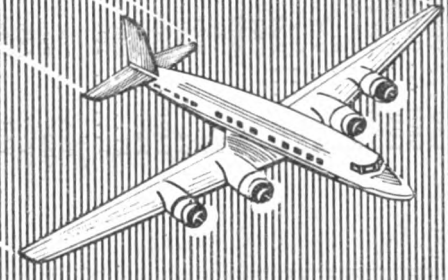
PRICE REDUCED
See Page 30

AIRMAN'S GUIDE



SPECIAL NOTICE
New Unicom Frequency:
123.0 mc. See page 34

How to use this Guide - page 28

Radio Facility Data - page 2
Notices to Airmen - page 28

VOL. 12, NO. 10 **JULY 23, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•————	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•————	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
[redacted] Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control Center.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype

TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 30 cents.

RADAR AVAILABLE : How and Where

(23 July 57)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach - Military Equivalent of Combined ASR and PAR Equipment. ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control Center.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions to the pilot, or the GCA operator may transmit, in blind, instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots shoud anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control Centers (RAPCON), page 4.

RADAR WEATHER ADVISORY SERVICE: See page 4.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc. are not guarded. Other transmitting frequencies listed are guarded plus 122.5 mc. and 3023.5 kc. Transmit and guard 121.5 mc. all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.1, 119.5, 120.7, 126.18, 257.8,348.6,243.0,271.2,290.8,383.2,343.6	ASR - PAR	Runway 9R Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7 126.18, 257.8.	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8 ,305.4, 348.6,385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278,382;110.3,118.1,118.3,120.5,126.5,126.18, 137.88,257.8,243.0,271.2,290.8,343.6 ,348.6	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Air Term., Calif.	260;109.5, 118.7, 120.9, 121.5, 126.18, 243.0, 257.8, 360.6, 118.4	ASR	Guards 122.7 mc Does not guard 122.5 mc
Chicago-Midway Arpt., Ill.	278 ,350;109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc;does not gd 122.5
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 236.6, 118.3, 243.0, 348.6, 360.8, 383.8.	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.5, 121.9, 124.7, 126.18,243.0,257.8,285.6	ASR	Arrival Control Guards 122.7 mc. Does not guard 122.5 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 257.8,243,269,291.6,307	ASR - PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278;116.7,109.5,121.1,121.3,121.5,126.5,126.18, 142.02,243.0,257.8,263.0,274.3,136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278,341;110.3,113.5,118.7,119.5,121.1,121.5, 121.9,126.18,243.0,257.8,290.3,307.2,312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld, Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 121.5 126.18, 137.88, 257.8, 120.5, 348.6	ASR	Arrival & Departure Contrc
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 137.88, 243.0, 257.8.	ASR	Arrival Control
Houston Arpt., Tex.	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8,312.6	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18.	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18, 243.0, 257.8.	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5 126.18, 257.8.	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257,118.7,126.18,257.8,1181,382.2, 1219,348.6,121.5,243.0,305.4,110.3,116.4	ASR	Arrival & Departure Control
Long Beach, Calif	233.242;110.3,119.5,121.9,123.8,126.18,173.75, 257.8,348.6,379.1,243.0	ASR	Arrival & Departure Control
Los Angeles Intnl Arpt., Calif	278;109.9,118.1,119.3,119.9,121.1,126.18,243.0, 257.8,291.6,348.6,250.2,269.0	ASR PAR	Rnwy 25L. Gds 122.7 mc Does not guard 122.5 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0.	ASR	Arrival & departure control Guards 122.7 mc Does not guard 122.5 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18,257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.9, 243.0, 257.8, 124.1	ASR	Arrival & Departure Control
Minneapol's-St. Paul Intnl. Arpt., Minn.	266;278; 110.3,118.7,119.5,126.18,119.3,115.4, 243.0, 257.8, 263.0, 305.4, 348.6	ASR - PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1, 121.9, 126.18, 243.0, 257.8, 348.6, 383.6	ASR	
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR - PAR	Runway 4. Arrival & Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc Does not guard 122.5 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR - PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc Does not guard 122.5 mc.
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9,125.7, 243.0,257.8,274.3,338.2	ASR - PAR	Runway 4. Departure Control Guards 122.7 mc Does not guard 122.5 mc.
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9, 120.7, 122.2, 126.7, 132.3, 135.0, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341,362; 118.1,118.3,120.7,126.18, 274.3, 140.22, 243.0,257.8, 305.4, 348.6,119.3	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278;109.3, 121.5, 121.7, 126.18, 312.6, 142.74, 234.0, 257.8, (1190, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2, 284.6, 290.3, 305.4	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0, 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18 257.8	ASR	Departure Control Runway 36
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5, 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Arrival & Departure Control ASR apchs not authorized Does not guard 122.5 mc Guards 122.7 mc

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACILITIES	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Chicago, Midway Arpt Midway Arpt	120.9, 123.7, 123.9, 124.5, 124.7, 125.1, 250.2, 301.4, 323.2, 340.6, 378.8, 385.4, 121.5, 243.0	ARSR	
New York Idlewild Int'l Arpt., N.Y.	118.9; 120.7; 121.5; 124.3; 125.5; 132.3; 137.88; 243.0; 306.3; 310.4; 343.8; 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88, 243.0, 255.4, 257.8, 263.0, 301.4, 348.6,	ARSR	
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3, 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
RADAR APPROACH CONTROL CENTER (RAPCON)			
Ogden-Hill AFB, Utah	120.1, 121.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88, 270.6, 363.8, 263.0, 301.4 (on req 134.1, 368, 142.02, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City, Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinkers AFB rnwy 17 & 35 Will Rogers Arpt IFF operg but not cmsnd.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 327.4, 275.8, 126.18 req)	ASR	ASR apchs available to rnwys 14 and 32 Arrival & Departure Control
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8 mc	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnw 4 IFF operg but not cmsnd.
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 120.5, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 301.4, 275.8, 335.8, 2989		Arrival & Departure Control
Wichita-McConnell AFB, Kans	332; 113.8, 120.1, 121.5, 124.5, 125.7 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6, 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 225.4, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8, 379.4		

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous wea by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
   "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____) IFR (or) VFR FLIGHT PLAN, OVER"
   The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.
   (a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.
   (b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
   "(aircraft identification) THIS IS (name of radar site), (instructions)"
   The instructions will normally consist of one of the following:
   (a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)
   (b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).
   (c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).
   (d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).
   (e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
   (a) radio contact with the director is lost.
   (b) notified by the radar director that radar contact has been lost.
   (c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-restricted
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7)	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac.
New York-International (Idlewild) (L7)	110.9	IWY	330.8	222	0.64		5.5		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	224 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(23 July 57)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5 ↘	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72 ↘	201 HA	4.72 ↘	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2 ↘	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	212 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. •-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches ↘

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,348.6, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	(3),#	
" Arpt	C(g)		278;119.7,121.5,125.3, 257.8,346.8	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317,121.5	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88,348.6,243.0	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6, 118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
(3) San Simon ATCS-Tucson	VORW-DTV	SSO	115.4;V;126.7,122.2, 255.4, 243.0	(3), #	
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8,348.6	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	VNT	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2 ,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8, 385.6,348.6,119.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew ATCS Oakland	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N
Camarillo	*SRAWZ	CAV	359		184 A 297 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MHLWZ	NID	326		
Chino, Pacific	CI		126.18, 121.5, 275.8, 243.0	*	90 N 180 A 270 N 360 A (0800-1600

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
(1)Modesto Stockton ATCS	VORW	MER	114.2		
	BVOR	MOD	116.6		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2, 243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,123.8	3023.5,122.6,#	
"	VHF/DF		118.5,119.3,119.5,119.9,121.1,121.5,122.5,126.18,132.0		
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4.	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1,119.3,119.9,121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,118.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
"	VHF/D			118.1 - 135.9	323.2
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton ATCS-	VORW	MER	114.2		
(1)Modesto	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8,269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside ATCS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 324 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Colton	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego-Lindbergh	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	3023.5;122.7,#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3) San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS ysville	*BVOR	ILA	113.1;V;121.5,122.2,126.7, 2430,255.4	(3),#	
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,271.2,343.6,348.6	(2),#	
" "	VHF/DF		Gds: 118.1,118.3,119.3,119.5,120.5,120.9, 121.5,122.1,126.18,135.9,137.88		
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2,120.7,338.2,118.1,		
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4;391	(3),#	290.8
Ellicott	MHW	ELL	267		
(1) Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0,122.2	(3),#	DME
(1) Kiowa	BVOR	IOC	112.6		ATCS-Denver
(1) Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1) Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.5,257.8,120.9,243.0	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentechler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1) Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0	(2),#	
DELAWARE					
(3) Kenton	VORW	ENO	114.8		DME
Dover AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
New Castle (A)	TVORW	ILG	109.8		
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8,243.0	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington, " National Arpt	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,353.9,255.4,3014,3182 362.3,1205,121.5,243.0,378.8,3854	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;1191,121.5,126.18,257.8,348.6	(2),#	
Destin (A)	HW	DES	209		
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3,121.5	(2),#	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 1193,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,1197	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	FYW	115.3		DME
LaBelle	VORW	LEL	117.8		ATCS-Ft. Myers
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,3486, 126.18,257.8,243.0,250.2,119.7	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" "	VORW	PAM	112.4		
Pensacola NAS	VOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 2430 (126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,1323,257.8,3486	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	MRLZ	NUN	227;121.5,126.18,132.3, 142.74,233.8,243.0,141.84	(1),#	35 A 110 N 215 A 290 N
St. Augustine Fairchild	CI		272;126.18	(2),#	(0800-1600 Mon-Fri)
St Petersburg, Pinellas County	CI		317;118.3,257.8	(1),122.7,121.5,126.18,#	(07-24)
Sarasota (P)	MH	SRQ	263	126.18	
" Bradenton Arpt.	CI		121.3	#,122.5,121.5	(0700-1900)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;1191,126.18,121.5,257.8,2430,3486	4,30235,122.7	
" " Intnl AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 118.1,348.6,243.0,271.2,290.8,338.2,343.6	(1), #, 122.7	
" "	VHF/DF		Gds: 120.7, 121.5, 122.5, 126.18, 126.7, 132.0, 132.3, 135.9, 118.1, 119.1, 119.5		
"	Center		118.9, 120.3, 121.5, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7, 360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
" Fulton Co.	C(g.7)		245;125.7,121.5,257.8,348.6,243.0	(2), #	(0600-2200)
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,243.0	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2, 243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4,348.6	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8, 305.4,348.6	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5, 323.4,355.2,320.7,379.9,352.0
(1) " "	TVOR	MDW	111.6	118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378.8,385.4	
"	Center		124.5,120.9,301.4,125.1,123.7,123.9, 124.7,124.3,119.7,250.2,323.2,340.6,353.9		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8,120.2,125.4	(2),#	
(1) " "	TVOR	ORD	108.4		
	UHF/DF			236.6, 305.4	
(1)Chicago Heights	*BVOR	CGT	114.2	(ATCS-Chicago)	DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
" "	UHF/DF			243.0,305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
(1)Wheeling	BVOR	EEL	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353,319.8,125.3		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
(1)Nabb ATCS - Louisville, Ky.	BVOR-DTXV	ABB	113.5;V;121.5,126.7, 243.0,122.2, 255.4	(3), #	
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 243.0		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3,126.18,121.5,257.8,243.0	(2),#	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Dubuque ATCS-Cedar Rapids	VORW-DTV	DBQ	117.4;V;121.5,122.2, 126.7,255.4,243.0	(3), #	
(1)Fort Dodge ATCS-Mason City	VORW-DTV	FOD	114.1;V;121.5,122.2, 126.7,255.4,243.0	(3), #	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0,255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0 122.2.255.4	(3),#	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;185,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(23 July 57)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119.9, 126.18,121.5	(2),121.5,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;121.5,126.7, 122.2,255.4 243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BH-DTV	LEX	242;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	LEX	112.4		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
London	BMH	LOZ	263;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243.25 7.8	(2),#,121.9	(0600-2200)
" Standiford	AC(g.7)		317;120.7,126.18,121.5,120.3, 257.8,243.0,381.6,119.0,319.2	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,348.6	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7,121.5,243.0	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3,118.9,119.7	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4,	(2),#,122.7 121.1	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	113.4		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 205 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	114.7		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8,120.4,381.4	(2),#	
" Martin	CI		317;126.18,121.3,236.6	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4	ATCS-Morgantown, W.Va.	
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	215		57 A 156 N 237 A 336 N
"	VORW	NHK	117.6		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;126.7,121.5,243.0 122.2,255.4	(3),#	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4,121.5,243.0	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		124.9,120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2	#	
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0,257.8,305.4,348.6	
" Logan	VHF/DF			118.1,118.3,120.5,121.5,122.5, 126.18,126.5,137.88	
" Logan	AC(g)		278;118.1,126.5,118.3,137.88, 121.5,120.5,126.18,257.8,263.0,290.8,343.6 243.0,271.2 348.6	(2),#	
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-Windsor Locks, Conn	BVOR-DTV	CTR	108.6;V;121.5,122.2, 126.7,243.0,255.4	(3), #	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth,Otis AFB	MHW	FAL	362		
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens,Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254;255.4,243.0	(3),#	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	SBMRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4	(3),#	23 A 113 N 203 A 293 N
Westfield, Barnes	CI		212;121.3,126.18	(2),#	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8		125.7,269.2,121.5 #
" City	AC(g)		278;118.7,121.5,243.0, 257.8	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3,118.4	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0700-2300)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
Marquette-Sawyer (A)	HW	SAW	359		
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud ATCS-Muskegon	*VORW-DTV	HIC	114.5;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3) Bemidji (S)	TVOR	BJI	111.2	122.1	V-0500-2230wk days 05-20Sat09-2030Sun
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,183,486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554,2578,3054	
Eveleth (S)	TVOR	EVM	108.2		
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0,255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.6,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V-0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118.9,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.3,119.7, ,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(3) Macon	VORW	MCM	112.9		ATCS-Kirksville
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho INSACS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.1,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121,253,079,319,232,473,436	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278;118.3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700 Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 0600-2300)
" "	TVOR	OFK	109.6	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,135.8,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0.2 554	(3),#	
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
" "	TVORW	WRI	109.6		
Lakehurst NAS	SBMRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
" Lakewood	MHW	NEL	245		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTV	EWR	341;V;126.7,122.2,255.4	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	#, Fri;Sat-Sun	0730-2230Mon-0730-2030.
Trenton (P)	*TVOR		111.6	Monitor category	(1) twr hrs opern
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0.3486	(2),# 121.5,243.0	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7		#
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Cannon AFB	HW	CVS	272		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
(1)Farmington	BVOR-DTV	FMN	115.3;V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
" Frazier AFB	HW	FZR	407		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 123.8,257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,2430,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243,03198	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)De Lancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2,2430	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Glenville (P)	MHW	GVI	284		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
Lido	MHW	LDO	239		
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,1204,125.7, 121.5,118.1,243.0,257.8,2743,338.2,381.4	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5, 124.7,124.9,125.1,125.3,120.0,335.6,125.8 125.5,125.9,132.3,137.88,120.8,119.8,121.2,120.2 243.0,301.4,310.4,343.8,124.8,126.0,196,125.4,126.4 355.8,381.6,285.4,125.6,121.0,306.3,269.6	#	
(1) " Idlewild	BVOR-DTXV	IDL	117.2;V;122.2,126.7, 255.4	(3),#	DME
" Idlewild	MHW	IDL	353		
" Intnl (Idlewild) Arpt	AC(g)		239;119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3,269.2	(1),#,122.7	
"Floyd Bennett NAS	MH	NSC	532		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,2430,2578,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2, 255.4	(3),#	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8,348.6	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	284;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 3486,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	H	FTB	338		
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6,118.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(23 July 57)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVOR-DTVJ	HKY	113.1;V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BNH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2, 243.0,255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5,243.0,257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	SMRLWZ (voice avail thru Navy Elizabeth City twr)	NFG	254		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,142.74,243.0,257.8	302.35,122.7,#	
" "	UHF/DF		305.4,255.4 other freq on req		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7,257.8,243.0,265.6	(1),#, 122.7	
" Lunken	C	227	121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;119.9,118.1,118.5,121.0, 121.5,126.18,257.8,243,269, 291.8,307,	(2),# 250.2,	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 267 N 352 A
" Port Columbus	AC(g)		278;116.7,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,263.0,274.3,136.8	(2),#	
" "	UHF/DF			305.4, 225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408 243.0		
(1)Jefferson	VORW	JFN	115.2 243.0		ATCS-Youngstown
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	C(g)		278;118.7,121.5,257.8	(2),#	
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2 Monitor Category (3) 2300-0600 Post twr gds 122.5mc		
" Post AAF	MHZ	PFL	308 and (1) 0600-2300		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8,243.0,348.6	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1)Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6, 243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4,255.4,243.0	(3),#	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8,284.6,290.3,238.2,348.6	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#, 126.18 req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0 [255.4,243.0	(3),#	23 A 88 N 203 A 281 N
(3)Bradford	BVOR-DTV	BFD	114.4;V;122.2,126.7,121.5	(3), #	DME
"	MHW	BFD	224 [243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2 382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2 255.4	(3),#	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;119.0,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0,305.4 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88,# 319,324.7,301.4,243.0,125.1,290.8,343.6		
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236.6,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
Yardley	VORW	ARD	108.8		Test-basis
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
"	BVOR	NCO	112.5		
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1) Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5	3486,263.0	DME
" AFB	AC(g)		193,278,18.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396,119.5,126.18,121.5,257.8,3486,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,3486,125.9	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4,	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7	3486	DME
" Arpt	AC(g)		317,118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,3486,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4,	(3),#	
TENNESSEE					
Bristol -- - --- See Tri-City					
Brooks	MHW	BXS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,3486,125.1	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;121.5,122.2.255.4 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,3486	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			305.4,243.0	
Memphis	SBRAZ-DTV	MEM	371;V;126.7, 122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,3486 340.6,126.18,257.8,291.6,234.0,119.7	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1 118.1,118.5,243.0		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2, 255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,3486,125.7	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,3486	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7, 255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0, 255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,3486	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 243.0 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6,250.2	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2, 255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,34 7.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6,3486,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 121.1,121.5,243.0,126.18, 3486,119.5,257.8,307.2,312.5, 290.3	(2),#	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 121.5, 122.1, 122.5, 126.7, 126.18, 135.9		
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3, 120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
(1)Ft. Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;121.5,126.7,122.2 243.0,255.4	(3), #	
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,3638,2362,3247	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 290.8,353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVJ	GGG	117.4;V;121.5,126.7,243.0 122.2;236;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1,118.3,118.7,126.18,290.3, 3486,284.6,121.5,120.7,243.0,257.8,312.6	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4,243.0	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"	HW	NQI	335		
"(Alazan Bay)	HW	NG1	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278;199,121.5,126.18,2578	(2),#	
(1) Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4, 243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6,243.0, 121.5		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman	BVOR	EWM	112.4		ATCS-El Paso
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 3486		DME
SanAngeloMathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,3814,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1, 2630, 121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" "	TVOR	PNX	109.0		
Smithville	MHW	SIH	203		
Snook (A)	MHW	SOK	371		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272;119.1,243.0,257.8,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
We st (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt #1	UHF/DF			305.4	
" "	AC(g)		278;118.3,119.5,126.18, 3486,121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,301.4,269.2,274.3,243.0,121.5,118.9	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,255.4	(3),#	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;121.5,122.2,126.7	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;121.5,122.2,126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2),#	
" "	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,126.18,135.9 142.74,233.8,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3,285.4		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 257.8,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;120.7,121.5,126.18,257.8,383.8,243.0,118.5,	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0,215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4,243.0	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18, 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7, 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7,122.2, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7, 122.2,255.4,243.0	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,243.0,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,3486	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(0600-2200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas. location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --. -... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area appeared in Airgi Jul 9 vol. 12 #9, p. 26. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

WEATHER COLLECTION TIME CHANGE: Effective June 1, 1957, the starting time for hourly sequence collections of aviation weather reports on Service A teletypewriter circuits was changed from 30 minutes past the hour to the hour. Pilots should take full cognizance of this change when checking the latest weather before or in flight. Also, pilots should try to avoid telephoning Weather Bureau or CAA stations for weather information between 45 minutes after the hour and the hour because at this time the stations are routinely occupied with observing the weather.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

NEWARK CEILING-VISIBILITY EVALUATION PROGRAM: This program, being conducted at Newark Airport by the U.S. Weather Bureau, changed from furnishing threshold contact height estimates to APPROACH LIGHT CONTACT HEIGHT estimates on May 1, 1957. These estimates will be given out only by the CAA local controller on 118.3 mc at the time each pilot reaches the outer marker inbound for a straight-in ILS approach to rnwy 4. Evaluation of the accuracy and usefulness of these estimates is based solely on the report given by the pilot. Therefore it is important for the report "APPROACH LIGHTS" to be given on 118.3 mc the instant the approach lights are sighted. All pilots are urged to visit the project building adjacent to the control tower or telephone the project personnel at MItchell 2-4414 and give their opinion as to whether the approach light contact heights are of more value than the threshold contact lights.

AIRMAN'S GUIDE PRICE CHANGE: Effective July 1, the annual subscription to the Airman's Guide is being reduced to $2.25 domestic ($3.25 foreign). The Flight Information Manual, which was formerly included in the subscription price to the Guide, is NOT included in the new price. However, all subscribers to the Guide will receive written notice from the Superintendent of Documents when the Manual is issued, giving the price and how it may be purchased. The Manual cost is expected to be approximately $0.50, so that the overall cost of Guide and Manual will remain about the same. The separation of the Guide and Manual is for bookkeeping purposes only; the Guide will continue to supplement the Manual as in the past.

V CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective August 29, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.) is amended by changing the portion which reads: "Bozeman, Mont., radio range station; the intersection of the SE crs of the Bozeman, Mont., radio range and the W crs of the Livingston, Mon., radio range; Livingston, Mont., radio range station;" to read: "Bozeman, Mont., radio range station; Livingston, Mont., nondirectional radio beacon;"

(2) Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.) is amended by changing the name of the facility "Los Angeles, Calif., rdo rng stn" to read: "Los Angeles, Calif., nondirectional rdo bcn" (Note: Los Angeles SRA rng to be converted to H facility concurrently)

(3) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska) is amended by changing the name of the facility "Los Angeles, Calif., radio range station;" to read: "Los Angeles, Calif., nondirectional radio beacon;"

(4) Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.) is amended by changing the portion which reads: "the intersection of the N crs of the San Antonio, Tex., radio range and the SW crs of the Austin, Tex., radio range; Austin, Tex., radio range station; Waco, Tex., radio range station;" to read: "the intersection of the N crs of the San Antonio, Tex., radio range and a line bearing 226°T from the Austin, Tex., nondirectional beacon; Austin, Tex., nondirectional radio beacon; Waco, Tex., radio range station;" and by changing the portion which reads: "From the Kansas City, Mo., radio range station via the Omaha, Nebr., radio range station; Sioux City, Iowa, radio range station;" to read: "From the Omaha, Nebr., radio range station via the Sioux City, Iowa, radio range station;" (Note: Reworded portion in Austin area to go via Austin H due to relocation Austin LF range and conversion to H at lat 30-22-36, long. 97-40-55. Deleted portion between Kansas City and Omaha LF ranges).

(5) Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border) is amended by changing the portion between the Macon, Ga., radio range station and the Bowling Green, Ky., radio range station to read: "Macon, Ga., radio range station to the Atlanta, Ga., rdo rng stn. From the Nashville, Tenn., rdo rng stn via the intersection of the NW crs of the Nashville, Tenn., rdo rng and the SW crs of the Bowling Green, Ky., rdo rng; Bowling Green, Ky., rdo rng stn;" (Note: Deleted portion between Atlanta and Nashville LFR stns, due to decommissioning of Chattanooga LFR to be concurrent)

(6) Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.) is amended by changing the first portion to read: "From the Los Angeles, Calif., nondirectional rdo bcn via the intersection of a line bearing 260°T from the Los Angeles nondirectional rdo bcn and the SE crs of the Camarillo, Calif., rdo rng; Camarillo, Calif., rdo rng stn to the Santa Barbara, Calif., rdo rng stn."

(7) Red civil airway No. 10 (Amarillo, Tex., to Augusta, Ga.) is amended by changing the portion which reads: "Wichita Falls, Tex., rdo rng stn; the intersection of the SE crs of the Wichita Falls, Tex., rdo rng and the N crs of the Fort Worth, Tex., rdo rng; Dallas, Tex. rdo rng stn; Shreveport, La., rdo rng stn;" to read: "Wichita Falls, Tex., rdo rng station; Dallas, Tex., nondirectional rdo bcn; Shreveport, La., rdo rng stn;"

(8) Red civil airway No. 32 (Laredo, Tex., to Houston, Tex.) is amended by changing the portion which reads: "From the Austin, Tex., rdo rng stn" to read: "From the Austin, Tex, nondirectional rdo bcn."

(9) Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.) is revoked.

(10) Red civil airway No. 52 (Memphis, Tenn., to Birmingham, Ala.) is amended to read: "From the Memphis, Tenn., rdo rng stn via the Muscle Shoals, Ala., rdo rng stn; the intersection of the SE crs of the Muscle Shoals, Ala., rdo rng and the N crs of the Birmingham, Ala., rdo rng to the Birmingham, Ala., rdo rng stn." (Note: Added portion from Garden City intersection to Birmingham in lieu of Blue 2, revoked that area)

(11) Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.) is amended to read: "From the Los Angeles, Calif., nondirectional rdo bcn via the intersection of a line bearing 175°T from the Los Angeles nondirectional rdo bcn and a line bearing 279°T from the Oceanside, Calif., nondirectional rdo bcn; Oceanside, Calif., nondirectional rdo bcn; Julian, Calif., nondirectional rdo bcn to the Hayfield Lake, Calif., nondirectional rdo bcn."

(12) Red civil airway No. 68 (Midland, Tex., to Shreveport, La.) is amended by changing the portion which reads: "From the intersection of the W crs of the Fort Worth, Tex., rdo rng and the NW crs of the Waco, Tex., rdo rng via the intersection of the NW crs of the Waco, Tex., rdo rng and the W crs of the Dallas, Tex., rdo rng to the Dallas, Tex., rdo rng stn." to read: "From the intersection of the W crs of the Fort Worth, Tex., rdo rng and the NW crs of the Waco, Tex., rdo rng via the intersection of the NW crs of the Waco, Tex., rdo rng and a line bearing 255°T from the Dallas nondirectional rdo bcn to the Dallas, Tex., nondirectional rdo bcn." (Note: Due to conversion Dallas rng to "H" facility concurrently) (H to be located at lat 32-49-07, long. 96-51-30 - about 1/2 mi N of SRA site)

(13) Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.) is revoked.

(14) Blue civil airway No. 2 (Montgomery, Ala., to Erie, Pa.) is amended by changing entire first portion to read: "From the intersection of the N crs of the Crestview, Fla., rdo rng and the SE crs of the Craig, Ala., AFB., rdo rng via the intersection of the SE crs of the Craig, Ala., AFB radio rng and the S crs of the Birmingham, Ala., rdo rng to the Birmingham, Ala., rdo rng stn." (Note: deleted portion between Birmingham and Chattanooga and Knoxville, due to decommissioning Chattanooga SRA concurrently)

(15) Blue civil airway No. 5 (Galveston, Tex., to Wichita, Kans.) is amended by changing the portion which reads: "the intersection of the NE crs of the Waco, Tex., rdo rng and the S crs of the Dallas, Tex., rdo rng; Dallas, Tex., rdo rng stn;" to read: "the intersection of the NE crs of the Waco, Tex., rdo rng and a line bearing 185°T from the Dallas nondirectional rdo bcn; Dallas, Tex., nondirectional rdo bcn;"

(16) VOR civil airway No. 5 (Jacksonville, Fla., to London, Ont.) is amended by changing the portion which reads: "Mansfield, Ohio, omnirange stn, including an E alternate from the Appleton omnirange stn to the Mansfield omnirange stn via the intersection of the Appleton omnirange 050°T and the Mansfield omnirange 173°T radials;" to read: "Mansfield, Ohio, omnirange stn;" (Note: Revoked V5E between Appleton VOR and Mansfield VOR.)

(17) VOR civil airway No. 6 (Oakland, Calif., to New York, N. Y.) is amended by changing the portion which reads: "Youngstown, Ohio, omnirange stn, including a N alternate;" to read: "Youngstown, Ohio, omnirange stn;" (Note: Revoked V6N between Cleveland VOR and Youngstown VOR.)

(18) VOR civil airway No. 7 (Miami, Fla., to Green Bay, Wis.) is amended by changing the portion which reads: "Cross City, Fla., omnirange stn, including a W alternate from the Fort Myers omnirange stn to the Cross City omnirange stn via the Tampa, Fla., omnirange stn and the intersection of the Tampa omnirange 012°T and the Cross City omnirange 150°T radials;" to read: "Cross City, Fla., omnirange stn, including a W alternate from the Fort Myers omnirange stn to the Cross City omnirange stn via the Tampa, Fla., omnirange stn and the intersection of the Tampa omnirange 012°T and the Cross City omnirange 150°T radials and also an E alternate from the Lakeland omnirange stn to the Cross City omnirange stn via the Gainesville, Fla, omnirange stn;" (Note: Added V7E between Lakeland VOR and Cross City VOR via the Gainesville VOR.)

(19) VOR civil airway No. 12 (Santa Barbara, Calif., to Philadelphia, Pa.) is amended by changing the portion which reads: "Indianapolis, Ind., omnirange stn, including a S alternate via the intersection of the Terre Haute omnirange 082°T and the Indianapolis omnirange 230°T radials; Dayton, Ohio, omnirange stn, including a N alternate; Appleton, Ohio, omnirange stn, including a N alternate via the intersection of the Dayton omnirange 060°T and the Appleton omnirange 277°T radials; Wheeling, W. Va., omnirange stn, including a N alternate via the point of intersection of the Mansfield, Ohio, omnirange 121°T and the Wheeling omnirange 282° T radials;" to read: "Indianapolis, Ind., omnirange stn, including a S alternate via the intersection of the Terre Haute omnirange 082°T and the Indianapolis omnirange 230°T radials; point of intersection of the Indianapolis omnirange 084°T and the Dayton omnirange 261°T radials; Dayton, Ohio, omnirange stn, including a N alternate from the Indianapolis omnirange stn to the Dayton omnirange stn via the point of intersection of the Indianapolis omnirange 069° T and the Fort Wayne, Ind., omnirange 182°T radials; Appleton, Ohio, omnirange stn, including a S alternate via the point of intersection of the Dayton omnirange 099°T and the Appleton omnirange 244°T radials; Wheeling, W. Va., omnirange stn; including a S alternate via the point of intersection of the Wheeling omnirange 252°T radial with the Appleton omnirange direct to the Morgantown, W. Va., omnirange stn;" (Note: Redesignated V12 between Indianapolis VOR and Wheeling VOR. Redesignated V12N Indianapolis VOR to Dayton VOR. Revoked V12N between Appleton VOR and Dayton VOR and between Appleton VOR and Wheeling VOR. Redesignated V12S between Dayton VOR and Appleton VOR and between Appleton VOR and Wheeling VOR.)

(20) VOR civil airway No. 14 (Rosewell, N. Mex., to Boston, Mass.) is amended by changing the portion which reads: "Cleveland, Ohio, omnirange stn; Erie, Pa., omnirange stn, including a N alternate;" to read: "Cleveland, Ohio, omnirange stn; Jefferson, Ohio omnirange stn; Erie, Pa., omnirange stn, including a N alternate from the Cleveland omnirange stn to the Erie omnirange stn via the point of intersection of the Cleveland omnirange 049°T and the Carleton, Mich., omnirange direct radial to the Jefferson, Ohio, omnirange stn;" (Note: Redesignated V14 between Cleveland VOR and Erie VOR via Jefferson VOR. Redesignated V14N between Cleveland VOR and Erie VOR via the Fairport Intersection.)

(21) VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.) is amended by changing the portion which reads: "Big Spring, Tex., omnirange stn, including a N alternate from the Wink omnirange stn to the Big Spring omnirange stn via the intersection of the Wink omnirange 066°T and the Big Spring omnirange 271°T radials;" to read: "Big Spring, Texas, omnirange stn, including a N alternate from the Wink omnirange stn to the Big Spring omnirange stn via the point of intersection of the Midland, Tex., omnirange 007°T and the Big Spring omnirange 260°T radials;" (Note: Redesignated V16N between Wink VOR and relocated Big Spring VOR via Mustang Intersection.)

(22) VOR civil airway No. 36 (Toronto, Ontario, to New York, N. Y.) is amended by changing the portion which reads: "Buffalo, N. Y., omnirange stn;" to read: "Buffalo, N. Y., omnirange stn, including a S alternate from the Toronto omnirange stn to the Buffalo omnirange stn via the intersection of the Toronto omnirange 172°T and the Buffalo omnirange 294°T radials;" (Note: Added V36S between Toronto VOR and Buffalo VOR.)

(23) VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.) is amended by changing the portion which reads: "Appleton, Ohio, omnirange stn, including a S alternate via the

point of intersection of the Findlay omnirange 144°T and the Mansfield, Ohio, omnirange 241° T radials;" to read: "Appleton, Ohio, omnirange stn, including a S alternate via the point of intersection of the Findlay omnirange 144°T radial with the Sidney, Ohio, omnirange direct radial to the Tiverton, Ohio, omnirange stn;" (Note: Redesignated V38S between Findlay VOR and Appleton VOR via the Richwood Intersection.)

(24) VOR civil airway No. 43 (Columbus, Ohio, to Erie, Pa.) is amended to read: "From the Appleton, Ohio, omnirange station via the Tiverton, Ohio, omnirange stn; Youngstown, Ohio, omnirange stn; to the Erie, Pa., omnirange stn." (Note: Added Tiverton VOR to V43.)

(25) VOR civil airway No. 47 (Louisville, Ky., to Detroit, Mich.) is amended by changing all before the Waterville, Ohio, omnirange stn to read: "From the Louisville, Ky., omnirange stn via the Nabb, Ind., omnirange stn; Cincinnati, Ohio, omnirange stn; Sidney, Ohio, omnirange stn, including a W alternate from the Cincinnati omnirange station to the Sidney omnirange stn via the point of intersection of the Cincinnati omnirange 004°T radial with the Dayton Ohio, Dayton Airport ILS localizer SW crs and the point of intersection of the Dayton Airport ILS localizer SW crs with the Sidney omnirange direct radial to the Cincinnati omnirange stn; Findlay, Ohio, omnirange stn; Waterville, Ohio, omnirange stn;" (Note: Redesignated V47 between Cincinnati VOR and Findlay VOR via Sidney VOR rather than Dayton VOR. Revoked V47W between Dayton VOR and Findlay VOR. Redesignated V47W from Cincinnati VOR to Dayton VOR to be from Cincinnati VOR to Sidney VOR.)

(26) VOR civil airway No. 55 (Dayton, Ohio to Green Bay, Wis.) is amended by changing the portion which reads: "From the Dayton, Ohio omnirange stn via the Fort Wayne, Ind., omnirange stn, including a W alternate; Goshen, Ind., omnirange stn;" to read: "From the Dayton, Ohio, omnirange stn via the Fort Wayne, Ind., omnirange stn, including a W alternate via the point of intersection of the Fort Wayne omnirange 162°T with the Sidney, Ohio omnirange 279°T radials; Goshen, Ind., omnirange stn;including a W alternate via the point of intersection of the Goshen omnirange 168°T with the Fort Wayne omnirange direct radial to the Peotone, Ill., omnirange stn;" (Note: Redesignated V55W between Dayton VOR and Fort Wayne VOR via the Portland Intersection. Added V55W between Fort Wayne VOR and Goshen.)

(27) VOR civil airway No. 66 (San Diego, Calif., to Sulphur Springs, Tex.) is amended by changing the portion which reads: "intersection of the Midland omnirange 090°T and the Abilene omnirange 247°T radials;" to read: "point of intersection of the Midland omnirange 084°T and the Big Spring, Tex., omnirange 139°T radials;" (Note: Redesignated V66 between Midland VOR and Abilene VOR via relocated Jack Intersection.)

(28) VOR civil airway No. 68 (Albuquerque, N. Mex., to Brownsville, Tex.) is amended by changing the portion which reads: "intersection of the San Antonio omnirange 168°T and the Corpus Christi omnirange 321°T radials;" to read: "intersection of the San Antonio omnirange 167°T and the Corpus Christi omnirange 321°T radials;" (Note: Changed San Antonio 168°T to 167°T in order to depict San Antonio 158°M on charts.)

(29) VOR civil airway No. 72 (Troy, Ill., to Albany, N.Y.) is amended by changing the portion which reads: "Youngstown, Ohio, omnirange stn; Bradford, Pa., omnirange stn;" to read: "Youngstown, Ohio omnirange stn; point of intersection of the Fitzgerald, Pa., omnirange 304°T and the Bradford omnirange 260°T radials; Bradford, Pa., omnirange stn;" (Note: Redesignated V72 between Youngstown VOR and Bradford VOR via Titusville Intersection.)

(30) VOR civil airway No. 76 (Lubbock, Tex., to Galveston, Tex.) is amended to read: "From the Lubbock, Tex., omnirange stn via the Big Spring, Tex., omnirange stn; San Angelo, Tex., omnirange stn, including a N alternate via the point of intersection of the Big Spring omnirange 124°T and the San Angelo omnirange 024°T radials; Austin, Tex., omnirange stn; Houston, Tex., omnirange stn; to the Galveston, Tex., omnirange stn." (Note: Redesignated V76 from Lubbock VOR direct to relocated Big Spring VOR. Redesignated V76N from relocated Big Spring VOR to San Angelo VOR via relocated Rowena Intersection.)

(31) VOR civil airway No. 81 (Midland, Tex., to Salt Lake City, Utah) is amended by adding a new last portion to read: "From the Grand Junction, Colo., omnirange stn via the Myton Utah, omnirange stn; to the Salt Lake City, Utah, omnirange stn." (Note: Added new portion to V81 from Grand Junction VOR to Salt Lake City VOR.)

(32) VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.) is amended to read: "From the Lubbock, Tex., omnirange stn via the Guthrie, Tex., omnirange stn; to the Wichita Falls, Tex., omnirange stn; including a S alternate via the intersection of the Guthrie omnirange 103°T and the Wichita Falls omnirange 247°T radials." (Note: Added V102S Guthrie VOR to Wichita Falls VOR.)

(33) VOR civil airway No. 126 (Chicago, Ill., to New York, N. Y.) is amended by changing the portion which reads: "Cleveland, Ohio, omnirange stn; Erie, Pa., omnirange stn;" to read: "Cleveland, Ohio, omnirange stn; Jefferson, Ohio omnirange stn; Erie, Pa., omnirange stn;" (Note: Redesignated V126 between Cleveland VOR and Erie VOR via Jefferson VOR.)

(34) VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich.) is amended to read: "That airspace over United States territory from the Parkersburg, W. Va., omnirange stn via the point of intersection of the Wheeling, W. Va., omnirange 252°T radial with the Appleton, Ohio, omnirange direct radial to the Morgantown, W. Va., omnirange stn; Tiverton, Ohio, omnirange stn; Mansfield, Ohio, omnirange stn; intersection of the Mansfield omnirange 345°T and the Salem omnirange 140°T radials; Salem, Mich., omnirange stn; to the point of intersection of the Salem omnirange 342°T and the Lansing, Mich., omnirange 068°T radials." (Note: Redesignated V133 between Parkersburg, VOR and Mansfield VOR via the Cambridge intersection and the Tiverton VOR.)

(35) VOR civil airway No. 144 (Chicago, Ill., to Washington, D.C.) is amended by changing the portion which reads: "Findlay, Ohio, omnirange stn; Mansfield, Ohio, omnirange stn; Morgantown, W. Va., omnirange stn;" to read: "Findlay, Ohio, omnirange stn; Appleton, Ohio omnirange stn; Morgantown, W. Va., omnirange stn;" (Note: Redesignated V144 between Findlay VOR and Morgantown VOR. Deleted Mansfield VOR and added Appleton VOR.)

(36) VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.) is amended by changing the portion which reads: "Orlando, Fla., omnirange stn; Cross City, Fla., omnirange stn; to the Albany, Ga., omnirange stn." to read: "Orlando, Fla., omnirange stn; point of intersection of the Orlando omnirange 306°T and the Lakeland, Fla., omnirange 012°T radials; Gainesville, Fla., omnirange stn; point of intersection of the Tallahassee, Fla., omnirange 091°T and the Cross City, FLa., omnirange 333°T radials; to the Albany, Ga., omnirange stn, including a W alternate from the Orlando omnirange stn to the Albany omnirange stn via the point of intersection of the Orlando omnirange 306°T with the Lakeland, Fla., omnirange 012°T radials, the Cross City, Fla., omnirange stn and the point of intersection of the Tallahassee, Fla., omnirange 091°T with the Cross City, Fla., omnirange 333°T radials." (Note: Redesignated V159 from Orlando VOR to Albany VOR via the Leesburg Intersection, Gainsville VOR and the Greenville Intersection. Designated former portion of V159 from Orlando VOR to Albany VOR via Cross City VOR as V159W.)

(37) VOR civil airway No. 163 (Brownsville, Tex., to Oklahoma City, Okla.) is amended by changing the portion which reads: "intersection of the Alice omnirange 350°T and the San Antonio omnirange 168°T radials; to read: "intersection of the Alice omnirange 350°T and the San Antonio omnirange 167°T radials;" (Note: Changed San Antonio 168°T to 167°T in order to depict San Antonio 158°M on charts.)

(38) VOR civil airway No. 184 (Erie, Pa., to Philipsburg, Pa.) is amended to read: "From the Erie, Pa., omnirange stn via the point of intersection of the Bradford, Pa., omnirange 260°T and the Fitzgerald omnirange 304°T radials; Fitzgerald, Pa., omnirange stn; to the Philipsburg, Pa., omnirange stn." (Note: Redesignated V184 between Erie VOR and Fitzgerald VOR via the Titusville Intersection.)

(39) VOR civil airway No. 188 (Detroit, Mich., to New York, N.Y.) is amended by changing the portion which reads: "That airspace of United States territory from the Carleton, Mich, omnirange stn via the Jefferson, Ohio, omnirange stn; Fitzgerald, Pa., omnirange stn;" to read: "That airspace over United States territory from the Carleton, Mich., omnirange stn via the Jefferson, Ohio omnirange stn; point of intersection of the Bradford, Pa., omniragne 260°T and the Fitzgerald omnirange 304°T radials; Fitzgerald, Pa., omnirange stn;" (Note: Redesignated V188 between Jefferson VOR and Fitzgerald VOR via Titusville Intersection.)

(40) VOR civil airway No. 195 (Oakland, Calif., to Fortuna, Calif.) is amended by changing the portion which reads: "to the Red Bluff, Calif., omnirange stn." to read: "Red Bluff, Calif, omnirange stn; to the Fortuna, Calif., omnirange stn." (Note: Added new portion to V195 from Red Bluff VOR toFortuna VOR.)

(41) VOR civil airway No. 197 (Toledo, Ohio, to Detroit, Mich.) is revoked.

(42) VOR civil airway No. 200 (Ukiah, Calif., to Kremmling, Colo.) is amended by adding a new last portion to read: "From the Utah Lake, Utah, omnirange stn via the Myton, Utah, omnirange stn; to the Kremmling, Colo., omnirange stn." (Note: Added new portion to V200 from Utah Lake VOR to Kremmling VOR via Myton VOR.)

(43) VOR civil airway No. 202 (Tuscon, Ariz., toTruth or Consequences, N. Mex.) is amended to read: "From the Tucson, Ariz., rdo rng stn via the point of intersection of a straight line bearing 157°T from the Tucson rdo rng stn with the Cochise omnirange 257°T radial; Cochise, Ariz., omnirange stn; San Simon, Ariz., omnirange stn; to the Truth or Consequences, N. Mex., omnirange stn." (Note: Added new portion to V202 from Cochise VOR to Truth or Consequences, VOR.)

(44) VOR civil airway No. 210 (Los Angeles, Calif., to Wheeling, W. Va.) is amended by adding a new last portion to read: "From the point of intersection of the Indianapolis, Ind., omnirange 069°T and the Fort Wayne, Ind., omnirange 182°T radials via the Sidney, Ohio, omnirange stn; Tiverton, Ohio, omnirange stn, intersection of the Tiverton omnirange 096°T and the Wheeling omnirange 282°T radials; to the Wheeling, W. Va., omnirange stn." (Note: Added new portion to V210 from Cowan Intersection to Wheeling VOR.)

(45) VOR civil airway No. 232 (Cleveland, Ohio, to Fitzgerald, Pa.) is added to read: "From the point of intersection of the Cleveland, Ohio, omnirange direct radial to the Jefferson Ohio, omnirange stn with the Chardon omnirange 280°T radial via the Chardon, Ohio, omnirange stn; to the Fitzgerald, Pa., omnirange stn." (Note: New airway.)

(46) VOR civil airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.) is added to read: "From the Cincinnati, Ohio, omnirange stn via the point of intersection of the Cincinnati, Ohio, range 004°T and the Dayton omnirange 208°T radials; Dayton, Ohio, omnirange stn; point of intersection of the Findlay omnirange 211°T radial with the Sidney, Ohio, omnirange direct radial to the Fort Wayne, Indiana, omnirange stn; Findlay, Ohio omnirange stn; Waterville, Ohio, omnirange stn; to the Carleton, Mich., omnirange stn." (Note: New airway. Portion Waterville VOR to Carleton VOR was formerly V197. Portion Findlay VOR to Waterville is existing part of V47.)

(47) VOR civil airway No. 276 (Yardley, Pa., to Monmouth, N.J.) is amended by adding a new last sentence to read: "the portion of this airway which conflicts with the Lakehurst Caution Area (C-24) is excluded."

(48) VOR civil airway No. 277 (Plain City, Ohio, to Keeler, Mich.) is amended to read: "From the point of intersection of the Sidney omnirange 109°T radial with the Appleton, Ohio, omnirange direct radial to the Dayton, Ohio, omnirange stn; via the Sidney, Ohio, omnirange

stn; Fort Wayne, Ind., omnirange stn; to the Keeler, Mich., omnirange stn." (Note: Added new portion to V277 from Plain City Intersection to Fort Wayne VOR.)

(49) VOR civil airway No. 278 (Guthrie, Tex., to Fort Worth, Tex.) is added to read: "From the Guthrie, Tex., omnirange stn to the Fort Worth, Tex., omnirange stn." (Note: New airway.)

(50) VOR civil airway No. 279 (unassigned)

(51) VOR civil airway No. 1502 (San Francisco, Calif., to New York, N. Y.) is amended by changing the portion which reads: "From the Lone Rock, Wis., omnirange stn via the intersection of the Lone Rock omnirange 103°T and the Milwaukee omnirange 273°T radials; to the Milwaukee, Wis., omnirange stn. From the Lansing, Mich., omnirange stn to the Salem, Mich., omnirange stn. From the Erie, Pa., omnirange stn via the Bradford., Pa., omnirange stn;" to read: "From the Lone Rock, Wis., omnirange stn via the intersection of the Lone Rock omnirange 103°T and the Milwaukee omnirange 273°T radials; Milwaukee, Wis., omnirange stn; Muskegon, Mich., omnirange stn; Lansing, Mich., omnirange stn; Salem, Mich omnirange stn; Windsor, Ont., omnirange stn; Erie, Pa., omnirange stn; Bradford, Pa., omnirange stn;" (Note: Added new portion to V1502 from Milwaukee VOR to Lansing VOR via Muskegon VOR. Added new portion to V1502 from Salem VOR to Erie VOR via Windsor VOR.)

(52) VOR civil airway No. 1504 (San Francisco, Calif., to Washington, D. C.) is amended by changing the portion which reads: "to the Carleton, Mich., omnirange stn. From the Cleveland, Ohio, omnirange stn via the Wheeling, W. Va., omnirange stn;" to read: "Carleton Mich., omnirange stn; intersection of the Carleton omnirange 097°T and the Cleveland omnirange 327°T radials; Cleveland, Ohio, omnirange stn; Wheeling, W. Va., omnirange stn;" (Note: Added new portion to V1504 from Carleton VOR to Cleveland VOR, via the Pelee Intersection.)

(53) VOR civil airway No. 1506 (San Francisco, Calif., to Washington, D. C.) is amended by changing the portion which reads: "Mansfield, Ohio, omnirange stn;" to read: "Appleton, Ohio, omnirange stn;" (Note: Redesignated V1506 between Waterville VOR and Morgantown VOR via Appleton VOR rather than Mansfield VOR.)

(54) VOR civil airway No. 1508 (Los Angeles, Calif., to New York, N.Y.) is amended by changing the portion which reads: "to the Carleton, Mich., omnirange stn. From the Jefferson, Ohio, omnirange stn via the Fitzgerald, Pa., omnirange stn;" to read: "Carleton, Mich, omnirange stn; Jefferson, Ohio, omnirange stn; point of intersection of the Bradford, Pa., omnirange 260°T and the Fitzgerald omnirange 304°T radials; Fitzgerald, Pa., omnirange stn;" (Note: Added new portion to V1508 from Carleton VOR to Jefferson VOR direct.)

(55) VOR civil airway No. 1512 (Los Angeles, Calif., to New York, N.Y.) is amended by changing the portion which reads: "From the Indianapolis, Ind., omnirange stn via the Dayton, Ohio, omnirange stn;" to read: "From the Indianapolis, Ind., omnirange stn via the intsxn of the Indianapolis, omnirange 084° T and the Dayton omnirange 261° T radials; Dayton, Ohio omnirange stn;"

(56) VOR civil airway No. 1514 (San Francisco, Calif., to New York, N. Y.) is amended by changing the portion which reads: "From the Indianapolis, Ind., omnirange stn via the Dayton, Ohio, omnirange stn;" to read: "From the Indianapolis, Ind., omnirange stn via the intersection of the Indianapolis omnirange 084°T and the Dayton omnirange 261°T radials; Dayton, Ohio, omnirange stn." (Note: Added dog-leg to V1514 between Indianapolis VOR and Dayton VOR.)

CONTROL AREAS:

(1) Red civil airway No. 48 (Helena, Mont., to Livingston, Mont) is revoked.

(2) Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.) is revoked.

(3) VOR civil airway No. 36 (Toronto, Ontario, Canada to N.Y.) is amended to read: "All of VOR civil airway No. 36, including S alternates."

(4) VOR civil airway No. 55 (Dayton, Ohio, to Green Bay, Wis.) is amended to read: "All of VOR civil airway No. 55 including W alternates, but excluding the airspace between the main airway and its W alternate from the Fort Wayne, Ind., omnirange stn to the Goshen, Ind., omnirange stn."

(5) VOR civil airway No. 81 (Midland, Tex., to Salt Lake City, Utah) is amended to read: "All of VOR civil airway No. 81, including E alternates."

(6) VOR civil airway No. 102 (Lubbock, Tex., to Wichita Falls, Tex.) is amended to read: "All of VOR civil airway No. 102, including a S alternate."

(7) VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich.) is amended to read: "All of VOR civil airway No. 133."

(8) VOR civil airway No. 159 (Miami, Fla., to Albany, Ga.) is amended to read: "All of VOR civil airway No. 159, including a W alternate."

(9) VOR civil airway No. 197 (Toledo, Ohio, to Detroit, Mich.) is revoked.

(10) VOR civil airway No. 195 (Oakland, Calif., to Fortuna, Calif.) is amended to read: "All of VOR civil airway No. 195 including a W alternate."

(11) VOR civil airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.) is added to read: "All of VOR civil airway No. 275."

(12) VOR civil airway No. 200 (Ukiah, Calif., to Kremmling, Colo.) is amended to read: "All of VOR civil airway No. 200."

(13) VOR civil airway No. 202 (Tucson, Ariz., to Truth or Consequences, N. Mex.) is amended to read: "All of VOR civil airway No. 202."

(14) VOR civil airway No. 210 (Los Angeles, Calif., to Wheeling, W. Va.) is amended to read: "All of VOR civil airway No. 210."

(15) VOR civil airway No. 232 (Cleveland, Ohio, to Fitzgerald, Pa.) is added to read: "All of VOR civil airway No. 232."

(16) VOR civil airway No. 277 (Plain City, Ohio, to Keeler, Mich.) is amended to read: "All of VOR civil airway No. 277."

(17) VOR civil airway No. 278 (Guthrie, Tex., to Fort Worth, Tex.) is added to read: "All of VOR civil airway No. 278."

(18) VOR civil airway No. 279 (unassigned)

CONTROL AREA EXTENSIONS:

(1) (Austin, Tex.) is amended to read: "The airspace within a 40 mi radius of the Austin non-directional rdo bcn, excluding the portion which overlaps restricted area (R-343)."

(2) (Oceanside, Calif.) is revoked.

(3) (Burbank, Calif.) is amended by changing the last portion to read: "and on the W by a line 5 mi W of and parallel to a direct line between the Burbank, Calif. ILS outer marker and the intersection ot the SE crs of the Camarillo, Calif., rdo rng with a line bearing 260°T from the Los Angeles, Calif., non-directional rdo bcn."

(4) (Los Angeles, Calif.) is revoked.

(5) (Omaha, Nebr.) is amended by adding the following portion to present control area extension: "All of the airspace SE of Omaha within a 25 mi radius of the Omaha omnirange stn bounded on the N by VOR civil airways No. 6 and 8 and the W by VOR civil airway No 15."

(6) (Stuttgart, Ark.) is revoked.

(7) (Montague, Calif.) is added to read: "Within 5 mi either side of a line bearing 170°T extending from the Montague nondirectional rdo beacon to a point 10 mi S."

(8) (Dallas, Tex.) is amended by changing the name of the facility: "Dallas, Tex. rdo rng stn" to read: "Dallas. Tex., nondirectional rdo bcn."

(9) (Miramar, Calif.) is amended by deleting the words which read: "excluding the airspace below 15,000 ft MSL, which lies within restricted area (R-297)."

(10) (Springfield, Ill.) is amended to read: "The airspace wtihin a 15 mi radius of Springfield omnirange stn extending clockwise from the centerline of VOR civil airway No. 233 N of Springfield to the centerline of VOR civil airway No. 50 W of Springfield, and within a 25 mi radius of the omnirange stn extending clockwise from the centerline of VOR civil airway No. 50 W of Springfield to the centerline of VOR civil airway No. 233 N of Springfield, Ill."

(11) (Wichita, Kans.) is amended to read: "All of the airspace bounded on the N by a line 10 mi N of and parallel to the 259°T and 79°T radials of the Emporia, Kans, omnirange, on the E by a line 10 mi E of and parallel to the 209°T and 29°T radials of the Emporia, Kans., omnirange to and along the southern boundary of Red civil airway No. 105 to a point at lat 37-45-00, long. 96-04-15, thence direct to lat 37-22-00, long. 96-11-00, thence direct to lat 37-08-30, long. 96-11-00; on the S by a line 10 mi S of and parallel to the 85°T and 265°T radials of the Anthony, Kans., omnirange; on the W by a line 10 miW of and parallel to the 195°T and 15°T radials of the Hutchinson, Kans., omnirange; that airspace within 5 mi either side of a direct line extending from the Wichita, Kans., omnirange stn to the Tulsa, Okla. omnirange stn."

(12) (Dallas, Tex.) (Dallas-Houston-Austin Area) is amended by changing the last portion which reads: "to the Dallas, Tex., rdo rng stn." to read: "to the Dallas, Tex., nondirectional rdo bcn."

(13) (Del Rio, Tex.) is amended to read: "That airspace over United States territory within a 55 mi radius of Laughlin Air Force Base, Del Rio, Tex."

(14) (Chattanooga, Tenn.) is amended to read: "That airspace within a 30 mi radius ot the Chattanooga omnirange stn."

(15) (Duluth, Minn.) is amended to read: "The airspace within a 25 mi radius of the Duluth Airport including the airspace within a 30 mi radius of the Duluth omnirange stn bounded on the N by the 274°T radial of the Duluth omnirange and on the E by VOR civil airway No. 13."

(16) (Wichita Falls, Tex.) is added to read: "That airspace bounded on the NW by VOR civil airway No. 102-S on the E by VOR civil airway No. 77, and on the S by VOR civil airway No. 278."

(17) (Bozeman, Mont.) is added to read: "Within 5 mi either side of the SE crs of the Bozeman rdo rng extending from the rdo rng stn to a point 10 mi SE."

(18) (Billings, Mont.) is added to read: "The airspace NW of Billings, Mont., within a 20 mi radius of the Billings omnirange stn bounded on the S by VOR civil airway No. 2 and on the E by VOR civil airway No. 19."

(19) (Ephrata, Wash.) is added to read: "The airspace N of VOR civil airway No. 2 within a 25 mi radius of the Ephrata omnirange stn, excluding the portion which overlaps Coulee Dam restricted area (R-248)." (Note: Airspace Panel Meeting 501 recommended Caution Area C-250 be rescinded.)

(20) (Key West, Fla.) is added to read: "The airspace within 5 mi either side of a direct line extending from the Key West, Fla., rdo rng stn to the Tamiami, Fla., nondirectional rdo bcn, excluding the airspace above 20,000 ft MSL."

CONTROL ZONES:

(1) Three mile radius zones is amended by deleting the following airport: "Pocatello, Idaho: Phillips Airport."

(2) Five mile radius zones is amended by adding the following airports: "Chattanooga, Tenn.: Lovell Field; Fayetteville, Ark.: Fayetteville-Drake Field."

(3) (Big Spring, Tex.) is amended by adding the following portion to present control zone: "and within 2 mi either side of the 191°T radial of the Big Spring omnirange extending from the 5 mi radius zone to the omnirange stn."

(4) (Dallas, Tex.) is amended by changing the portion which reads: "within 2 mi either side of the S crs of the Dallas rdo rng extending from the rdo rng stn to the Duncanville fan marker," to read: "within 2 mi either side of a 185°T bearing extending from the Dallas nondirectional rdo bcn to the Duncanville fan marker,"

(5) (Fort Worth, Tex.) is amended by changing the portion which reads: "within 2 mi either side of the S crs of the Ft. Worth rdo rng extending to the intersection of the S crs of the Ft. Worth rdo rng with the W crs of the Dallas, Tex., rdo rng," to read: "within 2 mi either side of the S crs of the Ft Worth rdo rng extending to its intersection with a line bearing 255°T from the Dallas, Tex., nondirectional rdo bcn,"

(6) (Cleveland, Ohio) is amended by adding the following portion to read: "and within 2 mi either side of the extended centerline of rnwy 23R extending to a point 18 mi NE of the end of the rnwy." (Note: H facility to be installed at approx lat 41-29-29, long. 81-43-33, Control zone to be 10 mi NE of H, when commissioned)

(7) (Louisville, Ky.) is amended by deleting the portion which reads: "extending 2 mi either side of a line bearing 87°T from Bowman Field to a point 11 mi E of the field,"

(8) (Langley AFB, Va.) is revoked.

(9) (Hampton Roads, Va.) is added to read: "Within a 5 mi radius of Langley AFB and within 2 mi either side of the extended centerline of rnwy 25 extending from the 5 mi radius zone to a point 6 mi SW of the Morrison nondirectional rdo bcn, excluding the portion which overlaps restricted area R-49."

(10) (Chattanooga, Tenn.) is revoked. (Note: Added to 5 mi radius zone section as portion on NE leg SRA rng rescinded when SRA decommissioned-concurrently herewith)

(11) (Newport News, Va.) is added to read: "Within a 5 mi radius of Patrick Henry Airport and within 2 mi either side of the ILS localizer crs extending from the localizer to a point 10 mi SW of the outer marker, excluding the portion which overlaps the Hampton Roads, Va. (Langley AFB) control zone."

(12) (Los Angeles, Calif.) is amended to read: "Within a 5 mi radius of the Los Angeles International Airport, within 2 mi either side of the ILS E crs extending from the localizer to a point 6 mi E of the airport, and within 2 mi either side of a line bearing 338°T from the Los Angeles nondirectional rdo bcn extending to the Burbank, Calif., control zone."

(13) (Oakland, Calif.), is amended by changing the last portion which reads: "and within 2 mi either side of the SE crs of the Oakland rdo rng extending from the rdo rng stn to the Fremont fan marker," to read: "and within 2 mi on the SW side and 7 mi on the NE side of the SE crs of the Oakland rdo rng extending from the rdo rng stn to the Fremont fan marker."

(14) (Jacksonville, Fla.) is amended to read: "Within a 5 mi radius of Imeson Airport, within 2 mi either side of the 64°T radial of the Jacksonville omnirange extending from the omnirange stn to a point 10 mi NE, within 2 mi either side of the E crs of the Jacksonville rdo rng extending from the rdo rng stn to the Ft George Island fan marker and including the airspace within a 3 mi radius of Mayport Naval Auxiliary Air Station." (Note: Added 3-mi radius around Mayport NAAS)

(15) (San Francisco, Calif.) is amended to read: "Within a 5 mi radius of the San Francisco, International Airport, within 2 mi either side of the NW crs of the San Francisco rdo rng extending from the rdo rng stn to a point 10 mi NW, within 10 mi on the NW side and 7-1/2 mi on the SE side of the NE crs of the San Francisco rdo rng extending from the rdo rng stn to a point 9 mi NE, and within 2 mi on the SW side of the SE crs of the San Francisco rdo rng extending from the rdo rng stn to a point 5 mi SE. The portions of this control zone which overlap the Oakland, Calif., control zone are excluded."

(16) (Omaha, Nebr.) is amended by adding the following portion to present control zone: "and within 2 mi either side of the 72°T and 252°T radials of the Omaha omnirange extending from the Offutt AFB 5 mi radius zone to a point 2 mi NE of the omnirange stn."

(17) (Waco, Tex.) is amended to read: "Within a 5 mi radius of Waco Municipal Airport, within a 5 mi radius of James Connally AFB, Waco, Tex., within 2 mi either side of direct lines from James Connally AFB extending northward to the West nondirectional rdo bcn & eastward to the Prairie Hill nondirectional rdo bcn."

(18) (Beaumont, Tex.) is amended to read: "Within a 5 mi radius of Jefferson County Airport, Beaumont, Tex., within 2 mi either side of the N crs of the Beaumont rdo rng extending from the rdo rng stn to a point 10 mi N, within 2 mi either side of the 64°T and 244°T radials of the Beaumont omnirange extending from the 5 mi radius zone to a point 10 mi SW of the omnirange stn, and within 2 mi either side of the Beaumont ILS localizer NW crs extending from the 5 mi radius zone to a point 10 mi NW of the airport."

(19) (Pocatello, Idaho) is added to read: "Within a 5 mi radius of Phillips Airport, Pocatello, Idaho, within 2 mi either side of the W crs of the Pocatello rdo rng extending from the rdo rng stn to a point 10 mi W, and within 2 mi either side of a line bearing 45°T from Phillips Airport extending to a point 10 mi NE of the airport."

(20) (Clinton, Okla.) is added to read: "Within a 7 mi radius of Clinton-Sherman AFB, Clinton, Okla., and within 2 mi either side of the extended centerline of rnwy 17/35 extending from the Air Force Base to points 9 mi N and S of the Air Force Base."

(21) (Mineral Wells, Tex.) is added to read: "The airspace beginning at a point at lat 32-47-40, long. 97-58-30 on highway 180, extending clockwise along the arc of a 5 mi radius circle centered on the Mineral Wells Airport to a line 2 mi NE of and parallel to the 319°T radial of the Mineral Wells omnirange, thence southeastward along this parallel line to and including a 3 mi radius of the Mineral Wells Airport thence clockwise to a point at lat 32-47-40, thence E along this lat to point of beginning; within 2 mi either side of the 319°T and 139°T radials of the Mineral Wells omnirange extending from the 5 mi radius zone to a point 10 mi SE of the omnirange stn."

(22) (Hoquiam, Wash.) is added to read: "Within a 3 mi radius of Bowerman Airport, Hoquiam, Wash., excluding the portion above 14, 500 ft MSL."

REPORTING POINTS:

(1) Green civil airway No. 2 (Seattle, Wash., to Boston, Mass.) is amended by changing the name of the facility "Livingston, Mont., rdo rng stn;" to read: "Livingston, Mont., nondirectional rdo bcn;"

(2) Amber civil airway No. 1 (United States-Mexican Border to Nome, Alaska) is amended by changing the name of the facility "Los Angeles, Calif., rdo rng stn;" to read: "Los Angeles, Calif., nondirectional rdo bcn;"

(3) Amber civil airway No. 4 (Brownsville, Tex., to Minot, N. Dak.) is amended by changing the name of the facility "Austin, Tex., rdo rng stn;" to read: "Austin, Tex., nondirectional rdo bcn;" and by changing the reporting point which reads: "intersection of the S crs of the Ft Worth, Tex., rdo rng and the W crs of the Dallas, Tex., rdo rng;" to read: "intersection of the S crs of the Ft Worth, Tex., rdo rng and a line bearing 255°T from the Dallas, Tex., nondirectional rdo bcn;" (Note: Depict Austin H and redescribed Stadium intersection for "all altitudes")

(4) Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border) is amended by deleting the following reporting point: "Chattanooga, Tenn., rdo rng stn;"

(5) Amber civil airway No. 8 (Los Angeles, Calif., to Ellensburg, Wash.) is amended by changing the reporting point which reads: "The intersection of the W crs of the Los Angeles, Calif., rdo rng and the SE crs of the Camarillo, Calif., rdo rng;" to read: "The intersection of a line bearing 260°T from the Los Angeles, Calif., nondirectional rdo bcn and the SE crs of the Camarillo, Calif., rdo rng;"

(6) Red civil airway No. 10 (Amarillo, Tex., to Augusta, Ga.) is amended by changing the name of the facility "Dallas, Tex., rdo rng stn;" to read: "Dallas, Tex., nondirectional rdo bcn;" (Note: Depict "all altitudes")

(7) Red civil airway No. 48 (Helena, Mont., to Livingston, Mont.) is revoked.

(8) Red civil airway No. 65 (Los Angeles, Calif., to Hayfield Lake, Calif.) is amended to read: "The intersection of a line bearing 175°T from the Los Angeles, Calif., nondirectional rdo bcn and the SW crs of the Long Beach, Calif., rdo rng."

(9) Red civil airway No. 93 (Lincoln, Nebr., to Omaha, Nebr.) is revoked.

VOR REPORTING POINTS:

(1) Domestic reporting points is amended by adding the following reporting points:
(a) Greentown Intersection: the intersection of the Wilkes-Barre-Scranton, Pa., omnirange 117°T (127°M) and the Stroudsburg, Pa., omnirange 000°T (010°M) radials. (all altitudes)
(b) Buck Hill Intersection: the intersection of the Stroudsburg, Pa., omnirange 345°T (355°M) and the Stillwater, N. J., omnirange 298°T (309°M) radials. (all altitudes)
(c) Pecks Pond Intersection: the intersection of the Wilkes-Barre-Scranton, Pa., omnirange 136°T (146°M) and the Stroudsburg, Pa., omnirange 000°T (010°M) radials. (all altitudes)
(d) Geyserville Intersection: the intersection of the Ukiah, Calif., omnirange 147°T and the Point Reyes, Calif. omnirange 352°T radials.
(e) Union Pass Intersection: the intersection of the Doggett, Calif., omnirange 078°T and the Needles, Calif., omnirange 004°T radials.
(f) Farmington, N. Mex., omnirange stn

(2) Domestic reporting point is amended by revoking the following reporting point: Branchville Intersection: the intersection of the Stroudsburg, Pa., omnirange 055°T (065°M) and the Wilkes-Barre-Scranton, Pa., omnirange 117°T (127°M) radials.

√REVISION TO CONTROL AREA/FLIGHT ADVISORY BOUNDARIES BETWEEN OKLAHOMA CITY RAPCON AND KANSAS CITY ARTCC: The following revision to the control area/flight advisory boundaries between Oklahoma City RAPCON and Kansas City ARTCC is effective immediately: "Commencing at the present Kansas City-St. Louis Control Boundary 60 statute mi NW of the Tulsa, Oklahoma, VOR on civil airway V-74, V-190 and V-74S. Thence direct to a point 97-15-30W, and 36-06-45N. Thence direct to a point on the W edge of civil airway V-77 38 s mi N of the Oklahoma City, Oklahoma, VOR forming the boundary between Kansas City-Oklahoma City on V-77 and Blue 5. Thence direct to and along the Kansas City-Oklahoma City Control Boundary to a point 50 s mi SW of the Gage, Oklahoma, VOR on the NE edge of civil airway V-17 and Red 59."

√NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control station. Where there is no control tower or communications station, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

(23 July 57)

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective August 29, 1957:

Section 610.12 Green Civil Airway 2
is amended to read in part:

FROM	TO	MEA
*Bozeman,Mont. LFR	**Livingston,Mont. LF/RBN	11000
*10000 - MCA Bozeman LFR, E-bound		
**10000 - MCA Livingston LF/RBN,W-bound		
Livingston,Mont. LF/RBN	Billings,Mont.LFR	9000

Section 610.15 Green Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Los Angeles, Calif.LF/RBN	*LaHabra INT,Calif. E-bound	5000
	W-bound	3000
*5000 - MCA LaHabra INT, E-bound		

Section 610.101 Amber Civil Airway 1
is amended to read in part:

FROM	TO	MEA
Long Beach, Calif.LFR	*Los Angeles, Calif.LF/RBN	1600
*3000 - MCA Los Angeles LF/RBN,N-bound		
Los Angeles, Calif.LF/RBN	*Burbank,Calif.LFR	4000
*5000 - MCA Burbank LFR, N-bound		

Section 610.104 Amber Civil Airway 4
is amended to delete:

FROM	TO	MEA
Kansas City,Kans. LFR	Glenwood INT,Neb.	2500
Glenwood INT,Neb.	Omaha,Neb.LFR	2700

Section 610.104 Amber Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Cibolo Creek INT, Tex.	Austin,Tex.LF/RBN	3000
Austin,Tex.LF/RBN	Belton INT,Tex.	2000
Belton INT,Tex.	Waco,Tex.LFR	2100

Section 610.105 Amber Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Greenwood,Miss. LFR	Hernando INT,Miss.	1800
Hernando INT,Miss.	Memphis,Tenn.LFR	1500

Section 610.106 Amber Civil Airway 6
is amended to delete:

FROM	TO	MEA
Atlanta,Ga.LFR	Smyrna INT,Ga.	3000
Smyrna INT,Ga.	Cartersville INT, Ga.	3000
Cartersville INT, Ga.	Chattanooga,Tenn. LFR	4000
Chattanooga,Tenn. LFR	Nashville,Tenn. LFR	4000

Section 610.108 Amber Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Los Angeles, Calif.LF/RBN	*Malibu INT,Calif.	2000
*3500 - MCA Malibu INT, NW-bound		

Section 610.210 Red Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Wichita Falls, Tex.LFR	Alvord INT,Tex.	2500
Alvord INT,Tex.	Dallas,Tex.LF/RBN	2200
Dallas,Tex.LF/RBN	Hainsville INT,Tex.	2000
Monroe,La.LFR	Jackson,Miss.LFR	1700

Section 610.232 Red Civil Airway 32
is amended to read in part:

FROM	TO	MEA
Austin,Tex.LF/RBN	Smithville,Tex. LF/RBN	2000

Section 610.248 Red Civil Airway 48
is amended to delete:

FROM	TO	MEA
[illegible]ton INT,Mont.	Sixteen INT,Mont.	11000
Sixteen INT,Mont.	Livingston,Mont.LFR S-bound	10000
	N-bound	11000

Section 610.252 Red Civil Airway 52
is amended by adding:

FROM	TO	MEA
Garden City INT, Ala.	Birmingham,Ala. LFR	2500

Section 610.265 Red Civil Airway 65
is amended to read in part:

FROM	TO	MEA
*Los Angeles, Calif.LF/RBN	Oceanside,Calif. LF/RBN	4000
*2000 - MCA Los Angeles LF/RBN,S-bound		

Section 610.268 Red Civil Airway 68
is amended to read in part:

FROM	TO	MEA
Lipan INT,Tex.	Stadium INT,Tex.	2200
Stadium INT,Tex.	Arlington INT,Tex.	2700
Arlington INT, Tex.	Dallas,Tex.LF/RBN	1900

Section 610.293 Red Civil Airway 93
is amended to delete:

FROM	TO	MEA
Lincoln,Neb.LFR	Glenwood INT,Iowa	2500

Section 610.602 Blue Civil Airway 2
is amended to delete:

FROM	TO	MEA
Birmingham,Ala. LFR	Garden City INT, Ala.	2500
Garden City INT, Ala.	Chattanooga,Tenn. LFR	4000
Chattanooga,Tenn. LFR	*Watts INT,Tenn.	3000
*3000 - MCA Watts INT, S-bound		

Section 610.605 Blue Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Waxahachie INT, Tex.	Duncanville,Tex. LF/RBN	2800
Duncanville,Tex. LF/RBN	Dallas,Tex.LF/RBN	2000
Dallas,Tex.LF/RBN	Farmers Branch INT,Tex.	1800

Section 610.1001 Direct Routes - U. S.
is amended to delete:

FROM	TO	MEA
Dallas,Tex.LFR	Houston,Tex.LFR	2100
Dallas,Tex.LFR	Tulsa,Okla.LFR	2200
Dallas,Tex.LFR	Int. 028 crs from Dallas LFR & SE crs Perrin,Tex.LFR	2000
Int.028 crs from Dallas LFR & SE crs Perrin,Tex.LFR	Ft.Smith,Ark. LF/RBN	3400
Dallas,Tex.LFR	Lufkin,Tex.LF/RBN	2000
Houston,Tex.LFR	Int.Ft.Worth VOR 142 rad & S crs Dallas LFR	2100
Corbin,Ky.VAR	Louisville,Ky.VOR	4500
Corbin,Ky.VAR	Tri-City,Tenn.VOR	5500

Section 610.1001 Direct Routes - U. S.
is amended to read in part:

FROM	TO	MEA
Austin,Tex.LF/RBN	Bryan,Tex.LFR	2000
Austin,Tex.LF/RBN	San Angelo,Tex.LFR	3100

Section 610.6001 VOR Civil Airway 1
is amended to read in part:

FROM	TO	MEA
Wilmington,N.C. VOR	LaGrange INT,N.C.	*3500
*1400 - MOCA		

Section 610.6002 VOR Civil Airway 2
is amended to read in part:

FROM	TO	MEA
*Wabasha INT,Wis.	LaCrosse,Wis.VOR	2600
*3000 - MRA		
LaCrosse,Wis.VOR	Lone Rock,Wis.VOR	2600
Elmo INT,Wis. Via N alter.	LaCrosse,Wis.VOR Via N alter.	2600
LaCrosse,Wis.VOR Via N alter.	Lone Rock,Wis.VOR Via N alter.	2600

Section 610.6003 VOR Civil Airway 3
is amended to read in part:

FROM	TO	MEA
W.Palm Beach,Fla. Via E alter.	Vero Beach,Fla.VOR Via E alter.	1700

Section 610.6005 VOR Civil Airway 5
is amended to delete:

FROM	TO	MEA
Appleton,Ohio VOR Via E alter.	Mansfield,Ohio VOR Via E alter.	2500

Section 610.6006 VOR Civil Airway 6
is amended to delete:

FROM	TO	MEA
Cleveland,Ohio VOR Via N alter.	Youngstown,Ohio VOR Via N alter.	2600

Section 610.6006 VOR Civil Airway 6
is amended to read in part:

FROM	TO	MEA
Rock River,Wyo. VOR	*Bear Creek INT, Wyo	10500
*10000 - MRA		
Bear Creek INT, Wyo.	Bushnell INT,Wyo.	10500

Section 610.6007 VOR Civil Airway 7
is amended by adding:

FROM	TO	MEA
Lakeland,Fla.VOR Via E alter.	*Webster INT,Fla. Via E alter.	**1500
*2000 - MRA		
**1200 - MOCA		
Webster INT,Fla. Via E alter.	Ocala INT,Fla. Via E alter.	*2000
*1300 - MOCA		
Ocala INT,Fla. Via E alter.	Gainesville,Fla.VOR Via E alter.	*1500
*1200 - MOCA		
Gainesville,Fla. VOR Via E alter.	Cross City,Fla.VOR Via E alter.	1500

Section 610.6012 VOR Civil Airway 12
is amended to delete:

FROM	TO	MEA
Dayton,Ohio VOR Via N alter.	Appleton,Ohio VOR Via N alter.	2500
Appleton,Ohio VOR Via N alter.	Wheeling,W.Va.VOR Via N alter.	2500

Section 610.6012 VOR Civil Airway 12
is amended by adding:

FROM	TO	MEA
Dayton,Ohio VOR Via S alter.	London INT,Ohio Via S alter.	*3000
*2500 - MOCA		
London INT,Ohio Via S alter.	Appleton,Ohio VOR Via S alter.	2500
Appleton,Ohio VOR Via S alter.	Cambridge INT,Ohio Via S alter.	2400
Cambridge INT, Ohio Via S alter.	Wheeling,W.Va.VOR Via S alter.	2600

Section 610.6012 VOR Civil Airway 12 is amended to read in part:

FROM	TO	MEA
Harrisburg,Pa.VOR	West Chester,Pa. VOR	2000
Indianapolis,Ind. VOR	*Maxwell INT,Ind.	2400
*4000 - MRA		
Maxwell INT,Ind.	Dayton,Ohio VOR	2800
Indianapolis,Ind. VOR	Cowan INT,Ohio	
Via N alter.	Via N alter.	2800
Cowan INT,Ohio	Dayton,Ohio VOR	
Via N alter.	Via N alter.	2500
Dayton,Ohio VOR	*Plain City INT, Ohio	**3000
*3000 - MRA		
**2500 - MOCA		
Plain City INT, Ohio	Appleton,Ohio VOR	*3000
*2500 - MOCA		

Section 610.6014 VOR Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Cleveland,Ohio VOR	Jefferson,Ohio VOR	2500
Jefferson,Ohio VOR	Erie,Pa.VOR	2200
Cleveland,Ohio VOR	Erie,Pa.VOR	
Via N alter.	Via N alter.	2500

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	Big Spring,Tex.VOR	4200
Big Spring,Tex. VOR	Abilene,Tex.VOR	3800
Big Spring,Tex. VOR	Abilene,Tex.VOR	
Via S alter.	Via S alter.	*4000
*3600 - MOCA		
Mustang INT,Tex.	Big Spring,Tex.VOR	
Via N alter.	Via N alter.	4000
Pine Bluff,Ark. VOR	Eudora INT,Miss.	
Via S alter.	Via S alter.	*3000
*1600 - MOCA		
Eudora INT,Miss.	Memphis,Tenn.VOR	
Via S alter.	Via S alter.	1400
Memphis,Tenn.VOR	*LaGrange INT,Tenn.	
Via S alter.	Via S alter.	1500
*2500 - MRA		
LaGrange INT, Tenn.	Graham,Tenn.VOR	
Via S alter.	Via S alter.	*4000
*2000 - MOCA		

Section 610.6019 VOR Civil Airway 19 is amended to read in part:

FROM	TO	MEA
Cheyenne,Wyo.VOR	*Bear Creek INT, Wyo.	9000
*10000 - MRA		

VOR Civil Airway 19 - cont'd.

FROM	TO	MEA
Bear Creek INT, Wyo.	*Wheatland INT,Wyo.	9000
*9500 - MRA		
Wheatland INT, Wyo.	Douglas,Wyo.VOR	9000

Section 610.6035 VOR Civil Airway 35 is amended to read in part:

FROM	TO	MEA
Albany,Ga.VOR	*Perry INT,Ga.	1600
*3000 - MRA		
Perry INT,Ga.	Macon,Ga.VOR	1600

Section 610.6036 VOR Civil Airway 36 is amended by adding:

FROM	TO	MEA
U.S.Canadian Boundary	Buffalo,N.Y.VOR	
Via S alter.	Via S alter.	2300

Section 610.6037 VOR Civil Airway 37 is amended to read in part:

FROM	TO	MEA
Charlotte,N.C.VOR	Statesville INT, N.C.	2400
Statesville INT, N.C.	Elkin INT,N.C.	*5000
*2400 - MOCA		

Section 610.6038 VOR Civil Airway 38 is amended to read in part:

FROM	TO	MEA
Findlay,Ohio VOR	*Richwood INT,Ohio	
Via S alter.	Via S alter.	**3000
*3000 - MRA		
**2400 - MOCA		
Richwood INT,Ohio	Appleton,Ohio VOR	
Via S alter.	Via S alter.	*3000
*2400 - MOCA		

Section 610.6043 VOR Civil Airway 43 is amended to read in part:

FROM	TO	MEA
Appleton,Ohio VOR	Tiverton,Ohio VOR	*2500
*2400 - MOCA		
Tiverton,Ohio VOR	Youngstown,Ohio VOR	*3000
*2500 - MOCA		

Section 610.6047 VOR Civil Airway 47 is amended to delete:

FROM	TO	MEA
Cincinnati,Ohio VOR	Englewood INT,Ohio	3000
Hamilton INT,Ohio	Cincinnati,Ohio VOR S-bound only	2300
Englewood INT, Ohio	Dayton,Ohio VOR	2300
Dayton,Ohio VOR	*Sidney INT,Ohio	2200
*3000 - MRA		
Sidney INT,Ohio	Findlay,Ohio VOR	2200
Cincinnati,Ohio VOR	Englewood INT,Ohio	
Via W alter.	Via W alter.	2500

VOR Civil Airway 47 - cont'd.

FROM	TO	MEA
Englewood INT, Ohio	Dayton,Ohio VOR	
Via W alter.	Via W alter.	2300
Dayton,Ohio VOR	Findlay,Ohio VOR	
Via W alter.	Via W alter.	2300

Section 610.6047 VOR Civil Airway 47 is amended by adding:

FROM	TO	MEA
Cincinnati,Ohio VOR	Sidney,Ohio VOR	3000
Cincinnati,Ohio VOR	Englewood INT,Ohio	
Via W alter.	Via W alter.	2500
Englewood INT, Ohio	Sidney,Ohio VOR	
Via W alter.	Via W alter.	3000
Sidney,Ohio VOR	Findlay,Ohio VOR	*2500
*2200 - MOCA		

Section 610.6054 VOR Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Biscoe INT,Ark.	*Hughes INT,Ark.	**2500
*3000 - MRA		
**1700 - MOCA		
Hughes INT,Ark.	Memphis,Tenn.VOR	*2500
*1700 - MOCA		
Lonoke INT,Ark.	*Hillemann INT,Ark.	
Via N alter.	Via N alter.	**2500
*3000 - MRA		
**1600 - MOCA		
Hillemann INT, Ark.	*Caldwell INT,Ark.	
Via N alter.	Via N alter.	**2500
*2500 - MRA		
**1600 - MOCA		
Caldwell INT,Ark.	Memphis,Tenn.VOR	
Via N alter.	Via N alter.	1700

Section 610.6055 VOR Civil Airway 55 is amended by adding:

FROM	TO	MEA
Ft.Wayne,Ind.VOR	Goshen,Ind.VOR	
Via W alter.	Via W alter.	2200

Section 610.6055 VOR Civil Airway 55 is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR	Ft.Wayne,Ind.VOR	*3000
*2200 - MOCA		
Dayton,Ohio VOR	Ft.Wayne,Ind.VOR	
Via W alter.	Via W alter.	*2500
*2200 - MOCA		

Section 610.6066 VOR Civil Airway 66 is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	*Jack INT,Tex.	**6200
*7200 - MRA		
**4400 - MOCA		
Jack INT,Tex.	Lazy X INT,Tex.	*7200
*3600 - MOCA		

Section 610.6068 VOR Civil Airway 68 is amended to read in part:

FROM	TO	MEA
San Antonio,Tex. VOR	*Elmendorf INT,Tex.	2200
*4000 - MRA		
Elmendorf INT, Tex.	Corpus Christi, Tex.VOR	2200
*Sterling INT, Tex.	San Angelo,Tex. VOR	3600
*5000 - MRA		
Midland,Tex.VOR	King INT,Tex.	
Via S alter.	Via S alter.	4400
King INT,Tex.	San Angelo,Tex.VOR	
Via S alter.	Via S alter.	*8700
*3900 - MOCA		

Section 610.6072 VOR Civil Airway 72 is amended to read in part:

FROM	TO	MEA
Youngstown,Ohio VOR	Titusville INT,Pa.	3500
Titusville INT, Pa.	Bradford,Pa.VOR	4000

Section 610.6076 VOR Civil Airway 76 is amended to read in part:

FROM	TO	MEA
Lubbock,Tex.VOR	Big Spring,Tex.VOR	5100
Big Spring,Tex. VOR	*Jack INT,Tex.	4000
*7200 - MRA		
Jack INT,Tex.	San Angelo,Tex.VOR	4000
Big Spring,Tex. VOR	Vannatta INT,Tex.	
Via N alter.	Via N alter.	4000
Vannatta INT,Tex.	*Rowena INT,Tex.	
Via N alter.	Via N alter.	**5000
*5000 - MRA		
**3800 - MOCA		
Rowena INT,Tex.	San Angelo,Tex.VOR	
Via N alter.	Via N alter.	3500

Section 610.6077 VOR Civil Airway 77 is amended to read in part:

FROM	TO	MEA
San Angelo,Tex. VOR	*Rowena INT,Tex.	3500
*5000 - MRA		

Section 610.6081 VOR Civil Airway 81 is amended by adding:

FROM	TO	MEA
Grand Junction, Colo.VOR	Myton,Utah VOR	11000
Myton,Utah VOR	*Salt Lake City, Utah VOR	13000
*12000 - MCA Salt Lake City VOR,E-bound		

Section 610.6082 VOR Civil Airway 82 is amended to read in part:

FROM	TO	MEA
Rochester,Minn. VOR	LaCrosse,Wis.VOR	2600
Rochester,Minn. VOR	LaCrosse,Wis.VOR	
Via S alter.	Via S alter.	2500

Section 610.6097 VOR Civil Airway 97 is amended to read in part:

FROM	TO	MEA
Lone Rock,Wis.VOR	LaCrosse,Wis.VOR	2600
LaCrosse,Wis.VOR	*Wabasha INT,Wis.	2600

*3000 - MRA

Section 610.6102 VOR Civil Airway 102 is amended by adding:

FROM	TO	MEA
Guthrie,Tex.VOR	Wichita Falls,Tex. VOR	
Via S alter.	Via S alter.	3000

Section 610.6103 VOR Civil Airway 103 is amended to read in part:

FROM	TO	MEA
Greensboro,N.C. VOR	Madison INT,N.C.	2100
Madison INT,N.C.	Price INT,Va.	*3000
Price INT,Va.	Roanoke,Va.TVOR	5600

*2000 - MOCA

Section 610.6107 VOR Civil Airway 107 is amended to read in part:

FROM	TO	MEA
Oakland,Calif. VOR	Geyserville INT, Calif.	6000

(deletes MRA at Geyserville INT)

Section 610.6126 VOR Civil Airway 126 is amended to read in part:

FROM	TO	MEA
Cleveland,Ohio VOR	Jefferson,Ohio VOR	2500
Jefferson,Ohio VOR	Erie,Pa.VOR	2200

Section 610.6129 VOR Civil Airway 129 is amended to read in part:

FROM	TO	MEA
Lone Rock,Wis.VOR	LaCrosse,Wis.VOR	2600
LaCrosse,Wis.VOR	Eau Claire,Wis.VOR	2800

Section 610.6133 VOR Civil Airway 133 is amended to read in part:

FROM	TO	MEA
Parkersburg,W.Va. VOR	Tiverton,Ohio VOR	*3000

*2400 - MOCA

Tiverton,Ohio VOR	Mansfield,Ohio VOR	*2500

*2300 - MOCA

Section 610.6143 VOR Civil Airway 143 is amended to read in part:

FROM	TO	MEA
Charlotte,N.C.VOR	Mooresville INT, N.C.	2400

Section 610.6144 VOR Civil Airway 144 is amended to delete:

FROM	TO	MEA
Findlay,Ohio VOR	Upper Sandusky INT,Ohio	2500
Upper Sandusky INT,Ohio	Mansfield,Ohio VOR	2700
Mansfield,Ohio VOR	Baltic INT,Ohio	2500

VOR Civil Airway 144 - cont'd.

FROM	TO	MEA
Baltic INT,Ohio	*Moorefield INT, Ohio	**3000

*3000 - MRA
**2500 - MOCA

*Moorefield INT, Ohio	Cameron INT,W.Va.	3000

*3000 - MRA

Cameron INT,W.Va.	Morgantown,W.Va. VOR	4000

Section 610.6144 VOR Civil Airway 144 is amended by adding:

FROM	TO	MEA
Findlay,Ohio VOR	Appleton,Ohio VOR	2400
Appleton,Ohio VOR	Cambridge INT,Ohio	2400
Cambridge INT, Ohio	Morgantown,W.Va. VOR	4000

Section 610.6157 VOR Civil Airway 157 is amended to read in part:

FROM	TO	MEA
Wilmington,N.C. VOR	LaGrange INT,N.C.	*3500

*1400 - MOCA

Section 610.6159 VOR Civil Airway 159 is amended to delete:

FROM	TO	MEA
Orlando,Fla.VOR	Ocala INT,Fla.	*2500

*1700 - MOCA

Ocala INT,Fla.	Cross City,Fla. VOR	*2000

*1200 - MOCA

Cross City,Fla. VOR	*Perry INT,Fla.	**2000

*2500 - MRA
**1200 - MOCA

Perry INT,Fla.	Greenville INT, Fla.	*3500

*1500 - MOCA

Section 610.6159 VOR Civil Airway 159 is amended by adding:

FROM	TO	MEA
Orlando,Fla.VOR	*Leesburg INT,Fla.	1700

*2500 - MRA

Leesburg INT,Fla.	Gainesville,Fla. VOR	*2000

*1300 - MOCA

Gainesville,Fla. VOR	Greenville INT, Fla.	*5500

*1500 - MOCA

Orlando,Fla.VOR Via W alter.	*Leesburg INT,Fla. Via W alter.	1700

*2500 - MRA

Leesburg INT,Fla. Via W alter.	Ocala INT,Fla. Via W alter.	*2500

*1900 - MOCA

Ocala INT,Fla. Via W alter.	Cross City,Fla.VOR Via W alter.	*2000

*1200 - MOCA

Cross City,Fla. VOR Via W alter.	Perry INT,Fla. Via W alter.	*2000

*1200 - MOCA

VOR Civil Airway 159 - cont'd.

FROM	TO	MEA
Perry INT,Fla. Via W alter.	Greenville INT,Fla. Via W alter.	*3500

*1200 - MOCA

Greenville INT, Fla. Via W alter.	*Quitman INT,Ga. Via W alter.	**3500

*3000 - MRA
**1200 - MOCA

Quitman INT,Ga. Via W alter.	Albany,Ga.VOR Via W alter.	*3000

*1500 - MOCA

Section 610.6159 VOR Civil Airway 159 is amended to read in part:

FROM	TO	MEA
Greenville INT, Fla.	*Quitman INT,Ga.	**3500

*3000 - MRA
**1200 - MOCA

Section 610.6163 VOR Civil Airway 163 is amended to read in part:

FROM	TO	MEA
Alice,Tex.VOR	*Elmendorf INT,Tex.	2200

*4000 - MRA

Elmendorf INT, Tex.	San Antonio,Tex. VOR	2200

Section 610.6184 VOR Civil Airway 184 is amended to read in part:

FROM	TO	MEA
Erie,Pa.VOR	Fitzgerald,Pa.VOR	3500

Section 610.6188 VOR Civil Airway 188 is amended to read in part:

FROM	TO	MEA
Jefferson,Ohio VOR	Fitzgerald,Pa.VOR	3500

Section 610.6195 VOR Civil Airway 195 is amended by adding:

FROM	TO	MEA
Red Bluff,Calif. VOR	Tomhead INT,Calif. E-bound	3500
	W-bound	9000
Tomhead INT, Calif.	Yager INT,Calif.	9000
Yager INT,Calif.	*Fortuna,Calif.VOR E-bound	9000
	W-bound	6000

*3600 - MCA Fortuna VOR, E-bound

Section 610.6196 VOR Civil Airway 196 is amended to read in part:

FROM	TO	MEA
Rock River,Wyo. VOR	*Wheatland INT,Wyo.	11000

*9500 - MRA

Section 610.6197 VOR Civil Airway 197 is amended to delete:

FROM	TO	MEA
Waterville,Ohio VOR	Carleton,Mich.VOR	2100

Section 610.6200 VOR Civil Airway 200 is amended by adding:

FROM	TO	MEA
*Utah Lake,Utah VOR	Myton,Utah VOR	13000

*12000 - MCA Utah Lake VOR, E-bound

Myton,Utah VOR	Kremmling,Colo. VOR	15000

Section 610.6202 VOR Civil Airway 202 is amended by adding:

FROM	TO	MEA
Cochise,Ariz.VOR	San Simon,N.Mex. VOR	10000
San Simon,N.Mex.	Truth or Consequences, N.Mex.VOR	12000

Section 610.6210 VOR Civil Airway 210 is amended by adding:

FROM	TO	MEA
Cowan INT,Ind.	Sidney,Ohio VOR	2400
Sidney,Ohio VOR	*Richwood INT,Ohio	2400

*3000 - MRA

Richwood INT,Ohio	Tiverton,Ohio VOR	2400
Tiverton,Ohio VOR	Wheeling,W.Va.VOR	2600

Section 610.6211 VOR Civil Airway 211 is amended to read in part:

FROM	TO	MEA
Cotulla,Tex.VOR	Junction,Tex.VOR	*4700

*3500 - MOCA

Section 610.6212 VOR Civil Airway 212 is amended to read in part:

FROM	TO	MEA
*Ft.Ross INT, Calif.	**Geyserville INT, Calif.	10500

*10500 - MRA
*10500 - MCA Ft.Ross INT, NE-bound
**8500 - MCA Geyserville INT, NE-bound
(deletes MRA Geyserville INT & MCA added)

Section 610.6217 VOR Civil Airway 217 is amended to read in part:

FROM	TO	MEA
Racine INT,Wis.	Oakwood INT,Wis.	*3500

*2100 - MOCA

Section 610.6232 VOR Civil Airway 232 is added to read:

FROM	TO	MEA
County INT,Ohio	Chardon,Ohio VOR	2500
Chardon,Ohio VOR	Fitzgerald,Pa.VOR	3000

Section 610.6246 VOR Civil Airway 246 is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR	Mansfield,Ohio VOR	*3000

*2500 - MOCA

Section 610.6259 VOR Civil Airway 259 is amended to read in part:

FROM	TO	MEA
*Maiden INT,N.C.	Tri-City,Tenn.VOR	8000

*4000 - MCA Maiden INT, NW-bound

Section 610.6275 VOR Civil Airway 275 is added to read:

FROM	TO	MEA
Cincinnati,Ohio VOR	Dayton,Ohio VOR	2500
Dayton,Ohio VOR	Findlay,Ohio VOR	2500
Findlay,Ohio VOR	Waterville,Ohio VOR	2100
Waterville,Ohio VOR	Carleton,Mich.VOR	2100

Section 610.6277 VOR Civil Airway 277 is amended by adding:

FROM	TO	MEA
*Plain City INT, Ohio	Sidney,Ohio VOR	2400
Sidney,Ohio VOR	Ft.Wayne,Ind.VOR	2300

*3000 - MRA

Section 610.6278 VOR Civil Airway 278 is added to read:

FROM	TO	MEA
Guthrie,Tex.VOR	Vera INT,Tex.	3000
Vera INT,Tex.	Ft.Worth,Tex.VOR	4000

Section 610.6602 VOR Civil Airway 1502 is amended by adding:

FROM	TO	MEA
Milwaukee,Wis. VOR	*Cardinal INT,Wis.	2700
Cardinal INT,Wis.	Muskegon,Mich.VOR	2000
Muskegon,Mich.VOR	Lansing,Mich.VOR	2500
Salem,Mich.VOR	Midcraft INT,Mich.	2000
Midcraft INT, Mich.	Windsor,Ont. Canada VOR	#2300
Windsor,Ont., Canada VOR	Tilbury INT,Ont. Canada	#2000
Tilbury INT, Ont. Canada	Blue Pike INT,Pa.	2000
Blue Pike INT,Pa.	Erie,Pa.VOR	2300

*2700 - MCA Cardinal INT, W-bound

#For that airspace over U.S. Territory

#For that airspace over U.S. Territory

Section 610.6604 VOR Civil Airway 1504 is amended by adding:

FROM	TO	MEA
Carleton,Mich.VOR	Detroit River INT, Mich.	2000
Detroit River INT,Mich.	Pelee INT,Ont. Canada	#2500
Pelee INT,Ont. Canada	Cleveland,Ohio VOR	2000

#For that airspace over U.S. Territory

Section 610.6606 VOR Civil Airway 1506 is amended to delete:

FROM	TO	MEA
Waterville,Ohio VOR	Republic INT,Ohio	2000
Republic INT,Ohio	Mansfield,Ohio VOR	2500
Mansfield,Ohio VOR	Baltic INT,Ohio	2500
Baltic INT,Ohio	*Moorefield INT, Ohio	**3000

*3000 - MRA

**2500 - MOCA

VOR Civil Airway 1506 - cont'd.

FROM	TO	MEA
Moorefield INT, Ohio	Cameron INT,W.Va.	3000
Cameron INT,W.Va.	Morgantown,W.Va. VOR	4000

Section 610.6606 VOR Civil Airway 1506 is amended by adding:

FROM	TO	MEA
Waterville,Ohio VOR	Carey INT,Ohio	2000
Carey INT,Ohio	Appleton,Ohio VOR	2500
Appleton,Ohio VOR	Cambridge INT,Ohio	2400
Cambridge INT, Ohio	Morgantown,W.Va. VOR	4000

Section 610.6606 VOR Civil Airway 1506 is amended to read in part:

FROM	TO	MEA
Rock River,Wyo. VOR	*Wheatland INT, Wyo.	11000

*9500 - MRA

Section 610.6608 VOR Civil Airway 1508 is amended by adding:

FROM	TO	MEA
Carleton,Mich.VOR	Detroit River INT, Mich.	2000
Detroit River INT,Mich.	Pelee INT,Ont. Canada	*2500

*For that airspace over U.S. Territory

Pelee INT,Ont. Canada	Gill INT,Ohio	*7000

*For that airspace over U.S. Territory

*Gill INT,Ohio	N.Perry INT,Ohio	3000
N.Perry INT,Ohio	Jefferson,Ohio VOR	2500
Jefferson,Ohio VOR	Fitzgerald,Pa.VOR	3500

*7000 - MCA Gill INT, W-bound

Section 610.6612 VOR Civil Airway 1512 is amended to read in part:

FROM	TO	MEA
Indianapolis,Ind. VOR	*Maxwell INT,Ind.	2400
Maxwell INT,Ind.	Dayton,Ohio VOR	2800
Dayton,Ohio VOR	*Plain City INT, Ohio	**3000
Plain City INT, Ohio	Appleton,Ohio VOR	*3000

*4000 - MRA

*3000 - MRA

**2500 - MOCA

*2500 - MOCA

Section 610.6614 VOR Civil Airway 1514 is amended to read in part:

FROM	TO	MEA
Indianapolis, Ind.VOR	*Maxwell INT,Ind.	2400
Maxwell INT,Ind.	Dayton,Ohio VOR	2800
Dayton,Ohio VOR	*Plain City INT, Ohio	**3000

*4000 - MRA

*3000 - MRA

**2500 - MOCA

VOR Civil Airway 1514 - cont'd.

FROM	TO	MEA
Plain City INT, Ohio	Appleton,Ohio VOR	*3000

*2500 - MOCA

Section 610.6616 VOR Civil Airway 1516 is amended to read in part:

FROM	TO	MEA
Apalona INT,Ind.	Louisville,Ky.VOR	2500

Section 610.6620 VOR Civil Airway 1520 is amended to read in part:

FROM	TO	MEA
Biscoe INT,Ark.	*Hughes INT,Ark.	**2500
Hughes INT,Ark.	Memphis,Tenn.VOR	*2500

*3000 - MRA

**1700 - MOCA

*1700 - MOCA

Section 610.6622 VOR Civil Airway 1522 is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	Big Spring,Tex.VOR	4200
Big Spring,Tex. VOR	Abilene,Tex.VOR	3800
Spartanburg,S.C. VOR	Mooresville INT, N.C.	2700

✓**LOCATION IDENTIFIERS:** The following changes affect the use of the location identifiers:

OLN	Wolbach, Neb.	VOR (assignment)
PWE	Pawnee City, Neb.	VOR (assignment)
MTS	Maryland Heights, Mo.	VOR (assignment)
TKO	Mankato, Kan.	VOR (assignment)
REA	Readsville, Mo.	VOR (assignment)
ONL	O'Neill, Neb.	VOR (assignment)
TNU	Newton, Iowa	VOR (assignment)
BWR	Blackwater, Mo.	VOR (assignment)
BIB	Bible Grove, Ill.	VOR (assignment)
LEU	Lewis, Ind.	VOR (assignment)

✓**RESTRICTED AREA AMENDMENTS:** The following Restricted Areas shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 202)

Effective August 29, 1957:

(1) Section 608.14, the El Toro, Calif. area (R-293 formerly D-293), amended October 31, 1951 in 16 F.R. 11066, is rescinded.

(2) Section 608.14, the San Diego, Calif. area (R-297 formerly D-297), amended October 31, 1951 in 16 F.R. 11066, is rescinded.

(3) Section 608.52, the Wendover, Utah area (R-258), amended October 20, 1955 in 20 F.R. 7902, is further amended by changing the "Controlling Agency" column to read: "Commander, Wendover Air Force Base, Utah "

(Part 608 - Restricted Area - Amendment 203)

Effective: August 23, 1957

(1) Section 608.18, the Pinecastle, Fla. area (R-340) amended February 27, 1957 in 22 F.R. 1115, is rescinded.

(2) Section 608.18, the Pinecastle, Fla. area (R-165) amended February 27, 1957 in 22 F.R. 1115, is redesignated as follows: Name and location (chart): Pinecastle, Fla Restricted Area (R-165) (Orlando); Description by geographical coordinates: within a 6 mi radius of lat 29-06-52, long. 81-42-55; Designated altitudes: surface to unlimited; Time of designation: continuous; Controlling agency: Comfltair, Jacksonville, Fla.

(3) Section 608.25, the Fort Campbell, Ken. area (R-63) amended February 5, 1957 in 22 F.R. 716, is further amended by changing the "Designated Altitudes" column to read: "Surface to 40,000 ft MSL."

(Part 608 - Restricted Areas - Amendment 204)

Effective: On publication in the Federal Register

The Restricted Area alteration appearing as item 8* in Amendment 201 and published in the Federal Register on July 11, 1957, in 22 F.R. 4879 is hereby corrected to read: "Section 608.51, the Fort Hood, Texas, area (R-219)" instead of "Section 608.51, the Fort Hood, Texas, area (R-291)" and "33,000 ft" instead of "30,000 ft" in the Designated Altitude column.

*NOTE: This appeared as item 7, Effective July 26, 1957 in Airman's Guide, volume 12, number 9, dated 9 July 1957, on page 5.

ON REQUEST REPORTING POINTS: The following on-request reporting points are renamed, designated, redesignated or cancelled and shall become effective as indicated:

DESIGNATED: Effective 1 August 1957

(1) CLAYPOOL, IND. (VHF) INTSXN - the intsxn of the 168°T radial of the Goshen, Ind. VOR and the 277°T radial of the Ft. Wayne, VOR.

REDESIGNATED: Effective 1 August 1957

(1) AUBURN, N.H. (VHF) INTSXN - the intsxn of the 051°T radial of the Gardner, Mass. VOR and the 153°T radial of the Concord, N.H. VOR.

(2) SHABBONA, ILL. (VHF) INTSXN - the intsxn of the 153°T radial of the Rockford, Ill. VOR and the 238°T radial of the Northbrook, Ill. VOR and the 269°T radial of the Naperville, Ill. VOR.

(3) WARRINGTON, PA. (VHF) INTSXN - the intsxn of the 086°T radial of the Pottstown, Pa. VOR and the 047°T radial of the West Chester, Pa. VOR.

DESIGNATED: Effective August 29, 1957

(1) ANNA, OHIO (VHF) INTSXN - the intsxn of the 211°T radial of the Findlay, Ohio VOR and the 309°T radial of the Sidney, Ohio VOR.

(2) ARLINGTON, TEX. (LF) INTSXN - the intsxn of the 255°T bearing from the Dallas, Tex. Rbn and the 345°T bearing from Grand Prairie, Tex. Rbn.

(3) ASHTON, MD. (VHF) INTSXN - the intsxn of the 179°T radial of the Westminister, Md. VOR and the W crs of the Baltimore (Friendship) Md. ILS lclzr.

(4) BRANCHVILLE, N.J. (VHF) INTSXN - the intsxn of the 055°T radial of the Stroudsburg Pa. VOR and the 117°T radial of the Wilkes-Barre, Pa. VOR. (Formerly compulsory)

(5) CAGLE, TENN. (VHF) INTSXN - the intsxn of the 333°T radial of the Chattanooga, Tenn. VOR and the 231°T radial of the Crossville, Tenn. VOR.

(6) CAMBRIDGE, OHIO (VHF) INTSXN - the intsxn of the 252°T radial of the Wheeling, W. Va. VOR and the 105°T radial of the Appleton, Ohio VOR.

(7) CLOVERPORT, TENN. (VHF) INTSXN - the intsxn of the 066°T radial of the Memphis Tenn. VOR and the 164°T radial of the Dyersburg, Tenn. VOR.

(8) COUNTY, OHIO (VHF) INTSXN - the intsxn of the 069°T radial of the Cleveland, Ohio VOR and the 280°T radial of the Chardon, Ohio VOR.

(9) COYOTE WELLS, CALIF. (VHF) INTSXN - the intsxn of the 265°T radial of the El Centro, Calif. VOR and the 171°T radial of the Thermal, Calif. VOR.

(10) DOWLING, FLA. (VHF) INTSXN - the intsxn of the 312°T radial of the Gainesville, Fla. VOR and the 169°T radial of the Valdosta, Ga. VOR.

(11) DUNCAN, TEX. (VHF) INTSXN - the intsxn of the SW crs of the San Antonio, Tex. ILS lclzr and the SE Kelly, Tex. LFR.

(12) EARLS, VA. (VHF) INTSXN - the intsxn of the 171°T radial of the Flat Rock, Va. VOR and the SW crs of the Richmond, Va. ILS lclzr.

(13) FAIRMONT, TEX. (VHF) INTSXN - the intsxn of the 176°T radial of the Shreveport, La. VOR and the 089°T radial of the Lufkin, Tex. VOR.

(14) FANNET, TEX. (VHF) INTSXN - the intsxn of the 273°T radial of the Beaumont, Tex VOR and the 040°T radial of the Galveston, Tex. VOR.

(15) JAMESBURG, N.J. (VHF) INTSXN - the intsxn of the 293°T radial of the Colts Neck, N.J. VOR and the 236°T radial of the Idlewild, N.Y. VOR.

(16) KOUNTZE, TEX. (VHF) INTSXN - the intsxn of the 334°T radial of the Beaumont, Tex. VOR and the 271°T radial of the Lake Charles, La. VOR.

(17) LAKE, TEX. (VHF) INTSXN - the intsxn of the 250°T radial of the Lake Charles, La. VOR and the SE crs of the Beaumont, Tex. ILS lclzr.

(18) LINESVILLE, PA. (VHF) INTSXN - the intsxn of the 109°T radial of the Jefferson, Ohio VOR and the 203°T radial of the Erie, Pa. VOR.

(19) LONDON, OHIO (VHF) INTSXN - the intsxn of the 244°T radial of the Appleton, Ohio VOR and the 099°T radial of the Dayton, Ohio VOR.

(20) MIDDLETOWN, PA. (VHF) INTSXN - the intsxn of the 107°T radial of the Harrisburg, Pa. VOR and the 013°T radial of the Westminister, Md. VOR.

(21) MILAN, TENN. (VHF) INTSXN - the intsxn of 088°T radial of the Dyersburg, Tenn. VOR and the 328°T radial of the Jack's Creek, Tenn. VOR.

(22) MITCHELL, TEX. (VHF) INTSXN - the intsxn of the 334°T radial of the Beaumont, Tex. VOR and the NW crs of the Beaumont, Tex. ILS lclzr.

(23) PERRY, GA. (VHF) INTSXN - the intsxn of the 102°T radial of the Columbus, Ga. VOR and the 205°T radial of the Macon, Ga. VOR.

(24) PLAIN CITY, OHIO (VHF) INTSXN - the intsxn of the 109°T radial of the Sidney, Ohio VOR and the 084°T radial of the Dayton, Ohio VOR.

(25) PORTLAND, IND. (VHF) INTSXN - the intsxn of the 162°T radial of the Goshen, Ind. VOR and the 279°T radial of the Sidney, Ohio, VOR.

(26) RICHWOOD, OHIO (VHF) INTSXN - the intsxn of the 144°T radial of the Findlay, Ohio VOR and the 083°T radial of the Sidney, Ohio VOR.

(27) SABINE, TEX. (VHF) INTSXN - the intsxn of the 109°T radial of the Beaumont, Tex. VOR and the 241°T radial of the Lake Charles, La. VOR and the SE crs of the Beaumont Tex. ILS lclzr.

(28) SILLSBEE, TEX. (VHF) INTSXN - the intsxn of the 349°T radial of the Beaumont, Tex. VOR and the 271°T radial of the Lake Charles, La. VOR.

(29) SINGER, LA. (VHF) INTSXN - the intsxn of the 334°T radial of the Lake Charles, La. VOR and the 038°T radial of the Beaumont, Tex. VOR.

(30) SYNDER, PA. (VHF) INTSXN - the intsxn of the 275°T radial of the Allentown, Pa. VOR and the 336°T radial of the Pottstown, Pa. VOR.

(31) TITUSVILLE, PA. (VHF) INTSXN - the intsxn of the 304°T radial of the Fitzgerald, Pa. VOR and the 260°T radial of the Bradford, Pa. VOR.

(32) TOMHEAD, CALIF. (VHF) INTSXN - the intsxn of the 291°T radial of the Red Bluff, Calif. VOR and the 338°T radial of the Williams, Calif. VOR.

(33) WAVERLY, TENN. (VHF) INTSXN - the intsxn of the 044°T radial of the Jack's Creek, Tenn. VOR and the 088°T radial of the Dyersburg, Tenn. VOR.

(34) WINNIE, TEX. (VHF) INTSXN - the intsxn of the 255°T radial of the Beaumont, Tex. VOR and the 040°T radial of the Galveston, Tex. VOR.

(35) YAGER, CALIF. (VHF) INTSXN - the intsxn of the 110°T radial of the Fortuna, Calif. VOR and the SE crs of the Arcata, Calif. ILS lclzr.

REDESIGNATED: Effective August 29, 1957

(1) ALVORD, TEX. (LF) INTSXN - the intsxn of the 310°T bearing from Dallas, Tex. Rbn and the 027°T bearing from the Mineral Wells, Tex. Rbn.

(2) AVALON, CALIF. (LF) INTSXN - the intsxn of the 176°T bearing from the Los Angeles, Calif. Rbn and the 279°T bearing from the Oceanside, Calif. Rbn.

(3) BULVERDE, TEX. (LF) INTSXN - the intsxn of the NW crs of the Randolph, Tex. LFR and the 046°T brng to Austin, Tex. Rbn.

(4) CIBOLO, TEX. (LF) INTSXN - the intsxn of the N crs of the San Antonio, Tex. LFR and the 046°T brng to Austin, Tex. Rbn.

(5) COWAN, IND. (VHF) INTSXN - the intsxn of the 069°T radial of the Indianapolis, Ind. VOR and the 182°T radial of the Ft. Wayne, Ind. VOR.

(6) EASTWOOD, TEX. (VHF) INTSXN - the intsxn of the 167°T radial of the San Antonio, Tex. VOR and the 091°T brng from Kelly, Tex. LFR.

(7) EDGEWOOD, TEX. (LF) INTSXN - the intsxn of the 094°T brng from the Dallas, Tex. Rbn and the NW crs of the Tyler, Tex. ILS lclzr.

(8) ELMENDORF, TEX. (VHF) INTSXN - the intsxn of the 167°T radial of the San Antonio Tex. VOR and the 040°T radial of the Cotulla, Tex. VOR.

(9) ELOISE, TEX. (LF) INTSXN - the intsxn of the NW crs of the Bryan, Tex. LFR and the 046°T brng from Austin, Tex. Rbn.

(10) EMPIRE, PA. (VHF) INTSXN - the intsxn of the W crs of the Pittsburgh, Pa. ILS lclzr and the 347°T radial of the Wheeling W. Va. VOR.

(11) ENGLEWOOD, OHIO (VHF) INTSXN - the intsxn of the SW crs of the Dayton, Ohio ILS lclzr and the 146°T radial of the Dayton, Ohio VOR.

(12) FAIRPORT, OHIO (VHF) INTSXN - the intsxn of the 049°T radial of the Cleveland, Ohio VOR and the 279°T radial of the Jefferson, Ohio VOR.

(13) FARMERS BRANCH, TEX. (LF) INTSXN - the intsxn of the 351°T bearing from Dallas, Tex. Rbn and the E crs of the Ft. Worth, Tex. LFR.

(14) GARDEN CITY, ALA. (LF) INTSXN - the intsxn of the N crs of the Birmingham, Ala. LFR and the SE crs of the Muscle Shoals, Ala. LFR.

(15) GREGORY, PA. (VHF) INTSXN - the intsxn of the 118°T radial of the Wheeling, W. Va. VOR and the 185°T radial of the Ellwood City, Pa. VOR.

(16) GRESHAM, ORE. (VHF) INTSXN - the intsxn of the 153°T radial of the Portland, Ore. VOR and the back crs of the Portland, Ore. ILS lclzr.

(17) HADLEY, PA. (VHF) INTSXN - the intsxn of the 066°T radial of the Youngstown, Pa. VOR and the 174°T radial of the Erie, Pa. VOR.

(18) JACK, TEX. (VHF) INTSXN - the intsxn of the 084°T radial of the Midland, Tex. VOR and the 139°T radial of the Big Spring, Tex. VOR and the 251°T radial of the Abilene, Tex. VOR.

(19) JOHNSON, TEX. (VHF) INTSXN - the intsxn of the 113°T radial of the Midland, Tex. VOR and the 212°T radial of the Big Spring, Tex. VOR.

(20) KING, TEX. (VHF) INTSXN - the intsxn of the 146°T radial of the Midland, Tex. VOR and the 199°T radial of the Big Spring, Tex. VOR.

(21) LA HABRA, CALIF. (LF) INTSXN - the intsxn of the 063°T bearing from Los Angeles, Calif. Rbn and the NE crs of the Long Beach, Calif. LFR.

(22) LAZY X, TEX. (VHF) INTSXN - the intsxn of the 101°T radial of the Big Spring, Tex VOR and the 251°T radial of the Abilene, Tex. VOR.

(23) LIPAN, TEX. (LF) INTSXN - the intsxn of the 255°T brng from the Dallas, Tex. Rbn and the 190°T brng from the Mineral Wells, Tex. Rbn.

(24) LITTLE ELM, TEX. (LF) INTSXN - the intsxn of the 351°T brng from the Dallas, Tex. Rbn and the 054°T brng from the Ft. Worth, Tex. LFR.

(25) MASON, OHIO (VHF) INTSXN - the intsxn of the 168°T radial of the Dayton, Ohio VOR and the 045°T radial of the Cincinnati, Ohio VOR.

(26) McQUEENEY, TEX. (VHF) INTSXN - the intsxn of the 089°T radial of San Antonio, Tex. VOR and the 207°T radial of the Austin, Tex. VOR.

(27) MT. HOPE, OHIO (VHF) INTSXN - the intsxn of the 051°T radial of the Tiverton, Ohio VOR and the 100°T radial of the Mansfield, Ohio VOR.

(28) MUSTANG, TEX. (VHF) INTSXN - the intsxn of the 007°T radial of the Midland, Tex. VOR and the 260°T radial of the Big Spring, Tex. VOR.

(29) PERRY, FLA. (VHF) INTSXN - the intsxn of the 333°T radial of the Cross City, Fla. VOR and the 113°T radial of the Tallahassee, Fla. VOR.

(30) PILOT POINT, TEX. (LF) INTSXN - the intsxn of the 351°T brng from Dallas, Tex Rbn and the SW crs of the Perrin AFB, Tex. LFR.

(31) PLANO, TEX. (LF) INTSXN - the intsxn of the E crs of the Ft. Worth, Tex. LFR and the 036°T brng from the Dallas, Tex. Rbn.

(32) POWERSVILLE, GA. (VHF) INTSXN - the intsxn of the 151°T radial of the Atlanta, Ga. VOR and the SW crs of the Macon, Ga. ILS lclzr and the 020°T radial Albany, Ga. VOR.

(33) ROSS AVE, TEX. (LF) INTSXN - the intsxn of the 094°T brng from the Dallas, Tex Rbn and the SE crs of the Dallas, Tex. ILS lclzr.

(34) ROWENA, TEX. (VHF) INTSXN - the intsxn of the 024°T radial of the San Angelo, Tex. VOR and the 124°T radial of the Big Spring, Tex. VOR.

(35) STERLING, TEX. (VHF) INTSXN - the intsxn of the 293°T radial of the San Angelo, Tex. VOR and the 153°T radial of the Big Spring, Tex. VOR.

(36) VANNATTA, TEX. (VHF) INTSXN - the intsxn of the 124°T radial of the Big Spring, Tex. VOR and the 334°T radial of the San Angelo, Tex. VOR.

(37) WATTS BAR, TENN. (LF) INTSXN - the intsxn of the 112°T bearing from Smithville Tenn. Rbn and the SW crs of the Knoxville, Tenn. VOR.

(38) WAXAHACHIE, TEX. (LF) INTSXN - the intsxn of the 185°T bearing from the Dallas, Tex. Rbn and the 133°T brng from Ft. Worth, Tex. LFR.

CANCELLED: August 29, 1957

(1) ARBA, OHIO (VHF) INTSXN - the intsxn of the 268°M radial of the Dayton, Ohio VOR and the 360°M brng from the Richmond, Ind. Rbn.

(2) BALTIC, OHIO (VHF) INTSXN - the intsxn of the 121°T radial of the Mansfield, Ohio VOR and the 282°T radial of the Wheeling, W. Va. VOR.

(3) BRADLEY, CALIF. (LF) INTSXN - the intsxn of the NW crs of the Santa Barbara, Calif. LFR and the SW crs of the Fresno, Calif. LFR.

(4) BRIAR HILL, OHIO (VHF) INTSXN - the intsxn of the 123°M radial of the Mansfield, Ohio VOR and the 052°M radial of the Appleton, Ohio VOR.

(5) BUCK HILL, PA. (VHF) INTSXN - the intsxn of the 345°T radial of the Stroudsburg, Pa. VOR and the 299°T radial of the Stillwater, N. J. VOR.

(6) CARTERSVILLE, GA. (LF) INTSXN - the intsxn of the E crs of the Rome, Ga. LFR and the NW crs of the Atlanta, Ga. LFR.

(7) CLAIBORNE, OHIO (VHF) INTSXN - the intsxn of the 061°M radial of the Dayton, Ohio VOR and the 145°M radial of the Findlay, Ohio VOR.

(8) DAWN, OHIO (VHF) INTSXN - the intsxn of the 310°M radial of the Dayton, Ohio VOR and the 228°M radial of the Findlay, Ohio VOR.

(9) DRIFTWOOD, TEX. (LF) INTSXN - the intsxn of the SW crs of theAustin, Tex. LFR and the 280°M brng from Bergstrom, Tex. Rbn.

(10) GLENWOOD, IOWA (LF) INTSXN - the intsxn of the S crs of the Omaha, Neb. LFR and the E crs of the Lincoln, Neb. LFR.

(11) GRIMES, OHIO (VHF) INTSXN - the intsxn of the 060°T radial of the Dayton, Ohio VOR and the 169°T radial of the Findlay, Ohio VOR.

(12) GROVE, PA. (VHF) INTSXN - the intsxn of the 177°T radial of the Wilkes-Barre, Pa VOR and the 360°T radial of the Stroudsburg, Pa. VOR.

(13) HAMILTON, OHIO (VHF) INTSXN - the intsxn of the 022°M radial of the Cincinnati, Ohio VOR and the 155°M brng to Cincinnati, Ohio LFR.

(14) HENSLEY, TEX. (LF) INTSXN - the intsxn of the SE crs of the Ft. Worth (Carter), Tex. ILS lclzr and the W crs of the Dallas, Tex. LFR.

(15) HICKORY, PA. (VHF) INTSXN - the intsxn of the Fitzgerald, Pa. VOR direct radial to the Erie, Pa. VOR and the 261°M radial of the Bradford, Pa. VOR.

(16) KENNESAW, GA. (LF) INTSXN - the intsxn of the NW crs of the Atlanta, Ga. LFR and the 200°M brng to the Lost Mtn., Ga. Rbn.

(17) KINGSVILLE, OHIO (VHF) INTSXN - the intsxn of the 245°T radial of the Erie, Pa. VOR and the 360°T radial of the Youngstown, Ohio VOR.

(18) LAKE SHORE, OHIO (VHF) INTSXN - the intsxn of the NE Cleveland, Ohio ILS lclzr and the 296°T radial of the Youngstown, Ohio VOR.

(19) LASCASSAS, TENN. (LF) INTSXN - the intsxn of the SW crs of the Nashville, Tenn. LFR and the 257°T brng from the Smithville, Tenn. VOR.

(20) LIBERTY, OHIO (VHF) INTSXN - the intsxn of the W crs of the Wright Patterson, Ohio LFR and the 203°M radial of the Dayton, Ohio VOR.

(21) MARYSVILLE, OHIO (VHF) INTSXN - the intsxn of the 277°T radial of the Appleton, Ohio VOR and the 153°T radial of the Findlay, Ohio VOR.

(22) MEADOWBROOK, N. J. (VHF) INTSXN - the intsxn of the 326°T radial of the Idlewild N.Y. VOR and the 230°T radial of the Wilton, Conn, VOR.

(23) MEADVILLE, PA. (VHF) INTSXN - the intsxn of the 108°T radial of the Jefferson, Ohio VOR and the 174°T radial of the Erie, Pa. VOR.

(24) MECHANICSBURG, OHIO (VHF) INTSXN - the intsxn of the 224°T brng to Springfield, Ohio Rbn and the 080°T radial of the Dayton, Ohio VOR and the 169°T radial of the Findlay, Ohio VOR.

(25) PECKS POND, PA. (VHF) INTSXN - the intsxn of the 136°T radial of the Wilkes-Barre, Pa. VOR and the 360°T radial of the Stroudsburg, Pa. VOR.

(26) PLAINFIELD, N. J. (VHF) INTSXN - the intsxn of the 114°T radial of the Stroudsburg Pa. VOR and the SW crs of the Teterboro, N. J. ILS lclzr.

(27) POWERSVILLE, GA. (LF) INTSXN - the intsxn of the SW crs of the Macon, Ga. ILS lclzr and the SW crs of the Macon, Ga. LFR.

(28) ROSSVILLE, TENN. (LF) INTSXN - the intsxn of the SW crs of the Chattanooga, Tenn. LFR and the 280°M radial of the Chattanooga, Tenn. VOR.

(29) SEWART, TENN. (LF) INTSXN - the intsxn of the SE crs of the Nashville, Tenn. LFR and the 043°M brng from the Sewart, Tenn. Rbn.

(30) SIGNAL MTN., TENN. (LF) INTSXN - the intsxn of the NW crs of the Chattanooga, Tenn. LFR and the 270°M brng from the N.Chattanooga, Tenn. Rbn.

(31) SIXTEEN, MONT. (LF) INTSXN - the intsxn of the NW crs of the Livingston, Mont. LFR and the SE crs of the Helena, Mont. LFR.

(32) STAR, OHIO (VHF) INTSXN - the intsxn of the 228°M radial of the Findlay, Ohio VOR and the 325°M radial of the Dayton, Ohio VOR.

(33) THOMASVILLE, PA. (VHF) INTSXN - the intsxn of the 097°M radial of the Gettysburg, Pa. VOR and the 173°M radial of the Harrisburg, Pa. VOR.

(34) TIVERTON, OHIO (VHF) INTSXN - the intsxn of the 052°M radial of the Appleton, Ohio VOR and the 151°M radial of the Mansfield, Ohio VOR.

(35) URBANA, OHIO (VHF) INTSXN - the intsxn of the 060°T radial of the Dayton, Ohio VOR and the 277°T radial of the Appleton. Ohio VOR

(36) UTICA, OHIO (VHF) INTSXN - the intsxn of the 052°M radial of the Appleton, Ohio VOR and the 175°M radial of the Mansfield, Ohio VOR.

(37) W. JEFFERSON, OHIO (VHF) INTSXN - the intsxn of the 262°T radial of the Appleton, Ohio VOR and the 157°T radial of the Findlay, Ohio VOR.

HOLDING PATTERNS: The following holding patters have designated, redesignated, or cancelled as indicated:

DESIGNATED: August 1, 1957

(1) LAKE SHORE, ILL. (VHF) INTSXN - direction of holding - E on 075°T radial of the Naperville, Ill. VOR; direction of turns - right; time - 1 min.

(2) MARENGO, ILL. (VHF) INTSXN - direction of holding - W on 093°T radial of the Rockford, Ill. VOR; direction of turns - right; time - 1 min.

DESIGNATED: August 29, 1957

(1) ASHTON, MD. (VHF) INTSXN - direction of holding - N on 179°T radial of the Westminister, Md. VOR; direction of turns - left; time - 1 minute; min alt 2500'.

(2) DALLAS, TEX. (Rbn) - direction of holding - S on 185°T brng from Rbn; direction of turns - right; time - 1 minute; min alt 2000'.

(3) EARLS, VA. (VHF) INTSXN - direction of holding - S on 171°T radial of the Flat Rock, Va. VOR; direction of turns - right; time - 1 minute; min alt 1500'.

(4) GRESHAM, ORE. (VHF) INTSXN - direction of holding - SE on back crs Portland, Ore. ILS lclzr; direction of turns - left; time 1 minute; min alt 2100'.

(5) JAMESBURG, N. J. (VHF) INTSXN - direction of holding - SW on 236°T radial of the Idlewild, N. Y. VOR; direction of turns - right; time - 1 minute; min alt 1500'.

(6) KOUNTZE, TEX. (VHF) INTSXN - direction of holding - NW on 334°T radial of the Beaumont, Tex. VOR; direction of turns - right; time - 1 minute; min alt 2800'.

(7) LIDO, N. Y. (Rbn) - direction of holding - SW on 030°T inbnd brng (210°T outbnd); direction of turns - left; time - 1 minute; min alt 1500'.

(8) MIDDLETOWN, PA. (VHF) INTSXN - direction of holding - SE on 107°T radial of the Harrisburg, Pa. VOR; direction of turns - left; time - 1 minute; min alt 3000'.

(9) MITCHELL, TEX. (VHF) INTSXN - direction of holding - NW on NW crs of the Beaumont, Tex. ILS lclzr; direction of turns - left; time - 2 minutes; min alt 1400'.

(10) ORADELL, N. J. (VHF) INTSXN - direction of holding - SE on 333°T radial of the Idlewild, N. Y. VOR; direction of turns - right; time - 1 minute.

(11) SABINE, TEX. (VHF) INTSXN - direction of holding - NE on 241°T radial of the Lake Charles, La. VOR; direction of turns - left; time - 1 minute; min alt 1200'.

(12) DUNCAN, TEX. (VHF) INTSXN - direction of holding - SW on SW crs of the San Antonio, Tex. ILS lclzr; direction of turns - right; time - 2 minutes; min alt 2100'.

REDESIGNATED: August 29, 1957

(1) SAN PEDRO, CALIF. (LF) INTSXN - direction of holding - S on 355°T brng to Los Angeles, Calif. Rbn; direction of turns - right; time - 1 minute; min alt 3000'.

(2) LA HABRA, CALIF. (LF) INTSXN - direction of holding - E on 273°T brng to Los Angeles, Calif. Rbn; direction of turns - left; time - 1 minute; min alt 5000'.

(3) MALIBU, CALIF. (LF) INTSXN - direction of holding - W on 080°T brng to Los Angeles, Calif. Rbn; direction of turns - right; time - 1 minute; min alt 2000'.

(4) LOS ANGELES, CALIF. (Rbn) - direction of holding - N on 158°T brng to Rbn; direction of turns - right; time - 1 min; min alt 2000'.

(5) LOS ANGELES, CALIF. (Rbn) - direction of holding - E on 273°T brng to Rbn; direction of turns - left; time - 2 minutes; min alt 2000'.

(6) PLANO, TEX. (LF) INTSXN - direction of holding - E on E crs of the Ft Worth, Tex LFR; direction of turns - right; time - 1 minute; min alt 1900'.

(7) LITTLE ELM, TEX. (LF) INTSXN - direction of holding - NW on 351°T brng from the Dallas, Tex. Rbn; direction of turns - right; time - 1 min; min alt 1800'.

(8) DUNCANVILLE, TEX. (Rbn) - direction of holding - S on 185°T brng from the Dallas, Tex. Rbn; direction of turns - right; time - 1 min; min alt 2600'.

(9) LIPAN, TEX. (LF) INTSXN - direction of holding - E on 255°T brng from the Dallas, Tex. Rbn; direction of turns - left; time - 2 minutes; min alt 2300'.

(10) BERGHOLZ, PA. (Rbn) - direction of holding - SW on 049°T inbnd brng; direction of turns - left; time - 1 minute; min alt 3000'. (formerly a standard pattern)

(11) PALESTINE, PA. (VHF) INTSXN - direction of holding - SE on 326°T radial of the Pittsburgh, Pa. VOR; direction of turns - right; time - 1 minute; min alt 2500'. (formerly a standard pattern)

(12) CIBELO, TEX. (LF) INTSXN - direction of holding - NE on 046°T brng to Austin, Tex. Rbn; direction of turns - right; time - 2 minutes; min alt 2600'.

(13) BULVERDE, TEX. (LF) INTSXN - direction of holding - NE on 046° T brng to Austin, Tex. Rbn; direction of turns - right; time - 2 minutes; min alt 2600'.

(14) WAXAHACHIE, TEX. (LF) INTSXN - direction of holding - S on 185°T brng from the Dallas, Tex. Rbn; direction of turns - right; time - 2 minutes.

CANCELLED: August 29, 1957

(1) CHATTANOOGA, TENN. (LFR) INTSXN - direction of holding - NE on NE crs; direction of turns - left; time - 2 minutes; min alt 2500'.

(2) KENNESAW, GA. (LF) INTSXN - direction of holding - NW on NW crs of the Atlanta, Ga. LFR; direction of turns - left; time - 2 minutes; min alt 3000'.

(3) HENSLEY, TEX. (LF) INTSXN - direction of holding - SE on SE crs of the Ft Worth (Carter), Tex. ILS lclzr; direction of turns - right; time - 1 minute; min alt 2000'.

(4) MEADOWBROOK, N. J. (VHF) INTSXN - direction of holding - NE on NE crs of the Teterboro, N. J. ILS lclzr; direction of turns - right; time - 1 minute.

(5) MARYSVILLE, OHIO (VHF) INTSXN - direction of holding - E on 277°T radial of the Appleton, Ohio VOR; direction of turns - left; time - 1 minute.

(6) UTICA, OHIO (VHF) INTSXN - direction of holding - NE on 052°M radial of the Appleton, Ohio VOR; direction of turns - right; time - 1 minute.

(7) BEAUMONT, TEX. (VOR) - direction of holding - W on 241°M radial; direction of turns - left; time - 2 minutes; min alt 1200'.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

ATC PROCEDURES - APPROACH CONTROL:

On page 66 of FIM, Volume 10, dated June 15, 1956, the following note should be added preceding the last paragraph:

"NOTE: A clearance for a specific type of approach (ILS, ADF, or Straight-in Approach) to an aircraft operating on an IFR flight plan does not necessarily mean that priority will be given over other traffic for a landing. Often because of local traffic or runway in use, it may be necessary for the controller, in the interest of safety, to provide a different landing sequence."

INABILITY TO USE VOR STATIONS IN THE FREQUENCY RANGE FROM 108.2 TO 111.8 MC:

Pilots have reported inability to use VOR stations in the frequency range from 108.2 to 111.8 mc even though the acft receiver operated normally in the range from 112.0 to 117.0 mc. Unmodified early production combination VOR/Localizer receivers were so designed that the lower order of frequencies could be used for the Localizer function only. Such receivers should be modified to operate on the following frequency arrangement:

(1) The even tenth megacycle frequencies between 108.2 and 111.8 and every tenth megacycle between 112.0 and 117.9, inclusive, are utilized for VOR facilities. Example: 108.2, 108.4, 109.2, etc., and 112.0, 112.1, 112.2, 112.3, 115.6, 115.7, etc.

(2) The odd tenth megacycle frequencies between 108.1 and 111.9 are utilized for ILS localizer services. Example: 109.3, 109.5, etc.

Persons having any question about the ability of their VOR receiver to provide proper signal coverage should contact the receiver manufacturer or an authorized repair agency. Most receiver manufacturers have developed a modification which will permit reception of the appropriate facility.

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(3) MALIBU, CALIF. (LF) INTSXN - direction of holding - W on 080°T brng to Los Angeles, Calif. Rbn; direction of turns - right; time - 1 minute; min alt 5000'.

(4) LOS ANGELES, CALIF. (Rbn) - direction of holding - N on 158°T brng to Rbn; direction of turns - right; time - 1 minute; min alt 2000'.

FLIGHT INFORMATION MANUAL CORRECTIONS:

Correct Flight Information Manual, Volume 10, dated June 15, 1956, as follows:

(1) Page 106, correct Paso Robles, Calif. to read "248°" instead of "252°."

(2) Page 102, delete Sidney, Nebr. check point.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Washington	Dayton Local	WAC 308
Winston-Salem	New York Local	WAC 309
Cleveland Local	St. Louis Local	WAC 359

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Aberdeen	7-11-57	Sioux City	7-12-57	WAC 264	7-9-57
Boston	7-10-57	Boston Local	7-10-57	WAC 265	7-8-57
Salina	7-11-57			WAC 307	7-12-57

Instrument Flight Charts
released since July 1, 1957

AL 1 RNG/VOR	Abilene Municipal Arpt, Texas
AL 10 ILS-2	Albany Arpt, N.Y.
AL 65 RNG-1/RNG-2/VOR/ILS/ILS-2	Buffalo Arpt, N.Y.
AL 89 RNG/VOR/ADF/ILS	Columbia Arpt, S.C.
AL 94 RNG/ADF-2/ADF-1/ILS-1/ILS-2	(NAS) Mun Port Columbus, Ohio
AL 144 RNG-1/RNG-2/VOR/ADF/ILS	Hector Arpt, N. Dak.
AL 163 RNG/VOR	Gage Arpt, Okla.
AL 177 RNG/VOR/ADF/ILS	Great Falls Int. Arpt, Mont.
AL 196 RNG/VOR	Houlton Arpt, Maine
AL 203 ADF/ILS-1/VOR/ILS-2	Indianapolis (Weir Cook) Arpt, Ind.
AL 259 RNG/VOR	Miles City Arpt, Mont.
AL 301 RNG/ADF-1/ILS-2/ADF-2/ILS-1/VOR/VOR/DME	Will Rogers Field, Okla.
AL 320 RNG/ILS-2/ADF/ILS-1	Philadelphia Int. Arpt, Penna.
AL 375 RNG/VOR/ADF/ILS	San Francisco Int. Arpt, Calif.
AL 446 RNG	Barnes Arpt, Mass.
AL 609 RNG-1/RNG-2	Moisant Int. Arpt, La.
AL 622 ADF-1/ILS-1	Pounds Field, Texas
AL 703 VOR (rnwy 17)	Redstone AAF, Ala.
AL 860 ADF	Mansfield Arpt, Ohio
AL 882 ADF	Siskiyou County Arpt, Calif.
AL 1234 RNG/ADF/ILS	Fairbanks Int. Arpt, Alaska
AL 1522 RNG	Merrill Field, Alaska

RF 2, 32 - RF Alaska

RF Terminal Area - Alaska, Los Angeles-Burbank, New York, Pensacola, San Francisco-Oakland

RF-VOR Terminal Area - Boston, Denver, Kansas City-Topeka, Los Angeles-Burbank, Minneapolis, Pensacola, San Antonio

RF Dates of Latest Prints

NEW CHARTS

AL 703 VOR (rnwy 35) -- Huntsville, Alabama -- Redstone AAF
AL 715 ADF -- Amarillo, Texas -- Tradewind Arpt
AL 716 VOR -- Wichita Falls, Texas -- Gilchrist Arpt
AL 1019 ADF -- San Juan, Puerto Rico -- Isla Grande Arpt
RF-VOR Columbus Terminal Area

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 mi NW of Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18)
BIRMINGHAM ARPT-TOWER: About Aug 1 MM and LMM will be shut down - relctn.(6-4) FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)
✱HUNTSVILLE-RADIO: July 5, ATCS combined with new Mun. Arpt-Tower. (7-7) VOR radials 005°-030° have roughness and bends out of tolerance. (11-2)
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-SPECIAL NOTICE: Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft. (4-22)
MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic approach below 300'. (6-18) FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld.
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
✱CHANDLER-RADIO: USAF H fac relctd to lat 33-15-09, long. 111-31-52. (7-19)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
FLORENCE-SPECIAL NOTICE: Temporary Controlled Firing Area within the following described area: bounded on the N by lat 33-07-30; E. long. 111-20-00; S lat 33-03-30; W long. 111-22-30. Designated Altitude: Surface to 7200'MSL. Time of Use: 0630-1600 hours MST on or about 30 June 1957 only. Activities Conducted: 4.2 inch Infantry Mortar Firing, High Explosive and Smoke Shell. Using Agency: Heavy Mortar Company, 158th Infantry, National Guard of Arizona, Glendale, Arizona. (4-30)
ARIZONA: FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (6-24)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
PHOENIX-SPECIAL NOTICE: Extreme caution-area between Phoenix VOR & Hassayampa VOR on Victor arwy 16 & Green 5. Extensive high performance, jet acft cross these arwys when departing & arriving Luke AFB in connection with trng conducted Gila Bend Restricted Areas (R-309, R308). This tfc generally crosses V-16 & Green 5 between Hassayampa VOR & town of Tolleson (11 mi W of Phoenix) at alts of 3000' MSL & below-0715 thru 1600, Mon thru Fri. (3-1) All flgts operg thru this area maintain at least 4000'MSL. Flgts lndg or departing within area advised to exercise extreme caution below 4000'MSL. (5-7)
PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000 in standard pattern within 15 mi. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int - Int GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (5-14)
**PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for tk-off, xcpt prior permission arpt manager. (12-7) Functioning 2-way rdo rqrd.
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000.
**SALOME ARPT, 27B, LAX-PHX: Caution - puncture vines. (6-18)
SAN SIMON-RADIO: VOR coverage 030°-170°, 30 n mi; 160°-260°, 30 n mi. (7-4)
SCOTTSDALE-THUNDERBIRD # 2 ARPT: Closed. (3-26)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'.
TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: EL DORADO ARPT: 300'(560'MSL) lgtd twr being erected 1.8 n mi WNW(295° T) at lat 33-11-52, long. 92-41-23 & being completed approx August 1. (6-20)
PINE BLUFF-RADIO: VOR shut down until approx Aug 1. During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR except V-168 TXK to PBF unusable. Ints and alts as charted. (3-22)
TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)
CALIFORNIA: APPLE VALLEY ARPT: caution - const - men and equip. on field. (4-26)
BASS LAKE-WISHON ARPT: Clsd due grading and reoiling. (6-13)
BECKWOURTH-PLUMAS CO. ARPT: Clsd due rnwy resurfacing. (6-24)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

CALIFORNIA: BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Aug 1, ILS lclzr will be shut down. Glide slope angle will be 3°. FLD: Rnwy 15-33clsd until approx Aug 2.

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 090°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Clsd. (8-30)

ELSINORE ARPT: Caution - glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. (8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200°-230°T. (5-6) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing available for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P week-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO -SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR and LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23) About Aug 19, LF rng will be shut down until approx Aug 29 - conversion to H fac, with voice. Freq and ident remain the same. Voice controlled by ATCS. (7-19)

LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: About Aug 1, freq 118.9 mc will be changed to 119.9 mc. (7-16)

LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) About Aug 1, freq 119.9 mc will be changed to 118.9 mc. (7-16) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equipment crossing rnwy. During VFR wea conditions, civil acft ctc twr on 119.9 mc or listen 119.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwys 25L converted to centerline system extending 3000' E of rnwy pavement. (6-21) Apch lgt lane sequenced flashers avail on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-RADIO: About July 24, ILS will be cmsnd. Lclzr freq: 110.1 mc, ident: MRY. Lctd 1000' SE on a centerline of NW/SE rnwy. Glide slope freq: 334.4 mc. Lctd 825' from apch end NW/SE rnwy and 236' N of centerline of rnwy. Glide angle 3.0°. Apch bear.: 84°. LMM freq: 260 kc, ident: RY. MM lctd 0.60 mi from apch end rnwy. LOM freq: 278 kc, ident: MR. OM lctd 5.14 mi from apch end rnwy. Disregard spurious signals. (7-3)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in opern. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should ctc San Francisco Apch Ctl on 118.5 mc. Communications during IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 or 118.5 mc mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Fransisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emergency only. (4-24)

OAKLAND-METROPOLITAN OAKLAND INTNL ARPT: Dredging and clam shell equipment working S of lndg area. All booms and equipment lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for

** clearance; make left hand pat before lndg. (10-30) 245' lighted tower erected 8 n mi NW (332°T) at lat 37-50-58, long. 122-17-44. (6-26)

OCEANSIDE-RADIO: July 10, VOR shut down until approx Oct 1 - modernization. During this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAC VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN during shutdown period.

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT-SPECIAL NOTICE: Acft not lndg ar arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise ctn acct exten simulated IFR apch including jets VFR wea and actual apchs IFR wea.

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-off and lndg prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

OXNARD-VENTURA CO. ARPT: Until approx July 31, 176' lgtd oil drilling derrick erected 1600' W and 2200' N of W end of rnwy 7. (4-30)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000; 150°-180°, 35 n mi at 9000'. (3-14)

**PALOMAR MOUNTAIN-SPECIAL NOTICE: Caution Area C-444 is amended by deleting the phrase "excluding Restricted Area R-293." (7-16)

CALIFORNIA: PASO ROBLES-RADIO: DME coverage 330°-235°, 35 n mi at 6000';235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)
POINT REYES-RADIO: June 27, VOR/DME shut down until approx. July 27, modernization. Durg this period, the following arwys will be unusable: V27 Half Moon Bay-Ukiah;V 27W Salinas-Point Reyes; V25 Stinson Beach Int.-Lakeport Int.; V137 Oakland-Bodega Int. Following VHF intsxns will be unusable: Pedro, Cotati, Bodega, Sunset, Rainbow, Frances, Drake, Balboa, Duxbury. MRA of Stinson Beach 5500'. (6-26)
RED BLUFF-RADIO: DME coverage 225°-245°,35 n mi at 10,000'. (6-30)
RIVERSIDE-RADIO: About Aug 5, LFR will be shut down for course realignment.(7-22)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000';44°-49°,17 n mi at 7000';49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000';130°-145°, 26 n mi at 7000';145°-153°,17 n mi at 7000';153°-180°, 26 n mi at 7000';180°-225°, 43 n mi at 7000';225°-300°, 43 n mi at 5000';300°-20°, 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.
SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)
SAN FRANCISCO INTN'L ARPT: Men & equip. working turf areas adj concourses B & D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B & existing S edge of paved area concourse D. Mrkd day and ngt. Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm.(5-18) Do not use for taxiing painted green line 1100' long which connects centerline of W end of rnwy 28R-10L with taxiway A then veers N across adjoining run-up mat toward turf. This is a temp experimental hi-speed exit taxi line. (6-13)
SAN FRANCISCO-GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution-60' crane and trucks operg daylgt hrs W end rnwy. (5-17)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000';30°-45°,35 n mi at 9000'; 80°-95°, 35 n mi at 4000';110°-260°, not checked. (10-23)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution-trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)
STOCKTON ARPT: Rnwys 11L-29R,11R-29L & taxiway A clsd due exten const work in progress. Other rnwys avail. Lgts on rnwy 16-34 only. Tetrahedron tied-down to indicate active rnwy. Pilots should observe wind sock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated rng apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (7-5)
THERMAL-RADIO: VOR & DME coverage 330° thru 360° to 060°, 20 n mi;060°-085°, 40 n mi;145°-175°, 40 n mi;175°thru 180° to 250°, 20 n mi;250°-280°,40 n mi at min en route alt.
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL;355°-60° at 9000';60°-100° at 7000';100°-150° at 6000'. 105° thru S & W to 305° over water not checked. (10-11)
UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat & Sun after 1300. Jet acft make initial apch at 4000' MSL when landing on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-RADIO: Effect. July 26, Black Forest FM ident will be: dot dash.
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21. Const on ramp SE of twr. (5-1)
**CORTEZ-UTE ARPT: Delete name- combined with Montezuma County Arpt. (12-17)

COLORADO: DENVER-RADIO: Effect. July 26, Superior FM ident will be: dot dash. (7-1)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° & below 16,000'MSL 181° thru 243°. VHF/DF bearings unreliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 xcpt when absolutely nexessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L-flag mrkd day hrs, flashing red ngt hrs. (3-26)
EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)
✈HUGO-RADIO: Aug 20,VOR cmsnd. Freq:108.2 mc. Ident: HGO. Lctd lat 38-52-22,long. 103-24-12. Elev:4932'. Monitor. catg. (3). Class:VORW. Rcvd too late for ANRA page.
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing(demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: Bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE & extreme SW ends of dike lgtd.
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000';230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
DELAWARE: FT. MILES-SPECIAL NOTICE: Anti-acft firing will be conducted in the Ft. Miles, Controlled Firing Area during July 29-31 & Aug 1 & 2 btwn the hrs of 1200-1800E in the following area: Beginning near Rehoboth Beach, Dela. at lat 38-40-45, long. 75-04-09; to lat 38-45-30, long. 75-01-24; to lat 38-43-00, long. 74-57-10; to lat 38-38-50, long. 74-55-33 to lat 38-36-15, long. 74-57-00; to lat 38-37-54, long. 75-03-50; to point of beginning. (7-9)
GEORGETOWN-SUSSEX CO. ARPT: Caution-NNE/SSW and NNW/SSE rnwys rough. Men & equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.
**REHOBOTH BEACH-REHOBOTH AIRCRAFTERS ARPT: Longest runway 3300'. (2-7)
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 30 for Washington, D.C. High Density Air Traffic Zone. (2) Caution-dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice.
WASHINGTON-RADIO-SPECIAL NOTICE: Effect. June 1, until approx Sept 1, all inbound acft to Washington National Arpt make initial contact with Washington Approach Control regardless of weather as follows: from a westerly direction on 118.3 mc in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall. (4-25)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 263.3 mc only in Washington Metropolitan Area. Soon, freq 323.2 mc will be cmsnd.
WASHINGTON NATIONAL ARPT-TOWER: About Sept. 9, trans & rcvr 119.4 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP & officers ABOVE rank of Major General or Rear Admiral. (b)-Scheduled MATS. (c) Flgts rqrg customs & immigration service. (d) Navy & CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG & will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG & Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg sys serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A", 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution adivsed. (4-25)

**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees abour 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.

CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAs remain as charted. (4-23)

CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception altitude. Navigational feature in all other portions of the facility service area beyond tolerance. Commun feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**FT. LAUDERDALE-SPECIAL NOTICE: Intnl flight info departure PX service available only through prepaid telephone calls to Miami IATCS (NE 4-8451). Inbound PX to Ft. Lauderdale and arrival reports should be addressed to Miami IATCS. (7-18)

FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

FT. MYERS-RADIO: VOR radial 131° unusable - excessive scalloping and bends. (5-13)

FT. MYERS-PAGE FLD-SPECIAL NOTICE: AF C-119 type acft conducting inten transitional training daylgt hrs. (6-6)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea mins same as authorized for day operns. Caution - const, men and equip. on and about runwy. Use extreme caution when taxiing due open ditch. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. (1-31)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail. for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MELBOURNE-SPECIAL NOTICE: Civilian pilots desiring to land at Patrick AFB must file inbound flight plans in addition to having AF Forms 180 and 181. (7-16)

MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (5-1)

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvr 121.5, 243.0, 269.0, 291.6 mc inop. (7-19)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speeds consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 onlu. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red & white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and take-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions.

FLORIDA: Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-BROWN'S ARPT: 200' (205' MSL) lgtd twr being erected 17 n mi SSW (219° T) at lat 25-27-09, long. 80-30-57. (7-10)

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4'; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn. FLD: Rnwy 28L-10R clsd for ngt lndgs and take-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoinding all surface tfc in blind areas. (6-21)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip. adj rnwys. (10-8)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-18) LFR may be substituted on arwy V97 Clam Int. to TLH. MEA remains as charted. (6-18)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 40,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA INTNL ARPT: Rnwy 14-32 clsd to all LFR and ngt take-offs and lndgs. Caution - unmrkd obstn left side apch end rnwy 32. (1-31) N/S rnwy clsd for resurfacing until about Sept. 15. Taxiways crossing rnwy 18-36 N of NW/SE intsxn clsd to taxiing acft.

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH-ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Contact Turner twr on 126.18 mc for advisory information. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down - modernization. Durg modification shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Marys Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Unlgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld boundary lgts. (7-1)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to tfc control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness. (11-3) About Aug 22, Z mrkr will be shut down until approx Aut 29 - modernization. (7-12)

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail. freq. Rnwys 33R-15L and 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958. (5-6)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution - all course LFR have moderate to severe multiples. (8-29)

**COLUMBUS ARPT: 300' twr erected 21.5 n mi SE (138°T) at lat 32-11-15, long. 84-41-53.

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

GEORGIA: NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.
ROME-RADIO: LFR operg as unmonitored fac. Use of LFR as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use. About Aug 8, Z mrkr will be shut down for one week. (7-15)
SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000'MSL. (3-19) FLD: No acft shall oper off or or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)
** SWAINSBORO-EMANUEL CO. ARPT: Formerly carried as Thompson. Longest rnwy and Facs now h42-L4. (7-19)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° acct excessive roughness and course displacement with exception of arpt approach course 003°, usable to 10 n mi. (8-31)
IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
GRANGEVILLE-IDAHO COUNTY ARPT: Caution E/W rnwy clsd; NE/SW rnwy soft on edges.
IDAHO FALLS-FANNING ARPT: Threshold lgts rnwy 2 inop;extending rnwy. (6-9)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operating vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' - 5500'MSL.
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
CENTRALIA ARPT: Clsd - const. (5-20)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat with rgt or left turns depending on tfc. (4-13)
CHICAGO AREA-SPECIAL NOTICE: All helicopter operns in the Chicago metropolitan area rqrd to fly prescribed routes of flgt within the MDW, ORD, and Glenview Arpt Tfc Ctl Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1) 170' max height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
**CHICAGO-MEIGS FLD: 450' (1041'MSL) lgtd concrete chimney being erected 2.5 n mi WSW (252°T) at lat 41-51-02, long. 87-39-11. (3-8) Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tri-cycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT-TOWER: TVOR inop due excessive roughness, scalloping and bends on all existing arwys. (3-8) June 3, ILS lclzr shut down. (6-5) About Aug 2, TVOR will be perm discontd. (7-15) FLD: Due to distance and non-visibility acct of parked and moving acft,twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N termin bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn
** of 55th St and Cicero Ave - adj to arpt). (7-17) 375' (968'MSL) lgtd steel stack being erected 2.5 n mi NNE (23 °T) at lat 41-49-42, long. 87-43-23. (4-17)
CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to
ILLINOIS: 122.6 mc. (3-22) FLD: Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due buildings and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbnd acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)
DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip on fld. (10-11)
DIXON ARPT: NE/SW rnwy clsd for const - men and equip on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25, 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL. (5-12)
**FLORA ARPT: New arpt: Type P; lat 35-40, long. 88-27; lctd 1 mi E; elev: 469'. 1 rnwy 2500' (N/S) turf; 80 oct fuel. (1-30)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25)
GILMAN ARPT: Clsd. (10-11)
HIGHLAND-WINET ARPT: 300' (884'MSL) lgtd twr being erected 3 n mi NNW (27°T) at lat 38-49-48, long. 89-36-51. (7-9) Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)
JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965'MSL) lctd 2 mi SE - lgtd. (1-7)
KEWANEE ARPT: Men and equip on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of towers, 123', not mrkd or lgtd. (11-21)
MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Ngt attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MORRIS ARPT: 338' (855'MSL) lgtd chimney being erected 7.3 n mi E (111°T) at lat 41-23, long. 88-16, (7-3)
MT VERNON ARPT: Work in progress daylgt hrs. N/S,NE/SW rnwys clsd. No lgts.
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Until approx July 31, NW/SE rnwy clsd for reconst including paving, drainage, and lgtg. (4-8)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39-43 n mi at min en route alt. (2-21)
PRINCETON-PIPER ARPT: 266' (985'MSL) lgtd relay twr being erected 14 n mi NE (59°T) at lat 41-29-51, long. 89-09-14. (6-20)
ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT-TOWER: June 4, ILS lclzr and glide slope shut down until approx Sept 1. (7-5) FLD: Until about Sept 1, const work in progress on 1000' overrun each end rnwy 4-22. First and last 1000' rnwy 4-22 clsd due const of overruns. (6-25)
**STREATOR ARPT: 448' (1198'MSL) lgtd twr being erected 13 n mi WNW (299°T) at lat 41-14-02, long. 89-02-25. (5-17)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LFR between Montezuma and Newport and is bounded by lat 39-50, long. 87-21; lat 39-52, long. 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

INDIANA: CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250° below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due to non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - const. (7-12)
**GREENFIELD-POPE FLD: Reinstated: Type "P"; lat 39-47, long. 85-44; lctd 2 mi ENE; elev: 910'; 2 rnwys- lngst rnwy 3000'; storage; 80/87 oct fuel; S blkd; p-line. (12-21)
GREENSBURG ARPT: Use E half N/S rnwy only.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution - new rnwy 4-22 under const. Men and equip. on fld adj to rnwys. (6-5)
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
LAFAYETTE-PURDUE UNIVERSITY ARPT: 220' (958' MSL) lgtd twr being erected 10 n mi NW (315°T) at lat 40-31-36, long. 87-04-13. (6-5)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: Beginning about Sept, 150' (922.9' MSL) hi-voltage transmission line will be erected 5000' S - not mrkd, painted, or lgtd. (7-19)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE-ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod 2300' in length. Use extreme caution. (7-9)
RICHMOND-RADIO: July 5, VOR operg test basis only. Freq: 116.1 mc. Ident: RID. Lctd lat 38-45-17, long. 84-50-19. (765)
**SHELBYVILLE MEM'L ARPT: New arpt; type "P"; lat 39-35, long. 85-48; lctd 3 mi NW; elev: 800'; 2 rnwys; lngst rnwy 3460'; major repairs avail.; 80/87 oct. N,E,W blkd.
SHERIDAN ARPT: 270' (1246' MSL) lgtd twr being erected 12.8 n mi SSW (223°T) at lat 40-01-18, long. 86-24-06. (6-5)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld durg daylgt hrs. Expected duration - durg summer months. (3-22)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: ALBIA-AIRWAY IMPLEMENT CO. ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
CENTERVILLE ARPT: About Aug 6, 266' (1282' MSL) lgtd relay twr will be erected 10 n mi NW (322° T) at lat 40-49-04, long. 93-02-43. (6-20)
CRESTON ARPT: 316' (1571' MSL) lgtd relay twr being erected 13 n mi ESE (120°T) at lat 40-55-53, long. 94-09-03. (6-20)
DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area established

IOWA: NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
DUBUQUE-RADIO: About Sept. 1, VOR class will be changed to BVOR. (7-3)
FAIRFIELD MUN ARPT: About Aug 9, 341' (1151' MSL) lgtd relay twr will be erected 9 n mi NW (323°T) at lat 41-06-13, long. 92-03-26. (6-20)
FORT DODGE-RADIO: About Aug 12, VOR class will be changed to BVOR.
LA PORTE CITY-CLARK ARPT: 243' (1138' MSL) lgtd twr being erected 8.5 n mi N (15°T) at lat 42-28-00, long. 92-11-00. (7-9)
LENOX ARPT: 241' (1541' MSL) lgtd relay twr being erected 6.8 n mi W (281°T) at lat 40-55-13, long. 94-42-22. (6-20)
LEON ARPT: About Aug 13, 291' (1402' MSL) lgtd twr will be erected 6.9 n mi E (100° T) at lat 40-47-23, long. 93-35-11. (6-20)
MUSCATINE ARPT: 266' (996' MSL) lgtd relay twr being erected 18.2 n mi SW(236°T) at lat 41-12-11, long. 91-29-13. (6-20)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
OTTUMWA ARPT: About Aug 2, 341' (1245' MSL) lgtd relay twr will be erected 11 n mi SSW (220°T) at lat 40-57-45, long. 92-36-07. (6-20)
SHELDON ARPT: Clsd for const - machinery on fld. (5-3)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4 - relctn of lclzr. (5-9) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution - men and equip. working all hrs. First 1000' NW end NW/SE rnwy clsd until about Sept. 1. Rnwy being extended. (6-5)
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: **ANTHONY MUN ARPT: Formerly carried as Anthony, 24, AMA-MKC. (7-23)
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above ground and surrounding arpt.
BURDETT ARPT: 266' (2559' MSL) lgtd relay twr being erected 7.5 n mi SW (226°T) at lat 38-06-06, long. 99-37-30. (6-14)
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
EL DORADO ARPT: 268' (1618' MSL) lgtd twr being erected 4 n mi W (285° T) at lat 37-47-07, lnng. 96-54-01. (6-28)
ELLINWOOD ARPT: 291' (2283' MSL) lgtd twr being erected 15 n mi NNW (341° T) at lat 38-36-25, long. 98-41-41. (6-14)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
EMPORIA ARPT: 37, AMA-MKC: All sod rnwys rough. (2-25)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-17)
GARNETT ARPT: 210' (1202' MSL) lgtd twr being erected 2.3 n mi SSW (211° T) at lat 38-14-03, long. 95-14-42. (5-30)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable.
GREAT BEND ARPT: N 2000' N/S rnwy and NE 2000' NE/SW rnwy clsd. for reconst. Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (5-10)
HUTCHINSON-RADIO: VOR shut down until approx Aug 15 - modernization. Following MEA authorized durg shutdown: V10 Dodge City - Emporia 8900'; V10 Dodge City - Hutchinson Int/002° radial ANY 296° radial ICT 8900'; V10 Hutchinson Int - Emporia 8900'; Salina VOR 174° radials to Intsxn of 250° radial Emporia VOR then via 250° radial Emporia VOR to Hutchinson Int 7900'; V125 Anthony-Hutchinson Int 3500'; V73 Hutchinson to Wichita 3500'; V132 Goodland to Hutchinson above 18,000'. (7-10)
KANSAS CITY AREA-SPECIAL NOTICE: Until July 31, airdrops of cargo attached to 8' parachute will be made on Glenwood Arpt, lctd 1-1/2 mi S of Overland Park, Kansas (14.7 mi at 191° heading from Kansas City LFR, MKC, 359 kc) from an altitude of approx 800'. Drops will be made from approx 0900-1600 two or three times a week excluding Sat, Sun, and holidays. (2-12)

KANSAS: KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46 on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
LARNED ARPT: 304'(2419'MSL) lgtd relay twr being erected 6.5 n mi NNE(26°T) at lat 38-18-18, long. 99-01-30. (6-14)
LINCOLN ARPT: 229'(2030'MSL) lgtd twr being erected 16 n mi S(182°T) at lat 38-48-57, long. 98-10-15. (6-14)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (7-17) VOR shut down. Following MEA's authorized durg shutdown. V4 RSL VOR to Int. R005 HUT and R079 RSL 7000'. Int. R005 HUT and R079 RSL to Ft. Riley Int. R252 TOP and R320 EMP 7000'. Ft. Riley Int. - TOP VOR 7000'. (7-5)
SALINA ARPT: Const in progress. Men & equip. on fld. (7-1)
SUMMERFIELD ARPT: 316'(1787'MSL) lgtd twr being erected 4.1 n mi SW(234°T) at lat 39-56-58, long. 96-24-26. (6-21)
TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) About Oct. 1, two 158'(1067'MSL) lgtd steel stacks will be erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34 & being completed approx. 15 May 1959.(6-10)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A & E by appointment; 80/87 octane fuel. (4-9)
WASHINGTON ARPT: 254'(1741'MSL) lgtd relay twr being erected 10 n mi SSE(173°T) at lat 39-38-54, long. 97-00-44. (6-14)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip on rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. (4-17)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.(7-3)
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35 R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext. 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)
WICHITA-KEN-MAR ARPT: Const on W half on N/S rnwy. (5-24)
KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE & NW courses, 30 miles from station. (5-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Caution - high grass. (7-3)
HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4-19)
LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference (5-23) About July 31, BH fac will be relctd to OM site and converted to HW fac. Lat 37-59-12, long. 84-39-36. (7-5)
LEXINGTON-BLUE GRASS ARPT-TOWER: About Aug. 5, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident: LEX. Lctd 200' from NE end NE/SW rnwy 4. Elev: 970.5'MSL. Glide slope freq: 334.4 mc. Lctd 250' NW centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965'MSL. Glide angle 2.6°. Apch bear.: 41°. LMM freq: 203 kc; Ident: EX. Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750'(0.73 s mi) from SW end NE/SW rnwy. Elev: 891'MSL. LOM will be relctd HW fac, to be cmsnd about July 31. Freq: 242 kc. Ident: LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930' MSL. FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° interference. (6-14)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: About Sept 9, trans & rcvr 124.5 mc will be cmsnd and trans & rcvr 120.7 will be decmsnd. (7-16) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. 3000' hi-intensity apch lgtg system avail. as configuration A or B serving rnwy 1. Apch lgtg system to display configuration A for normal operations. Configuration B will be displayed on pilot's request. (7-12)
YORK-RADIO: DME coverage 35 n mi at 2500' MSL. About Aug 26, VOR/DME will be shut down until approx Sept 12- freq change from 116.0 to 108.6 mc. (7-19)
LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution-jet acft operg in vicinity. (6-26)
BATON ROUGE-RYAN ARPT: Narrow ditches both sides rnwy 13-31 outside of rnwy lgts.
BATON ROUGE-DOWNTOWN ARPT: Clsd Aug 11,1500-2300Z - model airplane meet.
BOGALUSA ARPT: Caution-obstn lgtd twrs being erected 1800' from N end of N/S rnwy.
LAKE CHARLES-RADIO: VOR shut down indefinitely-severe scalloping and bends.(7-12) LF rng may be used in lieu of VOR. (7-13)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630. 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18,Shreveport, La to Monroe, La. 2000' MSL; V-18 N Shreveport to Monroe 2500'MSL, V-18 Monroe to Jackson, Miss. 1600' MSL; V 18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous. 165'(168'MSL) lgtd drilling derrick being erected 2.7 n mi SW(226°T) at lat 29-58-00, long. 90-18-00 & being completed approx. July 31. (6-5)
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° & 220°-240°, 35 n mi at MOCA.(6-14) July 9, VOR/DME shut down until approx July 26 - modification and freq change from 113.4 mc to 112.9 mc. (7-1)
BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi;50°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (3-15)
HOULTON-RADIO: About Aug 19, VOR will be shut down until approx Sept 6-modification and freq change from 112.3 mc to 108.2 mc. (7-1)
HOULTON ARPT-SPECIAL NOTICE: VOR procedure #1, effect. 16 July 1955, and LF procedure #1, amend 5, effect. July 24, 1954, ngt tk-off and lndg authorization deleted. (6-18)
HOULTON ARPT: Rnwy 1-19 clsd to ngt operns due dismantling of rnwy lgts. (7-2)
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3°in SW quad from 110° to 140°. Final approach radial of 001 is 3 1/2° off mag course. (5-27)
MILLINOCKET ARPT: Apron usable but caution advised due brokenpavement and soft spots. (10-3)
PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under construction.
**PORTLAND ARPT: Rnwy 10-28 perm clsd. New rnwy 11-29(5000') opened. 20' embankment 200' from apch end rnwy 33 mrkd by obstruction lgt 250' from apch end and in line with S edge rnwy 33. (7-17)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14) July 16, VOR shut down until approx Aug 2 - modification and freq change to 116.4 mc. (7-19)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi & 290°-30°, 30 n mi at MOCA.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns. (23 July 57)

MAINE: SANFORD ARPT: Caution - drag races will be held on following dates: July 28, Aug 11, 25; Sept 8, 29; Oct 13. Rnwys 8-26 and 14-32 will be clsd during daylgt hrs on these dates. (6-7)
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough - not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
BALTIMORE-MARTIN ARPT: Const - men and equip on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwy 4-22 clsd - ditching thru rnwy. 1000' apch end rnwy 32 clsd - rnwy being extended and taxiway added. (5-7)
**BALTIMORE-PIER 6 HELIPORT: 39-18N, 76-36W; lctd Pier 6, Pratt St; elev: 10'; size 240' x 100'; air marked; no lgts; no service. (6-27)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev: 20'; lat 38-32-02, long. 76-01-45; services minor reqpirs; 80/87 oct. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10)
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor category (3). (5-10)
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to city hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy avail at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)
RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev: 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on airway V1 to the NE at lower alts.
SALISBURY-WICOMICO CO. ARPT: Bcn inop-duration unknown. (7-22)
WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev: 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev: 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel and oil; remarks - rdo rcvr only. (5-16)
BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)
BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: About Sept 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7mc will be decmsnd. (7-16) FLD: New tfc pat procedures: All acft with pat speed below 110 mph, fly 900'MSL; all conventional acft with speed 110 mph and above, fly 1300'MSL; jets fly 1800'MSL. (11-14) Continuous const of r nwys from Aug 1 to Nov 30 - caution. (7-3)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inoperative. S hangar area W of station 23 restricted to acft 80,000 lbs or less. Take-off in NE direction runway 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in emerg, as defined by CAR 60.2. Turbojet acft lndg and tk-off rnwy 4L-22R and tk-off rnwy 33 prohibited. Use mrkd hard suface rnwys and taxiways only. Ohter areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicated width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Nonstandard apch lgtg system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwys, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)
BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (4 (11-4)

MASSACHUSETTS: COTUIT: Restricted Area (R-79) to be used day and night only when ceiling 2000' and visibility 3 mi or better. Effective 0001 local time July 1, 1957 to 2400 local time Oct 1, 1957. (6-7)
FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip on all fld areas during daylgt hrs. Equip or hazards obstn lgts at ngt. Caution. (4-15)
NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)
ORANGE ARPT: Clsd 1:00 pm to 6:00 pm Aug 18, Sept 15 and Oct 20 for drag races - field mrkd with "X" at rnwy intsxn during clsd period. (5-22)
MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip on fld - days. Trees above obstn lgts on SE edge fld. (3-29) Work on erecting 126' high (1056'MSL) water twr at 42-18N, 85-14W (on fld) - twr will be mrkd, painted, and lgtd. (5-6)
BAY CITY-CLEMENTS ARPT: 260' (846'MSL) water twr and 350' (936'MSL) chimney being erected 6.9 n mi NNE (24°T) at lat 43-38, long. 83-50 and being completed approx Nov 1. Both lgtd. (4-18)
BELLAIRE-ANTRIM COUNTY ARPT: Clsd - due rnwy const. Old N/S strip on E side usable. (10-1)
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-26)
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mi SW. Twrs just under glide path to NE rnwy. (6-13)
CADILLAC ARPT: 210' (1720'MSL) lgtd twr being erected 8.5 n mi WNW (296°T) at lat 44-19-32, long. 85-34-54. (5-27)
CAMP LUCAS-SPECIAL NOTICE: May 9, to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie Mich. (5-8)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and tk-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end rnwy 14 old airport daylgt hrs. 100' crane lowered at night. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area marked yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags and flares. Men and equip on or adj to ramp and rnwys. (6-24)
DETROIT-WILLOW RUN ARPT-TOWER: About Aug 2, TVOR will be shut down until approx Sept 2 - modernization. (7-16) FLD: Due to non-visibility twr unable to ctl tfc on N port ion W ramp and first 500' of rnwy 9L.
EASTPORT-TORCHPORT ARPT: Caution - NW/SE rnwy under const.
ESCANABA ARPT: Const W end of E/W rnwy/ (7-13)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.
GREENVILLE ARPT: Clsd for const. (4-18)
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const.. (9-16)
IONIA COUNTY ARPT: 319' (1181'MSL) lgtd antenna being erected 5 n mi SW (232°T) at lat 42-53-08, long. 85-09-12. (4-22)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft takingoff on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area.
**KALAMAZOO ARPT: Rnwy 18-36 perm clsd. (6-21)
KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

MICHIGAN: L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-2)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29) Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Day and ngt marking. (6-18)
MARQUETTE-COUNTY ARPT: Closed - const. Will be open approx July 24. (6-18)
MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)
MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying. 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
NEWPORT-MARSHALL ARPT: 77'(659'MSL) reactor containment vessel & 182'lgtd derrick being erected 1.8 n mi ENE(85°T) at lat 41-57-36, long. 83-15-30. (2-25)
NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long. 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea conditions. Mission: Surface Naval Gunnery. (4-1)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)
PONTIAC MUN ARPT: Const W of fld. (8-21) 34' high power line being erected approx 500' S. (4-20)
PORT HURON-ST. CLAIR COUNTY ARPT: 425' (1007'MSL) smokestack & 215'(797'MSL) bldg being erected 9 n mi SSE(169°T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)
PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
** ST.IGNACE-MACKINAC CO. ARPT: Fld lgts discontinued. (7-18)
**SALINE ARPT: REACTIVATED. Type L; lat 42-08, long. 83-48; lctd 2 S; elev 820; 2 rnwys Lngst rnwy 1900'; 80 oct fuel. (3-29)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
SAULT STE MARIE-KINROSS AFB-RADIO: June 1 to Aug 1, ILS glide slope and lclzr inop.
TECUMSEH ARPT: Arpt clsd Sun & holiday 0600-1800 due drag races - open for lndgs by acft cirlcing fld twice. (6-21)
WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const- mrkd.
WHITE CLOUD-RADIO: VOR shut down until approx Aug 15 - modernization. (7-3) Durg shut down following MEA authorized: V26 2000' Lansing to White Cloud Int 040 radial Muskegon. V26-55, 8800' Green Bay to White Cloud Int. VOR navigation not avail. V193 White Cloud to GR(Grand Rapids). V193 White Cloud to Traverse City. (7-9)
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150'(1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)
**BRAINERD ARPT: N/S rnwy skis only winter months. (7-8)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH ARPT: Ramp const W of admin bldg. Men & equip. on or adj to ramp. Caution crossing arpt perimeter road lndg rnwy 3. (7-22)
DULUTH-SKY HARBOR ARPT: New arpt reported: Lctd 4.5 mi SE; elev 609'; 1 rnwy; longest rnwy & facs 22-S5; F3 fuel; remarks - skis winter. (7-12)
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
MADISON ARPT: Two 200' lgtd twrs 1700' apart being erected 19.3 n mi SSW (217°T) at lat 44-44-00, long. 96-27-30. (621)
MINNEAPOLIS-ST. PAUL INTNL(WOLD-CHAMBERLAIN FLD)-TOWER: July 1, PAR shut down until approx Sept.1. (5-22) About July 22 ASR-2 will be shut down until approx Nov 19 - relctn. (6-28)FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22, 11R and associated taxiways.(9-30)Rnwy 8-26 open for daylgt use only. (1-25)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd -has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs.(11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt. (4-29) 162'(1191'MSL) lgtd twr being erected 2.1 n mi E(108°T) at lat 43-59-18,long.92-24-52.
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST. PAUL-LAKE ELMO ARPT: Four 306'(1320'MSL) lgtd twrs being erected 3.1 n mi SSE (166°T) at lat 44-56-38, long. 92-55-52. (5-20)
TWO HARBORS: Work in progress on const 2500'x 200'(ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: CORINTH ARPT, 7, MEM-TPA: Closed due construction until further notice.
CROSBY MUN ARPT: Until about Sept 1, men and equip. resurfacing rnwy. Land to one side of fresh material. (7-15)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive roughness. (6-5)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for take-off on rnwy 32 and 36. (6-11)
JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and lnts based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5)
MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope shut down until approx Aug 29. (5-1)
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only.(5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough - use with caution. Men and equip. on fld days. (7-5) VOR airborne rcvr check point inop. (3-19)
OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type "P"; 34-23N, 89-33W; lctd 1 mi N; elev 445'; 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. Caution -men and equip. on fld. No service avail. Telephone service on fld. (5-14)
RIPLEY ARPT: Clsd - construction. (5-16)
**WALLS-TWINKLE TOWN ARPT: Reactivated. Formerly carried as Sanders Fld. Type "P"; lat 34-56, long. 90-09; lctd 1.8 S; elev 210'; 3 rnwys; longest rnwy & facs 43-U; F4 fuel.
MISSOURI: **BELTON-LAMAR ARPT: 403'(1333'MSL) lgtd twr being erected 9.2 n mi SE (153°T) at lat 38-37-20, long. 94-30-30. (4-22)
BLUE SPRINGS-RADIO: About Aug 2, VOR will be shut down until approx Aug 30 - modernization. (7-16)
BUTLER-RADIO: July 2, VOR shut down until approx Aug 2, -modernization. Durg shut down following MEAs authorized: V 13 Kansas City VOR to Butler Int, 80° radial, 6000'. Emporia VOR. V-161 Butler Int to Tulsa VOR, 14,000'. V-71 Butler Int to Springfield VOR, 6000'. V-161 Butler Int to Blue Springs VOR, 6000'. V-13 Butler Int to Neosho VOR 7000'. (7-3)
CAPE GIRARDEAU MEMORIAL ARPT: 313' (1143'MSL) lgtd twr being erected 13 n mi WNW(298°T) at lat 37-19-05, long. 89-19-09. (7-11)
CLINTON-SPORTSMAN'S ARPK: 250' (1007'MSL) lgtd chimney being erected 9 n mi SW (239°T) at lat 38-18-42, long. 93-55-59. (4-5)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: 38-08N, 90-33W; lctd ENE; elev 675'; 1 rnwy - 2500'-turf; fuel avail(4-29)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc par. Movements of mil acft ctld and will give way to civil acft desiring to land at/or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

FARMINGTON ARPT: Twin 443' (1883' MSL) lgtd twrs, 25' apart being erected 17. 1 n mi SSE (170° T) at lat 37-29-17, long. 90-20-50. (6-17)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

JOPLIN ARPT-RADIO: ILS glide slope inop indefinitely - all other components remain in opern. (7-3)

JOPLIN ARPT: NE/SW rnwy clsd due construction.

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)

**KANSAS CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd. (-10-23) 263' (1273' MSL) lgtd twr being erected 9 n mi SE (140°T) at lat 39-00-40, long. 94-28-00.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

LEXINGTON ARPT: 383' (1238' MSL) lgtd twr being erected 9.5 n mi SE (153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE (159°T) at lat 39-10-27, long. 93-54-55. S twr (998' MSL), middle twr (972' MSL) and N twr (858' MSL). S twr only, lgtd. (5-2)

MACON-RADIO: About Sept. 30, VOR class will be changed to BVOR. (7-3)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

**MARCELINE ARPT: 303' (1048' MSL) lgtd twr erected 5.8 n mi SSW (220°T) at lat 39-39-40, long. 93-02-05. (4-24)

**MARSHALL MEML ARPT: 343' (1023' MSL) lgtd twr erected 20 n mi NW (321°T) at lat 39-21-25, long. 93-29-00. (4-24)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.

POPLAR BLUFF-EARL FIELDS MEMORIAL ARPT: 293' (715' MSL) lgtd twr being erected 3.6 n mi W (273°T) at lat 36-46-34, long. 90-24-23. (6-26)

PROTEM-CLARK ARPT: New arpt reported: 36-30N, 92-48W; lctd 3.5 mi SE; elev: 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOSEPH-ROSECRANS MEML ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29) FLD: Effect. 0800C July 29, 1600' apch end rnwy 22 will be reopened. Concurrently, 1700' apch end rnwy 31 will be clsd to all operns. Areas will be flagged and lgtd, day and ngt - caution. N/S instrument rnwy clsd.

ST. LOUIS-LAMBERT FLD-TOWER: VHF/DF will be cmsnd using the following freqs: 118.3, 119.5, 121.5, 122.5, 126.18, 120.3, 126.7, 135.9 mc. (5-23) FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. (1-17) Const in progress on power line on 100' steel twrs approx 5/3 mi E. (2-1) Taxiway 16-34 clsd from taxiway 7-25 to rnwy 6-24 until about July 28. (6-28)

ST. LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)

ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: July 26, Aug 4 and 18, Sept 8 and 22, Oct 6 and 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

MISSOURI: **ST. LOUIS-WEISS ARPT: 350' (769' MSL) lgtd stack erected 9.5 n mi SE (145° T) at lat 38-24-08, long. 90-20-10. (3-20)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

TARKIO-PETERSON ARPT: 291' (1430' MSL) lgtd relay twr being erected 12.5 n mi WNW (308°T) at lat 40-34-32, long. 95-34-25. (6-14)

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area durg const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8)

BOZEMAN-RADIO: June 17, VOR/DME shut down until approx July 24. Durg this period, following arwys will be unusable: V2 Helena-Livingston and V86 Whitehall-Bozeman.

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

BUTTE ARPT: Exten aerial spray operns conducted from arpt. From 0400-0800 take-offs on rnwy 11 and lndgs on rnwy 33 under calm wind conditions. After 0900 or under other than calm wind conditions, normal tfc pat. will be flown.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 390°-320°, 26 n mi at 10,000'.

GREAT FALLS ARPT: Rnwy 02-20 clsd for repairs until about Oct 1. (7-10)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 & 7-25 restrict to 35,000 lbs GWT; 11-29 to 50,000 lbs single wheel, 70,000 lbs dual wheels.

HUNTLEY, BCN SITE 21, HLN-MSP: About July 31, bcn will be changed from 6 rpm to 12 rpm.

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H fac. (4-9)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-176°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'. About Aug 19, VOR/DME will be shut down u until approx Sept. 9 - modernization. Durg this period the following arwys will be unusable: IFR operns V2 Mullan Pass to Drummond. V231 may be used using MSO LFR. Upon recmsng VOR freq will be 111.8 mc; DME channel 38. (7-17)

MISSOULA COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6) Rnwy 11-29 clsd for const. Intsxn of 11-29 open for tfc on rnwys 7-25 and 16-34. Until about Oct 20, rnwy 7-25 clsd to acft over 26,000 lbs gross wt. (6-20)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'; Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. About July 25, VOR/DME will be shut down until approx Aug 20 - modernization. Durg this period the following arwys will be affected: V2 GEG to MSO. V120 MLP to GTF unusable. Wellpinit and Charlo VHF Ints will be unusable. (6-18) Upon recmsng VOR, freq will be 116.3 mc, DME channel 83. (7-15)

ST. IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 25-°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

WOLF POINT ARPT: NW/SE rnwy clsd for const and surfacing. Arpt clsd to all operns sunset-sunrise. (7-15)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway clsd.

HUMBOLDT ARPT: About Aug 4, 316' (1493' MSL) lgtd twr will be erected 4 n mi NNW (337°T) at lat 40-13-55, long. 95-58-17. (6-21)

NEBRASKA: OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
ELKO ARPT: Stockpile of blacktop paving material in windrow 3' high along W edge of rnwy 12-30.
LAS VEGAS-SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 300 n mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)
LOVELOCK-RADIO: VOR coverage 40°-60°, and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30,-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Aug 15. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int-RNO, V6 Tahoe Int-LOL, V6N AUN Int-RNO, V28, V113, V150 West Point Int- RNO. (7-19)
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030°, due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14) About Sept 15, VOR will be shut down until approx Sept. 22 - corrections to antenna system. Durg this period the following arwys will be affected: V6 EKO-LCU, V32N EKO-BVL unusable. (7-17)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (6-14) About Sept 9, VOR will be shut down until approx. Sept. 27 - modification. (7-19)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
KEENE-DILLANT-HOPKINS ARPT: Caution- const of 500' extension S end rnwy 02-20. Use rnwy 14-32 whenever possible. (5-20)
**MANCHESTER-GRENIER FLD: Arpt now civil fld. Prefix (AF, NG). Airline stop. Type "P"; lctd 4 mi S; elev 233'; 3 rnwys; longest rnwy & facs - h70-BL4-S2; F4 fuel; remarks 2-way rdo required. FEE. (6-28)
NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Closed - construction. (4-2)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 516 kc for test purposes only. Ident: AIY. Lctd near Avalon, New Jersey.
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi; & 60°-200°, 26 n mi at MOCA. (6-14)
NEW JERSEY: DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)
**CAMDEN-CENTRAL ARPT: Abandoned. (7-1)
MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF has strong multiples three to four degs SW of SE course. Lgt multiples other courses. About Aug 1, LFR freq will be changed to 370 kc. (5-24)
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered nights. (1-25)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left hand pat.
STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd to lndgs. Rnwy 14-32 avail ngts only on special req. Equip on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)
TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution-exten jet operns during VFR and IFR wea up to 20,000'. (2-11)
NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)
ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr.
CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
**CORONA ARPT, 7, ABQ-BGS: Lngst rnwy (NW/SE) 5200'. (2-1)
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

NEW MEXICO: **ENGLE, BCN SITE 10, ELP-PUB: Permanently discontinued. (7-19)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. About Aug 1, VOR will be shut down until approx Sept 30 - modernization and relctn. Durg this period the following arwys will be unusable for IFR opern: V-60 San Jose Int-Conchas Dam Int. V-19 Santa Fe-Raton. V-19E Las Vegas-Raton. V-190 Las Vegas-Dalhart.(7-18)
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4) Until about Aug 10, vehicle tfc crossing rnwy 02-20 and intsxn daylgt hrs. (7-5)
OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)
PINON-RADIO: Soon, VOR will be cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd: lat 32-31-44, long. 105-18-20. Elev: 6578'MSL. Class: VORW. (4-18)
**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)
NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)
BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip & men adj to and on W ramp daily during hangar const program.(10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA° (6-14)
✱BUFFALO ARPT-TOWER: July 16, ILS glide slope resumed normal operg. Relctd to 400' NW of NE/SW rnwy and 700' from apch end NE/SW rnwy. Glide angle: 3°. Alt over OM 1910' MSL; over MM 930'MSL° (7-16) About Sept 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16)
CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)
DOLGEVILLE ARPT: Closed. (12-31)
DUNKIRK ARPT: Caution-men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)
**GENEVA-SCENIC AIRE PARK ARPT: Closed. (11-29)
GLEN FALLS-WARREN CO. ARPT: 91 oct not avail.(6-11)
HEMPSTEAD-RADIO: In Sept, LFR will be shut down - modernization. (4-25)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3). (5-10)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14)
ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equipment along side and on rnwy until about Sept 1, Mon thru Sat between 0800-1700 EDT. Acft to ctc MOH 129.7 - 130.0 mc or ELM twr or ELM rdo for lndg instructions. (6-4)
JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project until about Aug 15. Arpt open for lgt plane activity during daylgt hrs only. Lct acft use rnwy 12-30-length 2700'. (5-17)
LAKE PLACID: Not a seaplane base. Do not land thereon.
MASSENA-RADIO: About Aug 5, VOR will be shut down until approx Aug 23 - modification. (6-21) Durg shut down, J fac will be converted to BMH. Freq: 317 kc; Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. Following arwys affected over Canadian Territory: V29 MSS to JH unusable. V98 MSS to UL substitute MSS MH direct UL VOR MEA 2000'. V98 MSS to QC unusable. V104 MSS to Vars Int. unusable. Subject flgt check of MSS MH intend to establish temp ADF direct route 360°T from MSS to point of interception E course OW LFR MEA 2000'. (7-17)
**MIDDLEBURG-VALLEY AIRPARK: Abandoned. (3-4)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well offshore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shorelines S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or La Guardia requested to remain well clear of Mitchel AFB. (10-1) Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg joint tfc pat. at or above 1200' MSL. wea permitting. This applies to New York Intnl (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N. J.
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 9, trans & rcvr 123.6 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16)
**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hour advance notice only. Telephone ALgonquin 5-1000, ext 666. Restricted to float and skid type helicopters. (2-7)
NEW YORK INTNL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equipped with functioning two-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, mororless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L, and 7L-25R perm clsd for lndgs and take-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R/ No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lights irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. No UHF freqs avail. for twr contacts. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. General trucking, 40' crane, men and equip. operg inside base of dike-days. 500' apch end of rnwy 31 not usable for lndg acft-days. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Soon, left hand row apch lgtg system serving rnwy 4 will be decmsnd. Simultaneously national standard centerline apch lgtg system, configuration "A" 3000' long. will be cmsnd. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on the last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at the apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day lgtd at ngt. (4-17)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)
NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad: (6-22)
NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and take-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUNICIPAL ARPT: VFR traffic pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo-equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo-equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat. alt.

NEW YORK: POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.
ROCHESTER-RADIO: About Aug 12, VOR/DME will be shut down until approx Aug 30 - modification and freq changed from 117.8 to 114.5 mc. (6-21)
ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)
ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270°, below 6500'; 270°-284° below 6000'; 284°-315° below 5000'; 315°-360° below 4000'.
ROMULUS-SPECIAL NOTICE: Hvy ammunition demolition approximately 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat at 1879'MSL. (5-17)
SPITFIRE LAKE: Clsd seaplane operns - xcpt emerg.
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)
SYRACUSE-HANCOCK FLD: VOR gnd rcvr check point unusable. (4-16) Thru Sept 1, Air National Guard trng. Jet acft operg throughout period. 2-way rdo rqrd all acft. (6-17)
UPPER ST. REGIS LAKE: Clsd seaplane operns xcpt emerg.
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable W quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-c hecked. (6-10)
WHITE PLAINS-WESTCHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl tower.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: All acft operg in and out of arpt required to have operg transmitter and rcvr on a tower freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
COFIELD-RADIO: VOR radials 250°-275° out of tolerance - roughness and bends. (4-10)
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Sept 26 - relctn on Elizabeth City GCAS and will be reestablished as VORTAC. (6-4)
**ELKIN-RENDEZVOUS ARPT: Abandoned. (6-24)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)
HICKORY-RADIO: VOR radials 270°-285° and 150°-160° out of tolerance acct roughness and bends. (4-12)
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev: 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)
**LONG SHOAL POINT-SPECIAL NOTICE: Usage of Warning Area W-454 is changed to: Strafing, bombing, aerial gunnery, and guided missiles under the Commander, Marine Corps Air Station, Cherry Point, N.C. Altitude: unlimited. Time: unlimited. (7-9)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH ARPT: Caution - airshow 1400-1600E Aug 4, surface to 7000'. (7-22)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800'MSL, V194 RDU-CVI 3000'MSL, V128 RDU-LaGrange 3500'MSL, V3 RDU-LBT H fac 3300'MSL, V3W RDU-SOP 3000'MSL, V194 RDU-Norwood 4000'MSL, Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind

NORTH CAROLINA: less than 6 mi unless other rnwy requested. (8-27)
SALISBURY ARPT: Clsd for const. (7-6)
WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)
**WILMINGTON-NEW HANOVER CO. ARPT: 300' lgtd twr erected 10 n mi S (196°T) at lat 34-06-22, long. 77-57-42. (5-24) Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility tower unable to control traffic on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from terminal ramp to runway 9. Caution - men and equipment on field until approx Aug 10. (7-2)
NORTH DAKOTA: **ASHLEY ARPT: Two 200' (2424'MSL) lgtd twrs being erected 18 n mi E (88°T) at lat 46-02, long. 98-54. (5-6)
**BISBEE-LYSTER ARPT: Two 200' (2018'MSL) lgtd twrs erected 10.4 n mi SSW (221°T) at lat 48-30-15, long. 99-33-15. (5-6)
DICKINSON ARPT: NW/SE rnwy clsd due const. (7-15)
**DRAKE ARPT: Two 200' (2496'MSL) lgtd twrs being erected 17.1 n mi WSW (246°T) at lat 47-49, long. 100-46. (5-6)
FARGO-RADIO: VOR 104° arwy radial has crs oscillations beyond tolerance by flyable. (6-13)
FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and tk-off. (6-4)
JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE (162°T) at lat 46-52, long. 98-39 and being completed approx Sept 1957. (4-15)
**LINTON ARPT: 200' (2330'MSL) lgtd twr erected 6.8 n mi S (201°T) at lat 46-06, long. 100-18. (5-6)
**MINOT INTNL ARPT: Formerly carried as PORT O' MINOT. (6-21)
**PAGE-HARTLEY ARPT: Two 200' (1481'MSL) lgtd twrs erected 2.3 n mi ESE (123°T) at lat 47-08, long. 97-30. (5-6)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Fld rough - use with caution. (6-14)
WILLISTON-SLOULIN ARPT: Caution - const. Portions of rnwy 11-29 and taxi strips clsd at times - mrkd days and lgtd ngts. (5-14)
OHIO: AKRON ARPT: Due non-visibility tower unable to control traffic SSW airdock on apch to rnwy 36. (12-4)
AKRON-CANTON ARPT-TOWER: ILS back crs has flyable bend 4 - 2 n mi from station, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope unusable from MM to apch end rnwy 36 - acct roughness and inadequate clearance. (7-19) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio, acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
**ALLIANCE ARPT: Formerly carried as Birtalan. Now "P" fld. (7-22)
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev: 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CHARDON-RADIO: About Aug 29, VOR will be cmsnd. Freq: 117.5 mcs. Ident: CXR. Lctd lat 41-31-06, long. 81-09-48. Monitoring category (1). Mag. var: 4°W. Elev: 132' MSL. Voice and monitoring from Cleveland ATCS. Class: BVOR. (7-19)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) About Sept 9, Union, Ky. and Sulphur, Ky. Fan Mrkrs will be perm decmsnd. (7-15)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Rnwys 9-27 and taxiway SW clsd due const. Caution - ctc twr for taxi patterns. (7-15)
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360° of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to phone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) ILS glide slope shut down until approx Sept 20 - const in immediate area. (6-21) (23 July 57)

OHIO: CLEVELAND-HOPKINS ARPT: 2-way rdo capable communicating with Cleveland twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-off and SE lndg. Const of N concourse in progress 800' N from main terminal. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6) Rnwy 5L-23R clsd for const until about Sept 17. Lndg mins utilizing ILS for rnwy 5R will be 400-1 during const on rnwy 5L-23R. (6-21)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

COLUMBUS-RADIO: About Aug 1, the Newark FM will be decmsnd; concurrently E crs of LFR will be realigned to 277°. (6-7)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-off: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000'MSL until on base leg for landing approach. VFR Multi-engine Rules - Take-off: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000'M SL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final apch. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to control tfc on E taxi strip between hangars 1 and 4. Lndg rnwy 12 and tk-off rnwy 30 restricted to aircraft less than 5000 lbs gross. Approx 1500' S taxiway clsd due repairs. Ctc ctl twr for taxi instructions when using E/W rnwy. Men and equip working on installation of centerline lgtg system in area up to 2500' off E end rnwy 27. Const poles 5' - 250' high off E end rnwy 27. During daylgt hrs men and equip vicinity North American's E entrance and a across W taxiway. 3/4" hose across taxiway will be removed if acft to be moved on this taxiway. Opern rnwy 5-23 not affected. (6-14)

DAYTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 90° clockwise to 240°- interference. DME coverage 150°-220°, 30 n mi at 2400'. New Dayton VOR, freq 115.0 mc, ident: DAY, lctd lat 40-00-59, long. 84-23-50, operg test basis only. (5-23)

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const area 500' NE end and 1000' SW end. Lndg should be made beyond green threshold lgts. End pavement rnwy 24 mrkd by row of red lgts for ngt opern. Rnwy 6-24 clsd 0700-1800E Mon-Fri xcpt during instrument wea. (7-15)

DAYTON-MONTGOMERY COUNTY ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13) May 10, VOR monitor category temp changed to (3). (5-10)

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red arwy 19. Nearly continuous AA firing June 17 - Sept 30, 1957. Mon-Fri xcpt holidays 0800-1730 EST. (6-18)

**LEBANON-J & J ARPT: New arpt: type P; lat: 39-27, long. 84-15; lctn 3 NW; RR SW: elev 880'; 1 rnwy 2100' (N/S) turf; 80 oct fuel. Remarks - S blkd. Right tfc N. (11-18)

MANSFIELD-RADIO: VOR out of tolerance from 3 - 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.

MIDDLETOWN-RADIO: June 6, H fac operg test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

**MINGO JUNCTION-GRANTONIC ARPT: Abandoned. (4-4)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard-surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (7-16)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

SIDNEY-RADIO: About Aug 29, VOR will be lcmsnd. Freq: 108.2 mc. Ident: SIE. Lctd lat 40-17-15, long. 84-02-35. Monitor category (1). Mag var.: 1°W. Elev: 1080'MSL. Voice and monitoring from DAY ATCS. Class: BVOR. (7-19)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TIVERTON-RADIO: About Aug 29, VOR will be cmsnd. Freq: 110.2 mc. Ident: TVT. Monitor category (3). Lctd lat 49-27-30, long. 82-07-42. Mag var.: 3°W. Elev: 1330'. Class: VORW. (7-19)

TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) About Sept 9, T/R 125.5 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE ARPT: Caution - const 1500' S of tetrahedron. (5-14)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300.

BEAVER CITY ARPT: Clsd due men and equip on fld and rnwys unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion.

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to air carrier and ngt operns.

GUYMON ARPT: N/S rnwy open. Caution - equip on fld. (6-14)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end rnwy - use extreme caution. (3-11)

MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16) Bcn inoperative until about July 27. (7-2)

NOWATA ARPT: Caution - NE/SW rnwy under part-time const. (9-25)

**OKMULGEE ARPT: Rnwy lgts perm discontinued. (6-24)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes

TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800'MSL° (5-20)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R-and 21R clsd to take-off to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off wt. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Sun - drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: Aug 4, 18; Sept 15, 29. (3-14)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

EUGENE-RADIO: VOR ahas occasional severe scalloping, making crs line information unusable in NE quad - caution. (- (9-25)

EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Aug 3 for resurfacing existing portion and new const 1500' ext. Work in progress and excavations along E edge, taxiway 12, hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard marked. (6-4)

OREGON: HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50;E-long. 119-29-20;S-lat 45-49-40;W-long. 119-30-47.
**KLAMATH FALLS-KINGSLEY FLD: Formerly carried as KLAMATH FALLS. (6-12)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000';189°-255°, 35 n mi at 8000';255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface-lctd 21' W of ctr intsxn, max depth 100'. (3-7) Rnwy lgts prior req W side of N half of rnwys. (6-4)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343, radials. Usable dist limited in the signal shadow areas imposed by intervening high terrain. About Aug 22, VOR will be shut down until approx Sept. 16-modernization. Durg shutdown the MEA on V27 between Crescent City and Newport is 13,000'; The MEA on V121 between North Bend and Eugene is 9000'. North Bend Int. (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable. (7-19)
PENDLETON ARPT: 108' test twr lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 radio. (6-7)
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd- not day mrkd. (1-29)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04;lctd 2-1/2 mi SW;elev 4475'; 1 rnwy;3200' gravel; remarks-Ctn-fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P, July 28 and Aug 25 - caution. (6-24)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000';330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not marked. Use rnwys only. (2-11)
BEAVER FALLS-BEAVER COUNTY ARPT: Caution-N/S rnwy clsd-grading and construction in progress in areas adj to rnwy. Equipment occasionally crosses rnwy. Areas marked. (12-27)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 n mi to 26 n mi - due heavy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx. 6.9 n mi NW-Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S lat 39-59-30; E-long. 77-47-00; W-long 77-49-00.
CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (5-23)
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of [illegible] bldg. Perimeter of const area flagged, lgtd. (10-3)
PENNSYLVANIA: Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000';210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500';310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HAZLETON-RADIO: Privately owned. H fac opern test basis. Freq: 212kc. Ident: HZL. Lctd: lat 40-58-49, long. 75-53-41. Bear & dist to field 285°, 4 1/2 n mi. (6-29)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27)
LINESVILLE-MERRY'S PYMATUNING ARPT: Closed indefinitely. (3-15)
MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)
**NEW KINGSTOWN-TAYLOR ARPT: Rnwy 2-20 perm clsd. (6-28)
PHILADELPHIA AREA-SPECIAL NOTICE: All acft avoid flying over Playhouse and Robin Hood Dell in Fairmount Park Section 7 mi NNE of Intnl Arpt between hrs 1330-2200 until Sept 15 - music festivals. (6-18)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICES: (1) Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the approach. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24) (2) Jet penetration JA-JAL-320 ADF via Newcastle OM suspended until about Aug 1 due shutdown Philadelphia Radar. Jet tfc operg on IFR flgt plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or land Newcastle Arpt. (7-1)
PHILADELPHIA INTNL ARPT-TOWER: June 17, ASR-2 shut down until approx July 29 - relocation. (6-17) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on river's edge- flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12)
PHILIPSBURG-ALBERT ARPT: Closed. (5-23)
PITTSBURGH-ALLEGHENY CO. ARPT: Rnwy 12-30- double yellow line along SW side indicates the edge of usable rnwy. Double white line indicates the approx. center line. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock located SE corner of fld W of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution non-controlled vehicles operg on all ramp areas. (7-15)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 to touchdown. (3-1) About Aug 9, ASR-2 will be shut down until approx Aug 23 - modernization. FLD: Extensive civil air carrier tfc. Steep drop-off on apch rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy distance markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)
PUNXSUTAWNEY ARPT: N/S runway closed - construction, grading. Caution on WNW/ESE runway - soft spots. Area flagged. (6-24)

PENNSYLVANIA: READING-GENERAL SPAATZ FLD: Due to non-visibility twr unable to ctl tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
SLATINGTON ARPT: Arpt reported: 40-46N, 75-36W; lctd 1 ni N; 80 oct gas; remarks - limited facs. (5-3)
STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)
TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)
TYRONE-RADIO: June 30, VOR placed in opern. Freq: 110.0 mc. Ident: TON. Lctd at lat 40-44-05, long. 78-19-56. (6-30)
WASHINGTON ARPT: Clsd due const until about Sept 1. (4-2)
WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip. on rnwy and fld. (4-1)
WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12)
YARDLEY-RADIO: About Aug 1, VOR will be cmsnd. Freq: 108.8 mc Ident: ARD. Lctd at lat 40-15-11, long. 74-54-31. Elev: 295' MSL. Monitor. category (1). Monitored and ctld from Philadelphia ATCS. Class: BVOR. (6-21)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)
SOUTH CAROLINA: **BENNETTSVILLE ARPT: Permanently closed. (7-8)
CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR mins. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR operg test basis. Durg test opern the following temp flgt opern procedures are estab: MEA V1 SAV to MYR 3000'; V3 FLO to CHS-LFR direct 2000'; V18 AGS to North Int 3000'; V18 North Int to CHS-LFR direct 5000'; V53 CHS-LFR to CAE Int direct 4000'; V3W SAV to CHS and V3E CHS to FLO not usable. CAE Int. temp designated AGS 070, CLT 185, North Int. AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int FLO 183, MYR 236; Lake Moultrie Int. FLO 198, MYR 247; following Ints not usable: Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, Kildare, and Azalea. (7-15)
CHARLESTON AFB/MUNICIPAL ARPT-TOWER: ILS glide slope not usable from MM inbound to rnwy. (6-26) FLD: Rnwys 3-21 and 15-33 alterntely clsd durg daylgt hrs - extensive const all areas adj to rnwys. Men & equip. installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods durg const. Ctc twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21)
CHESTER ARPT: Drag races in progress every Sat 1000-1800E. At least one rnwy will be open for acft operns. (5-8)
FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
GREENWOOD COUNTY ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSE at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
**MARTIN ARPT: New arpt; Type "P"; lat 43-10, long. 101-43; lctd 0.5 SE; riv S; elev: 3293'; 1 rnwy (NW/SE) 2400' x 200' rutf; unattended. (9-24)
PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Apch procedures and lclzr alignment not affected. (12-5)
WINNER ARPT: 172' (2152' MSL) lgtd twr being erected one half n mi SSW (205°T) at lat 43-22-56, long. 99-51-36. (6-29)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots prpposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)
CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. LFR operg as homing fac. (5-8)
CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo rcvr capable of receiving instructions from ctl twr. All acft operg into and out of this field during daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE course. Caution - VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis. (4-25) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)
MEMPHIS-RADIO: About July 25, Z mrkr will be shut down until approx Aug 1-modernization.
MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)
NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi; 180°-270°, 35 n mi at MEA. Due lmtd coverage VOR courses, use of temp MEAs and routing as follows: V16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V16 BNA LFR direct Smithville VHF Int. via CSV 284° MEA 3500'; V16 Smithville Int. to CSV VOR via CSV 284° MEA 5000'. V140 DYR VOR to McEwen Int. via DYR 083° MEA 5000'; V140 McEwen Int. to BNA VOR via BNA 266° MEA 3500'; Min hold alt McEwen 3500'; V140 BNA VOR to Hartsville Int. via BNA 056° MEA 3500'; V140 Hartsville Int. to Highway Int. via BNA 056° MEA 7000'. V7 BNA LFR to Lewisburg Int. MEA 3000'. (2-28)
NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as taxiway. (12-28)
TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to ctl tfc on taxiway from large hangar N including T-hangar area. (2-16)
ADDISON ARPT: Arpt reported: Type "L" longest rnwy 2000'; remarks - work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi fo the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. FLD: Neon apch lgts system removed due const. (6-24)
**ATHENS ARPT: Abandoned - land use changed. (3-15)
AUSTIN-RADIO: About Aug 29, H fac will be cmsnd. Freq: 281 kc. Ident: AUS. Lctd at lat 30-22-36, long. 97-40-55. Simultaneously, LF rng and Z mrkr will be perm decmsnd.
AUSTIN MUELLER ARPT-TOWER: Apr 15, ILS MM shut down - relctn. Durg this period, ILS lndg min rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat.-exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstn on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green rng lgts on rnwy 30 designate touchdown point ngts. Const in progress 1100' SE of advertised touchdown point on rnwy 30L.
BEAUMONT-JEFFERSON CO. ARPT-TOWER: About Aug 15, ILS will be cmsnd. Lclzr freq: 109.5 mc, ident: BUJ. Glide slope freq: 332.6 mc. Apch bear: 113°. LMM freq: 206 kc, ident UJ. LOM freq: 236 kc, ident BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. FLD: Rnwy 11-29 clsd -const. Due to non-visibility twr unable to ctl tfc on ramp N of hangar #1.
BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5000' saturated on Arwy Green 5 and V16. (4-22)
BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 8 - relctn to lat 32-23-06, long. 101-29-00. (3-7) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEAs remain as charted. Rowena Int. use 105° bear. from BGS LFR, Jack Int. use 108° bear. from BGS LFR, Sterling Int. use 131° bear. from BGS LFR, King Int. use 186° bear. from BGS LFR, Johnson Int. use 203° bear. from BGS LFR. Mustang Int use 266° bear. from BGS LFR. (4-5)

TEXAS: BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
**BROOME-STRINGER RANCH ARPT: Now private arpt. (6-20)
COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)
CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. (4-23)
DALLAS-RADIO: Radial 325°-345° out of tolerence due to severe scalloping. (2-21)
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.(11-14)
EL PASO INTNL ARPT-SPECIAL NOTICE: Unscheduled acft arriving from or departing to Mexico prior to 6:00 am or after 6:00 pm and on all holidays subject to overtime payment to U.S. Public Health Authorities. (7-11)
EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.
FT. WORTH-SPECIAL NOTICE: 70'(1059'MSL) lgtd boom erected atop Continental Nat'l Bank Bldg. at lat 32-45-06, long. 97-19-45 and will remain until approx Sept 11. (7-11)
FT. WORTH-RADIO-SPECIAL NOTICE: About Aug 15, Radar Tfc Ctl Procedures (Arrival & Departure) will be inaugurated at Carter Fld(Ft. Worth Apch Ctl.) Radar tfc ctl will be used within the jurisdiction of Ft. Worth Apch Ctl. Major arpts included are Carter Fld, Hensley Fld, Meacham Fld, and Carswell AFB. Radar Arrival Control: For No. 1 ILS/LOM DF to Carter; No. 1 ILS/LFR to Meacham and GCA to rnwy 17 at Hensley, Feeder fixes will be Haslet MH/Int; Saginaw Int/Ft. Worth LFR; Lucas Int, and Grand Prairie MH/Int. For ILS No. 2 and Grand Prairie MH DF apchs to Carter: Stadium/Russell Int apchs to Meacham, and GCA apchs to rnwy 35 at Hensley, Feeder fixes will be Grand Prairie MH; Britton VOR; Lucas Int; Russell/Stadium Int. The Newark MH/Int will be used as feeder fix for all GCA apchs to Carswell AFB. Radar Departure Control: Departing acft from Carter, Hensley, and Meacham Arpts shall normally be cleared short of destination to one of the following clearance limits consistent with type of arwy navigation and destination routing: Alvord Int; Princeton Int; Sulpher Springs MH/VOR; Greenville Int; Edgewood Int; Sabine Int; Kaufman Int; Kemp Int; Ennis Int; Lipin Int; Mineral Wells MH/VOR; Clifton Int; Rio Vista Int; Joshua Int; Ft. Worth VOR; St. Jo Int; and Mill Int. All departure routes depicted on current Dallas-Ft. Worth Term. Area L/MF departure chart and VOR departing chart. Radio call Arrival Ft. Worth Apch Ctl, departures Ft. Worth Departure Ctl. (7-11)
*FT. WORTH-CARTER FLD-TOWER: July 12, ASR cmsnd. Trans & rcvg freqs: 118.1, 120.7, 121.7, 121.5, 109.5, 126.18, 118.9, 236.2, 243.0, 257.8, 263.0, 307.9, 324.7, 363.8 mc. Trans only : 296 kc; rcvg only: 3023.5 kc; 122.5 mc. (7-16) About Aug 15, radar arrival and departure control will be inaugurated. (7-11)
FT. WORTH-CARTER FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly mrkd. (3-21)
FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Aug 5. (6-3)
**FT.WORTH-SAGINAW ARPT: 2600' N/S hard-surface strip completed. First 300' rnwy 36 not usable acct p-line not yet removed. (7-13)
**GAINESVILLE MUN ARPT: 315'(1233'MSL) lgtd twr erected 8.9 n mi NE (47°T) at lat 33-45-05, long. 97-04-02. (5-13)
GREENVILLE-MAJORS ARPT: Rnwys 17R and 35L clsd due to const. Men and equip. working during daylgt hrs. Other rnwys will be clsd intermittently until further notice. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not adviseable. (5-10)

TEXAS: HARLINGEN-HARVEY RICHARDS ARPT: 316' (347'MSL) lgtd twr being erected 10 n mi E (97°T) at lat 26-11-35, long. 97-34-27. (6-19)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Int remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR inst apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.
**HOUSTON-BEALINE ARPT: Formerly carried as H & H Guest Ranch. (7-12)
HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)
HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd wind sock- lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for tk-offs to E only; no lndgs. (3-11) 148' (198'MSL) lgtd drilling derrick erected 2800' S of S end N/S rnwy and 1370' E of centerline of S apch of N/S rnwy. (7-19)
**HOUSTON-SAM HOUSTON ARPT: Permanently closed. (7-15)
JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)
**JUNCTION-KIMBLE COUNTY ARPT: 400'(2350'MSL) lgtd twr erected 1.9 n mi SSW (224°T) at lat 30-29-19 , long. 99-47-23. (6-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorm Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement. (1-21)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)
LUBBOCK ARPT-TOWER: Mar. 4 ILS glide slope shut down until approx Sept 1. (2-25)
FLD: N 1000' rnwy 17-35 clsd to all acft until about Sept 1, for major const and ext of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working during daylgt hrs in the apch zone of rnwy 17. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (3-14)
LUFKIN-RADIO: DME coverage: 017°, 2400'MSL 34 n mi; 032°, 2400' MSL 35 n mi; 090°, 2000'MSL 21 n mi; 170°, 1600'MSL 40 n mi; 190°, 1600'MSL 40 n mi; 310°, 2500'MSL 25 n mi. (5-8)
MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)
McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW. (7-18)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)
ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 clsd. (5-16)
**PALACIOS ARPT: 149' water twr on arpt has been perm dismantled. (7-12)
PORT ISABEL ARPT: Clsd all operns - const. (7-26)
ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025°-045° beyond 35 n mi at MEA 10,800'.
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green arwy #5 approx 13.4 n mi WSW of Texarkana LFR.

TEXAS: TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320'MSL. (7-10)
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip - 2800' long. (1-28)
WACO-RADIO: DME coverage 190° -290°, 35 n mi at 2300'; 290, -190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
**WEATHERFORD ARPT: 316' (1456'MSL) lgtd twr being erected 9.4 n mi ENE (73°T) at lat 32-47-46, long. 97-38-27. (5-14)
WEATHERFORD-GAARE ARPT: Clsd until further notice. (7-9)
UTAH: BLANDING ARPT: Clsd until about Sept 19 due const. (7-19)
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135° 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 26 n mi. (11-26) July 1, VOR shut down until approx July 22 - modernization. During this period, V6 arwy between LWL VOR and Promontory Point will be unusable. (7-2)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR crs scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL; 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000'MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear 355°-95° and 185°-235° from stn unreliable below 15,000'MSL. Area 95°-135° from stn unreliable all alt. (4-25)
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi at 13,000'MSL from 145°-155°, 35 n mi and 275°-295°, 30 n mi. Crs roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1) June 24, VOR shut down until approx Aug 6 - modernization. During this period the following arwys will be affected: V21 Delta-Salt Lake City MEA 12,000'; V253 Utah Lake-Timpie Int and V235 Utah Lake-Ft. Bridger unusable. (6-20)
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 269°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: BROOKE-RADIO: May 23, VOR operg test basis. Freq 109.2 mc. Ident: BRV. Lctd: lat 38-20-10, long. 77-21-10. Class: VORW.
CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru thru C.O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel and equip in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd and mrkd with white "X". Rnwy 8-26 limited to acft not over 5 tons. (6-29)
CAPE CHARLES-RADIO: About Aug 1, VOR will be cmsnd. Freq: 112.4 mc. Ident: CCV. Lctd lat 37-20-54, long. 76-00-00. Monitoring category (1). Elev: 10'MSL. Class: VORW. (6-21)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FRONT ROYAL-RADIO: VOR coverage 120°-160, 175°-200, 220°-226,, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)
HOPEWELL-RADIO: About Aug 1, VOR will be cmsnd. Freq: 109.4 mc. Ident: HPW.
VIRGINIA: Lctd lat 37-19-45, long. 77-07-03. Elev: 68'MSL. Monitoring category (1). Monitored and ctld from Richmond ATCS. Class: BVOR. (6-21)
INDEPENDENCE-COX ARPT: Clsd until further notice.
LANGLEY AIR FORCE BASE: Lndg and take-off prohibited unless acft equipped with 2-way rdo. Closed to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndg and take-off. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 - 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. 96-14)
LEXINGTON ARPT: Lnd at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-PATRICK HENRY ARPT: Rnwy 6-24 mrkd with flares at ngt while rnwy lgts being installed. Men and equip on turf parallel to rnwy 6-24 during daylgt hrs. Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-2)
NORFOLK ARPT-TOWER: About Sept 9, trans and rcvr 123.7 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip on fld daylgt hrs. (4-26)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010° 26 n mi at 6000'.
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flgt testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flgts operg on arwys Red 45, Green 5 and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR operns. (5-15)
RICHMOND-BYRD FLD: All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc on N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only; all other soft. Lndg FEE for multi-eng executive and non-scheduled acft. (6-19)
ROANOKE MUN-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution.
WAVERLY ARPT: Unattended until further notice - no services avail - land at own risk.
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy 3500' long (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.
BELLINGHAM-RADIO: VOR radial 280° on Vancouver, B.C. lmtd to usable dist of 27 n mi acct crs roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. About July 22, VOR will be shut down until approx Aug 20 - modernization. During this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C. LFR and Tulalip VHF Int will be unusable. (7-4)
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
DEER PARK ARPT: Clsd - rnwys used for automobile test purposes. (6-27)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60° 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
HOQUIAM-RADIO: VOR/DME shut down until approx July 26, During this period the following arwys will be unusable. V-27 Shelton Int - Newport VOR, V204 Hoquiam VOR - Olympia VOR - Astoria Int. (6-26)
MOSES LAKE-LARSON AFB-SPECIAL NOTICE: Effective Aug 29, Caution Area C-250 will be rescinded. (7-16)
MT CATHERINE, BCN SITE 4, SEA-HLN: Inop due power cable trouble. (10-26)

WASHINGTON: OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45, -135°, 43 n mi at 8000';135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000';275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway int. at pilot's discretion. (12-20)
RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only. (3-11)
SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns single-eng acft confined to rnwy 12-30(short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)
SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)
SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 27 mi except V2, V2S, V4, V4S and G2 are unreliable MEA beyond 30 mi. (7-3) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1) N 1000' rnwy 16-34 clsd for extension and grading. (7-8)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000';225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on field.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period-relctn & rnwy extension. (3-29) June 24, ILS LOM and LMM shut down - relocation. (7-3) FLD: Rnwy 16-34 clsd for const. (7-8) Interim taxiway to apch end rnwy 25 closed to 4- eng acft. (7-16)
TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)
TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)
TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 122-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (6-5)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. About Aug 12, VOR will be shut down until approx. Sept. 9 - modernization. (7-17)
YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)
WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution- const of new taxi strip and parking area. (5-6)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)
**CHARLESTON-HILLTOP ARPT: Formerly carried as Bollinger. (3-26)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) About Sept 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: Acft fuel and servg avail. 0600-2400E. Other hours by prior arrangement. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (5-3)
WEST VIRGINIA: MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
PARKERSBURG-WOOD COUNTY ARPT: Caution- dip midway rnwy 16-34 covering full width of rnwy.
WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd usable in emerg or for emerg overrun only. Caution-extension soft following rainy periods. Ctc Greenbrier Unicom for info. (7-15)
WISCONSIN: KENOSHA ARPT: Effective July 30, 1957 arpt will be perm clsd. (7-11)
LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (6-13)
LODI-LAKELAND ARPT: New arpt reported: lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip -(E/W) 2640' x 200'; 87 oct gas; remarks- unattended. (1-14)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. (10-17)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intensions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500' MSL at 40 mi all azimuths. (6-7) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)
OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)
WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. Effective June 9 through July 20, tower hours opern will be 0500-2300, daily. (6-4) FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft-clsd to heavy acft.
LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. July 15, VOR/DME shut down until approximately August 12- modernization. During this perdod the following airways and intersections are unusable: V-4 LAR-DEN, V-118 CYS-RKR, Carr and Nunn VHF Ints. V-4 LAR-CKW usable utilizing LAR LFR; MEA 16,000'; Minimum crossing altitude LAR W-bound 16,000'. V4N LAR-Gill Int usable utilizing 116° magnetic bearing to LAR LFR; MEA 14,000'; Minimum Crossing Alt Gill Int NW bound 14,000'. (7-15)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR.
SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy until about Aug 1- area mrkd by red flags. (7-5)
SHERIDAN-RADIO: VOR coverage limited to approximately 35 nautical miles between 150° and 280°. Moderate course roughness exists in mountainous area.
THERMOPOLIS ARPT: Caution - 1800' S end N/S runway closed - construction; only 3300' available.
TORRINGTON ARPT: Oil well storage tanks located on S edge E/W runway 300' from W end. Oil well pumping unit located on E side NE/SW runway 300' from SW end of runway. Low flying dusting and spraying type aircraft operating from airport through September 30. (4-11)
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end runway 9R-27L unusable. Daylight operations proceed with caution - night operations observe threshold lights. Use outside taxiway in front of large hangar near entrance. Equipment on hangar ramp.
SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower - caution. (6-7) Lighted temporary steel tower, 110' MSL located approximately 3500' off N boundary runway 7-25. (5-20)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

HUNTSVILLE, ALA - REDSTONE (ARMY) AIRPORT, TerVOR-17, Effect. 3 Aug.57: In second line of text, "Distance, Rocket FM@ or abeam HUA-RBn to Rny 3.2" correct to read, "Distance, Rocket FM@ or abeam HUA-RBn to Rny, 3.8".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES												CEILING AND VISIBILITY MINIMUMS			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
0	360	15	3000#									T-dn	300-1	300-1	200-½
240	220			25	3000							C-dn	400-1	500-1	500-1½
220	240			25	4000							S-dn-2L, 20R*, 23	400-1	400-1	400-1
												A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.

2000' when radar provides 3 mi separation from radio and TV towers 8 mi SW, 5 mi W and 9 mi NW of airport.

* Maintain at least 1400' until 2.5 mi of runway end.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

Runway 2L: Climb to 2000' on N crs ILS or on crs of 015 from LOM within 20 mi., or when directed by ATC, turn right, climb to 3000' on NE crs LFR within 20 mi.

Runways 20 or 23: Climb to 2500' on S crs ILS within 20 mi, or when directed by ATC, climb to 3000' on SW crs LFR within 20 mi.

AIR CARRIER NOTE: Takeoff with less than 200-½ on Runwy 15, NA.

★ City and State: Nashville,Tenn | Airport Name & Elev.: Berry Field 606' | Fac. Class & Ident.: Nashville Radar | Procedure No. & Eff. Date: 1, Orig,31 Aug 57 or com.of facil. | Sup. Amdt. No. Dated: None

From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dist	Alt	Surveillance approach			
241	274	5	4600	10	4600	15	4600	20	4600	25	4600	30	5000	T-dn#	300-1	300-1	300-1 ←
274	308	5	4600	10	4600	15	5000	20	5000	25	5000	30	6000	C-d	900-1½	900-1½	900-1½
308	349	5	4600	10	5500	15	6000	20	7000	25	7000	30	7000	C-n	900-2	900-2	900-2
349	087	5	5000	10	7000	15	8500	20	9000	25	10000	30	10500	S-dn-7	500-1	500-1	500-1
087	241	5	4600	10	5000	15	5000	20	5000	25	5000	30	5000	A-dn	900-2	900-2	900-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

→ #400-1 required for takeoff when departing via SE crs BUR LFR. 200-½ authorized on Rny 25 for aircraft of more than 2 engines.

CAUTION: When departing via SE crs BUR LFR, establish crs on the SE crs BUR LFR as soon as practical after takeoff.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

turn right and climb to 4600' on W crs of BUR ILS within 10 mi W of LOM, or when directed by ATC, climb to 3000' on SE crs of BUR LFR, then make 180° right turn continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in non-standard 2 minute pattern on SE crs, or if directed by ATC, climb to 5000' on SE crs of BUR LFR.

AIR CARRIER NOTE: Sliding scale prohibited below ¾ mi for takeoff and straight-in landing minimums. Sliding scale → not applicable to circling minimums.

CAUTION: 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 mi ENE of airport.

★ City and State: Burbank,Calif. | Airport Name & Elev.: Lockheed Air Terminal 764' | Fac. Class & Ident.: Lockheed Radar | Procedure No. & Eff. Date: 1, Amdt.2, 24 Aug 57 | Sup. Amdt. No. Dated: Amdt.1, 3 Aug 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Dallas RBn	DAL-VOR	Direct	2000	T-dn	300-1	300-1	200-½
10 mi DME fix R-063	DAL-VOR (Final)	Direct	1500	*C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Radar terminal area transition altitude: 2000'# within 20 mi.
→ #Radar control must provide 1000' clearance when within 3 mi or 500' clearance when within 3-5 mi of radio towers -
→ 1108 msl 20 mi N, 1221 msl 10 mi WNW, and TV tower 2349 msl 17 mi SSW of airport.

→ Procedure turn N side of crs, 063 Outbnd, 243 Inbnd, 2000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1500'; 1200' over 6.5 mi DME fix R-243; * 900' over 8.2 mi DME fix R-243.
* If DME not utilized, landing minima are 700-2
Crs and distance, facility to airport, 243-8.2; 243-6.5 mi from VOR to 6.5 mi DME fix; 243-1.7 mi from 6.5 mi DME fix to airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 8.2 mi, turn left, return to VOR, climbing to 2000', or when directed by ATC and under positive radar contact,
→ climb to 2000'# on crs as directed by ATC within 20 mi.
CAUTION: 695' MSL tank 1.7 mi SE rny 31.
AIR CARRIER NOTE: On cargo and ferry flights no reduction in landing minima authorized.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Tex	Love Field 485'	BVOR DAL	1, Amdt 6, 31 Aug 57	5, 27 May 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
DAL VOR	DAL RBn	Direct	2000	T-dn	300-1	300-1	200-½
Duncanville Int. or MHW	DAL RBn (Final)	Direct	1400	C-dn	400-1	500-1	500-1½
				S-dn-36#	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude: 2000'* within 20 mi.
*Radar control must provide 1000' clearance when within 3 miles or 500' clearance when within 3-5 miles of radio towers - 1108 msl 20 mi N; 1221 msl 10 mi WNW; and TV tower 2349 msl 17 mi SSW of airport.
#If DAL FM not received, descent below 1400' and straight-in minima NA.

Procedure turn E side crs, 176 Outbnd, 356 Inbnd., 2600' within 10 mi. NA beyond 10 mi.
Minimum altitude over DAL FM on final approach,#1400'; RBn, 1100'
Crs and distance, DAL FM to airport, 006-4.1
Crs and distance, DAL RBn to airport, 006-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 mi turn left, climb to 2000' on crs of 342° within 20 mi, or when directed by ATC and when under positive radar contact, climb to 2000* on crs as directed by ATC.
CAUTION: 695' msl tank 1.7 mi SE of airport.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Tex.	Love Field 485'	H DAL	2, Orig, 29 Aug 57	None

Corbin VAR	LOZ RBn	Direct	3000	T-dn	300-1	300-1
				C-d	500-1	500-1
				C-n	500-1½	500-1½
				A-dn	800-2	800-2

Procedure turn N side of crs, 230 outbnd, 050 inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 1700'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, make a climbing right turn to 2500' and hold SW of the London BMH at 2500' within 10 miles.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
London, Ky	London 1201'	BMH LOZ	1, Orig, 24 Aug 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Augusta VOR	LOM	direct	1800	T-dn	300-1	300-1	#200-½
Augusta LFR	LOM	direct	1500	C-dn	600-2	600-2	600-2
City Int	LOM	direct	1600	S-dn-35 ILS	300-¾*	300-¾*	300-¾*
Millen Int	LOM	direct	1500	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#300-1 required on Runway 26.
*400-¾ required with glide slope inoperative.

Procedure turn W side S crs 168 Outbnd, 348 Inbnd, 1500 within 10 mi. (Non-standard due to prohibited area).
Minimum Altitude at G.S. int inbnd, 1500 ILS, minimum altitude over LOM inbnd final 1000 ADF
Altitude of G.S. and distance to approach end of rny at OM 1470-4.3; at MM 332-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.3 miles after passing LOM (ADF) climb to 2000 on N crs ILS (348) within 20 miles, or when directed
→ by ATC, turn left and climb to 1800' on W crs AGS LFR within 20 miles.
NOTE: No approach lights.

★ City and State: Augusta, Ga. | Airport Name & Elev.: Bush 142' | Fac. Class & Ident.: ILS-IAGS, LOM-AG | Procedure No. & Eff. Date: 35, Amdt 4, 31 Aug 57 Comb ILS & ADF | Sup. Amdt. No. Dated: Proc.No.1,Amdt.3, 1 Oct 55

Burbank LFR	LOM	direct	*5000	#T-dn	300-1	300-1	300-1
Saugus Int	LOM	direct	7000	C-d	900-1½	900-1½	900-1½
Simi Int	LOM	direct	4600	C-n	900-2	900-2	900-2
Broome Int	LOM	direct	4600	S-dn-7	400-1	400-1	400-1
Malibu Int	LOM	direct	5000	A-dn	900-2	900-2	900-2
Shoreline Int	LOM	direct	5000				
Newhall LFR	LOM	direct	6000				
Fillmore VOR	LOM	direct	5000				
→ Fillmore VOR	ILS W crs	R-120	5000				
Int W crs ILS & Fillmore VOR R-120	LOM (Final)	direct	4600				

*4600' authorized after course is established westbound on ILS localizer.
→ #400-1 required for takeoff when departing via SE crs BUR LFR. 200-½ authorized for takeoff on Rny 26 for more than 2-engine aircraft only. CAUTION: When departing via SE crs BUR LFR establish crs on SE crs BUR LFR as soon as practical after takeoff.
Procedure turn S side of crs, 256 Outbnd, 076 Inbnd, 4600 within 10 miles of LOM. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 4600
Altitude of G.S. and distance to appr end of rny at OM 4577-11.9, at MM 1331-1.7, at inner compass locator 924-0.4.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right and climb to 4600' on W crs of BUR ILS within 10 mi west of LOM. Alternate missed approach, when directed by ATC, climb to 3000' on SE crs of BUR LFR, then make 180° right turn, continuing climb to 5000' while homing on BUR LFR and hold at BUR LFR in nonstandard 2 minute pattern on SE crs, or if directed by ATC, climb to 5000' on SE crs of BUR LFR.
AIR CARRIER NOTE: Sliding scale probibited below ¾ mi for takeoff and straight-in landing minimums. Sliding scale
→ not applicable to circling minimums.
NOTE: Provision for use with inoperative ILS components not applicable.
CAUTION: 2000' terrain 2.2 miles NE of airport rising to 3126' approximately 3.5 mi ENE of airport.

★ City and State: Burbank, Calif | Airport Name & Elev.: Lockheed Air-Term 764' | Fac. Class & Ident.: ILS BUR | Procedure No. & Eff. Date: 1, Amdt.9, 24 Aug 57 | Sup. Amdt. No. Dated: 8, 3 Aug 57

Dallas VOR	LOM	direct	1800	T-dn	300-1	300-1	200-½
Ross Ave. Int	LOM	direct	1800 ←	C-dn	400-1	500-1	500-1½
Farmers Branch Int	LOM	direct	1600	S-dn-13 ILS	200-½	200-½	200-½
→ Little Elm Int.	LOM	direct	1600	ADF	400-1	400-1	400-1
→ DAL RBn	LOM	direct	1800	A-dn ILS	600-2	600-2	600-2
→ Int FTW VOR R-082 & NW crs DAL ILS	LOM (Final)	direct	2200	ADF	800-2	800-2	800-2

→ Radar terminal area transition altitude: 2000** within 20 miles.
→ **Radar control must provide 1000' clearance when within 3 mi or 500' clearance when within 3-5 mi of radio
→ towers - 1108 msl 20 mi N; 1221 msl 10 mi WNW; and TV tower 2349' msl 17 mi SSW of airport.

→ Procedure turn N side NW crs, 307 Outbnd, 127 Inbnd, 2000 within 10 mi. NA beyond 10 mi.
→ Minimum altitude at G.S. int inbnd, 2000' ILS, minimum altitude over LOM inbnd final 1400' ADF
Altitude of G.S. and distance to appr end of rny at OM 1920-4.2, at MM 775-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles of LOM (ADF) climb to 2000 on SE crs ILS (127) within 20 miles or, when directed by ATC,
→ turn left, proceed to DAL VOR, climbing to 2000', or when under positive radar contact, climb to 2000'** on crs as
→ directed by ATC.
CAUTION: 1221' R.T. 5.6 mi WNW of LOM. 695' tank 1.7 mi SE runway 31. Procedure turn non-standard due ATC.

★ City and State: Dallas, Tex | Airport Name & Elev.: Love Field 485' | Fac. Class & Ident.: ILS-IDAL, LOM-DA | Procedure No. & Eff. Date: 13, Amdt 3, 29 Aug 57 Comb ILS & ADF | Sup. Amdt. No. Dated: Proc.No.1,Amdt 2, 26 May 1956

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
DAL VOR	Fair Park Int	direct	2000	C-dn	400-1	500-1	500-1½
→ DAL RBn	Ross Ave Int	direct	2000	S-dn-*31	400-1	400-1	400-1
Trinity Fork Int	Fair Park Int	direct	2000	A-dn	800-2	800-2	800-2
Fair Park Int	Ross Ave Int (Final)	direct	1500				
Duncanville RBN	Fair Park Int	direct	2000				

→ Radar terminal area transition altitude: 2000** within 20 mi.
→ **Radar control must provide 1000' clearance when within 3 miles or 500' clearance when within 3-5 miles of
→ radio towers - 1108 msl 20 mi N; 1221 msl 10 mi WNW; and TV tower 2349 msl 17 mi SSW of airport.
→ Procedure turn S side SE crs, 127 Outbnd, 307 Inbnd, 2000 within 10 mi of Ross Ave Int. NA beyond 10 mi.
→ Altitude over Ross Ave Int 1500; distance to Rny 31, 3.1 mi. Altitude over Tank Fix# 1000*; distance to rny 31 1.5 mi.
#Tank fix is Tank FM or Int R-229 DAL VOR and SE crs ILS
*Descent below 1000' msl not authorized unless position over Tank fix determined.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.1 mi of Ross Ave Int, climb to 2000' on NW crs ILS within 20 mi or, when directed by ATC, turn right,
→ proceed direct to DAL VOR climbing to 2000' or, when under positive radar contact, climb to 2000'** on crs, as
→ directed by ATC within 20 mi.
CAUTION: 695 MSL tank 1.7 mi from approach end of Runway 31.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Dallas, Tex	Love Field 485'	ILS-IDAL	31, Amdt. 3, 29 Aug 57	Proc. No. 2, Amdt. 2, 26 May 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int R-331° LGB and SE crs BUR LFR	BUR-LFR	Direct	5000	*T-dn	300-1	300-1	300-1
				C-d	900-1½	900-1½	900-1½
Int R-272 LGB & S crs BUR LFR	BUR-LFR	Direct	5000	C-n	900-2	900-2	900-2
Simi Intersection #	BUR-LFR	Direct	4800	S-d-7	600-1	600-1	600-1
Chatsworth "H"	BUR-LFR (Final)	Direct	1500	S-n-7	700-1¼	700-1¼	700-1½
				A-dn	900-2	900-2	900-2

*400-1 required for take-off when departing via SE crs BUR LFR. 200-½ authorized for take-off on Rny 25 for more than 2-engine aircraft only. CAUTION: When departing via SE crs BUR LFR, establish crs on SE crs BUR LFR as soon as practical after take-off.
Procedure turn S side of NW crs, 278° Outbnd, 098° Inbnd, (On top not below 5000' within 10 mi NW of Chatsworth HW #)
#After procedure turn or after leaving Simi Int cross Chatsworth RBN in-bound not below 4800'. All approaches must be started from on top. Apply sliding scale for tops reported at Simi Int. as follows: Tops 5000'. Ceiling 600-d(700-n); 5500' - 900; 6000' - 1300; 6500' -1700; 7000' - 2100; 7500' - 2500.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 094-2.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 miles, climb to 5000' on SE course within 20 miles.
CAUTION: Terrain above flight altitude paralleling final approach on the North. 2000' terrain 2.2 mi NE of airport rising to 3126' approximately 3.5 mi ENE of airport.
AIR CARRIER NOTE: Sliding scale prohibited below ¾ mi for takeoff and for straight-in landing minimums. Sliding
→ scale not applicable to circling minimums.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Burbank, Calif	Lockheed Air 764'	SBML BUR	1, Amdt 7, 24 Aug 57	6, 3 Aug 57

Terminal

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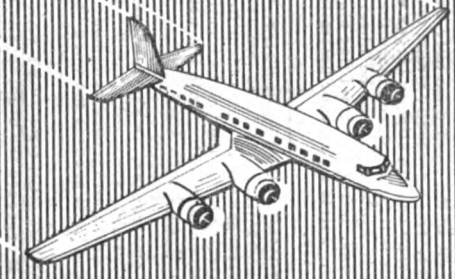
SPECIAL NOTICE
ATTENTION, PILOTS!
Obstruction List: p. 27

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS See page 28

SPECIAL NOTICE
OBSTRUCTION LIST
CHANGE. See p. 26

AIRMAN'S GUIDE



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SPECIAL NOTICE
New Unicom Frequency:
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How to use this Guide - page 2

Notices to Airmen - page 2

VOL. 12, NO. 11 **AUGUST 6, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) . - .. -- . - . . . (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

FLIGHT IN RESTRICTED AREA: Pilots are responsible for obtaining an approval from the appropriate controlling agency prior to conducting flight in Restricted Areas, when governing restrictions are in effect. ATC is unable, because of communications workload and other factors, to obtain such approval for pilots. An ATC clearance should not be considered as authority to conduct flight in Restricted Areas EXCEPT where a control area overlays a Restricted Area as ATC has responsibility only within controlled airspace.

The printing of this publication has been approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control station. Where there is no control tower or communications station, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

WEATHER COLLECTION TIME CHANGE: Effective June 1, 1957, the starting time for hourly sequence collections of aviation weather reports on Service A teletypewriter circuits was changed from 30 minutes past the hour to the hour. Pilots should take full cognizance of this change when checking the latest weather before or in flight. Also, pilots should try to avoid telephoning Weather Bureau or CAA stations for weather information between 45 minutes after the hour and the hour because at this time the stations are routinely occupied with observing the weather.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

NEWARK CEILING-VISIBILITY EVALUATION PROGRAM: This program, being conducted at Newark Airport by the U.S. Weather Bureau, changed from furnishing threshold contact height estimates to APPROACH LIGHT CONTACT HEIGHT estimates on May 1, 1957. These estimates will be given out only by the CAA local controller on 118.3 mc at the time each pilot reaches the outer marker inbound for a straight-in ILS approach to rnwy 4. Evaluation of the accuracy and usefulness of these estimates is based solely on the report given by the pilot. Therefore it is important for the report "APPROACH LIGHTS" to be given on 118.3 mc the instant the approach lights are sighted. All pilots are urged to visit the project building adjacent to the control tower or telephone the project personnel at MItchell 2-4414 and give their opinion as to whether the approach light contact heights are of more value than the threshold contact lights.

AIRMAN'S GUIDE PRICE CHANGE: Effective July 1, the annual subscription to the Airman's Guide is being reduced to $2.25 domestic ($3.25 foreign). The Flight Information Manual, which was formerly included in the subscription price to the Guide, is NOT included in the new price. However, all subscribers to the Guide will receive written notice from the Superintendent of Documents when the Manual is issued, giving the price and how it may be purchased. The Manual cost is expected to be approximately $0.50, so that the overall cost of Guide and Manual will remain about the same. The separation of the Guide and Manual is for bookkeeping purposes only; the Guide will continue to supplement the Manual as in the past.

(6 August 1957)

✓ON REQUEST REPORTING POINTS: The following on-request reporting points are designated, or corrected, as indicated, effective August 29, 1957:

DESIGNATED:

(1) VERA, TEXAS (VHF) INTSXN - the intsxn of the 092°M radial of the Guthrie, Texas, VOR and the 237°M radial of the Wichita Falls, Texas, VOR.

CORRECTED: (The following were cited incorrectly in Airman's Guide, Vol. 12, No. 10, dated July 23, 1957, under the pages and titles as indicated.)

(1) Page 39, Designated, Item 18 should read: LINESVILLE, PA. (VHF) INTSXN - the intsxn of the 009°T radial of the Jefferson, Ohio, VOR and the 203°T radial of the Erie, Pa. VOR.

(2) Page 39, Designated, Item 25 should read: PORTLAND, IND. (VHF) INTSXN - the intsxn of the 162°T radial of the Ft Wayne, Ind., VOR and the 279°T radial of the Sidney, Ohio, VOR.

(3) Page 39, Designated, Item 30 should read: SNYDERS, PA. (VHF) INTSXN - the intsxn of the 274°T radial of the Allentown, Pa. VOR and the 336°T radial of the Pottstown, Pa. VOR.

(4) Page 39, Redesignated, Item 17 should read: HADLEY, PA. (VHF) INTSXN - the intsxn of the 068°T radial of the Youngstown, Pa. VOR and the 174°T radial of the Erie, Pa. VOR.

(5) Page 40, Cancelled, Item 3 should read: BRADLEY, CALIF. (LF) INTSXN - the intsxn of the N crs of the Santa Barbara, Calif. LFR and the SW crs of the Fresno, Calif. LFR.

(6) Page 40, Cancelled, Item 10 should read: GLENWOOD, IOWA (LF) INTSXN - the intsxn of the SE crs of the Omaha, Neb. LFR and the E crs of the Lincoln, Neb. LFR.

(7) Page 40, Cancelled, Item 19 should read: LASCASSAS, TENN. (LF) INTSXN - the intsxn of the SE crs of the Nashville, Tenn. LFR and the 257°T brng from the Smithville, Tenn VOR.

✓EXPERIMENTAL LIGHTS ON U. A. L. AIRPLANE: Effective July 31 and during next six months, United Air Lines will operate over their approved route system a Douglas DC6B with experimental oscillating high intensity position lights. The navigational light distribution and coloring are identical with conventional light system. The three position lights flash and emit lights of greatly increased intensity. These lights are dimmed to one half normal intensity when airplane is on the ground.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

ATC PROCEDURES - APPROACH CONTROL: On page 66 of FIM, Volume 10, dated June 15, 1956, the following note should be added preceding the last paragraph:

"NOTE: A clearance for a specific type of approach (ILS, ADF, or Straight-in Approach) to an aircraft operating on an IFR flight plan does not necessarily mean that priority will be given over other traffic for a landing. Often because of local traffic or runway in use, it may be necessary for the controller, in the interest of safety, to provide a different landing sequence."

INABILITY TO USE VOR STATIONS IN THE FREQUENCY RANGE FROM 108.2 TO 111.8 MC: Pilots have reported inability to use VOR stations in the frequency range from 108.2 to 111.8 mc even though the acft receiver operated normally in the range from 112.0 to 117.0 mc. Unmodified early production combination VOR/Localizer receivers were so designed that the lower order of frequencies could be used for the Localizer function only. Such receivers should be modified to operate on the following frequency arrangement:

(1) The even tenth megacycle frequencies between 108.2 and 111.8 and every tenth megacycle between 112.0 and 117.9, inclusive, are utilized for VOR facilities. Example: 108.2, 108.4, 109.2, etc., and 112.0, 112.1, 112.2, 112.3, 115.6, 115.7, etc.

(2) The odd tenth megacycle frequencies between 108.1 and 111.9 are utilized for ILS localizer services. Example: 109.3, 109.5, etc.

Persons having any question about the ability ot their VOR receiver to provide proper signal coverage should contact the receiver manufacturer or an authorized repair agency. Most receiver manufacturers have developed a modification which will permit reception of the appropriate facility.

✓BLUE SPRINGS, MISSOURI VOR SHUTDOWN: During shutdown the following MEA's can be utilized:

FROM	TO	MEA
VOR civil airway V10		
Kansas City, Mo., VOR	Int R052 MKC and R137 STJ (Kearney Int Temp)	2400
Int R052 MKC and R137 STJ (Kearney Int Temp)	Int R052 MKC and R118 STJ (Lawson Int Temp)	2400
VOR civil airways V4N, V12N, V116		
Kansas City, Mo., VOR	Int R069 MKC and R137 STJ (Mosby Int Temp)	2400
Int R069 MKC and R137 STJ (Mosby Int Temp)	Int R069 MKC and R127 STJ (Excelsior Int Temp)	2400
VOR civil airways V4, V12		
Kansas City, Mo., VOR	Int R086 MKC and R138 STJ (Missouri City Int Temp)	4000
Int R086 MKC and R138 STJ (Missouri City Int Temp)	Int R086 MKC and R133 STJ (Fleming Int Temp)	4000
Int R086 MKC and R133 STJ (Fleming Int Temp)	Int R086 MKC and R124 STJ (Lexington Int Temp)	4000
Int R086 MKC and R124 STJ (Lexington Int Temp)	Columbia, Mo., VOR	4000
Holding not authorized at Lexington Int Temp due to distance from STJ-VOR.		
VOR civil airways V161		
Butler, Mo., VOR	Blue Springs, Mo., Int Int R005 BUM and R124 MKC	4000
Blue Springs, Mo. Int	Jameson, Mo. Int	unusable
VOR civil airways V205		
Kansas City, Mo., VOR	*Blue Springs, Mo. Int Int R124 MKC and R005 BUM	*4000
*Descent to 2400 authorized after passing Int NW bound		
Blue Springs, Mo. Int	Springfield, Mo., VOR	unusable

✓RESTRICTED AREA AMENDMENTS: The following Restricted Areas shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 205)

Effective August 14, 1957

(1) Section 608.11, the Fort McClellan, Alabama, area (R-131) amended December 14, 1955 in 20 F.R. 9341, is further amended by changing the "Designated Altitudes" column to read: "Surface to 24,000 ft MSL".

(2) Section 608.11, the Fort Rucker (formerly called Camp Rucker), Alabama, area (R-156 formerly D-156) amended October 31, 1951 in 16 F.R. 11066, is further amended by changing the "Designated Altitudes" column to read: "Surface to 24,000 ft MSL."

(3) Section 608.19, the Fort Gordon (formerly called Camp Gordon), Georgia, area (R-385) amended March 24, 1956, in 21 F.R. 1819, is further amended by changing the "Designated Altitudes" column to read: "Surface to 24,000 ft MSL".

(4) Section 608.31, the Grand Marais, Minnesota, area (R-187) amended July 26, 1956 in 21 F.R. 5619, is further amended by changing the "Description by Geographical Coordinates" column to read: "From lat 47-04-00, long. 90-35-00; to lat 47-28-00, long. 89-30-00; to lat 47-50-00, long. 89-46-00; to lat 47-37-00, long. 90-24-00; to lat 47-22-00, long. 90-50-00."

(5) Section 608.48, the Fort Jackson, South Carolina, area (R-114) amended May 19, 1956 in 21 F.R. 3309, is further amended by changing the "Designated Altitudes" column to read: "Surface to 24,000 ft MSL".

(6) Section 608.55, the Yakima, Washington, area (R-247) amended April 3, 1956 in 21 F.R. 2125 is further amended by changing the "Controlling Agency" column to read: "Commanding Officer, Yakima Firing Center, Washington".

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Casper	Miami	Pittsburgh Local	WAC 310
Charlotte	Norfolk	Philadelphia Local	WAC 357
Chicago	Orlando	Washington Local	WAC 358
Jacksonville	Savannah	WAC 118	RC 2212
			RC 2216

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Cincinnati	7-19-57	Dubuque	7-15-57	Rapid City	7-25-57
Cleveland	7-19-57	Kansas City	7-17-57	Tulsa	7-19-57
Des Moines	7-16-57	Nashville	7-22-57	WAC 117	7-24-57
				WAC 262	7-17-57

Instrument Flight Charts
released since July 15, 1957

AL 78 RNG/VOR	Douglas Field, N. C.
AL 87 ADF/ILS	Peterson Field, Colo.
AL 140 RNG/VOR/ADF/ILS	Mahlon Sweet Arpt, Oregon
AL 156 RNG/VOR/ADF/ILS	Baer Field, Ind.
AL 164 RNG/VOR	Galveston Arpt, Texas
AL 203 RNG	Indianapolis Arpt, Ind.
AL 207 RNG-1/RNG-2/ADF/ILS/VOR	Imeson Arpt, Fla.
AL 225 RNG/VOR	Brees Field, Wyo.
AL 236 RNG/ADF/ILS	Long Beach Arpt, Calif.
AL 250 ADF-1/ADF-2/VOR-rnwy 8/rnwy 26	Cedar Rapids Arpt, Iowa
AL 282 VOR/ILS-2/RNG/ADF/ILS-1	Berry Field, Tenn.
AL 318 ADF/ILS-1/RNG/ILS-2	Pensacola Arpt, Fla.
AL 373 RNG/VOR/T-VOR	San Diego Municipal Arpt, Calif.
AL 473 RNG/VOR	Kingsley Field, Oregon
AL 570 ADF-1/ILS-1/ADF-2/ILS-2	Pensacola Arpt, Fla.
AL 610 ILS-1/VOR rnwy 4/rnwy 22/ILS-2	New York International Arpt, N.Y.
AL 646 VOR	Wood County Arpt, W. Va.
AL 694 ADF	Martha's Vineyard Arpt, Mass.
RF 10, 33, 34	
RF Terminal Area - Memphis, San Francisco-Oakland	
RF Terminal Area VOR - Dallas-Ft. Worth, Denver, Memphis, Miami, Minneapolis, New York, Philadelphia, Tampa	
RF Dates of Latest Prints	

NEW CHARTS

AL 610 ADF	New York International Arpt, N.Y.

CLEVELAND - INDIANAPOLIS CENTER AREA BOUNDARIES: Effective August 29, 1957, the Cleveland-Indianapolis Center area boundaries are redesignated as follows: Beginning at the intsxn of the N edge of Victor 14 with the NE edge of the airway to be designated between Ft Wayne VOR and Sidney VOR, proceeding thence southeasterly along the NE edge of this proposed airway and easterly along the N edge of the proposed airway between Sidney, Tiverton, and Wheeling, to the E edge of Blue 81.

INDIANAPOLIS-CHICAGO CENTER AREA BOUNDARY: Effective August 29, 1957, the Indianapolis-Chicago Center area boundary on the proposed airway between Sidney and Fort Wayne should be the N edge of Victor 14.

AIRMAN'S GUIDE CORRECTION: Correct Vol. 12 #9, dated 9 July 1957, on page 6 under Holding Patterns, Designated, #5, delete word "INTSXN", so that the item should now read: "NORTHBROOK, ILL. (VOR)".

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

*EYW	Key West, Fla., Intnl Arpt	(change from MEF expected 1500Z Aug 20)
*NQX	Key West, Fla., Key West NAS	(change from EYW expected 1500Z Aug 20)
AF	Abeam Annette, B. C.	(assignment)
BL	Cambell Lake, B. C.	(deletion)
BN	Camp Borden, Ont.	(assignment)
BY	Beechy, Sask.	(assignment)
CQ	Chibougamau, Quebec	(assignment)
DV	Dunnville, Ontario	(assignment)
FD	Brantford, Ontario	(assignment)
CD	Goderich, Ontario	(assignment)
CJ	Gander, Newfoundland (ILS lclzr)	(assignment)
HG	Peterborough, Ontario	(assignment)
HZ	Halifax, N. S. (Intnl Arpt)	(assignment)
IO	South Porcupine, Ontario	(assignment)
IS	Stephens Island, B. C.	(assignment)
KF	Kitchener-Waterloo, Ontario	(assignment)
NV	Vernon, B. C.	(assignment)
PD	East Poplar, Sask.	(assignment)
QJ	Alexo, Alta.	(assignment)
RW	Rimouski, Quebec	(assignment)
TG	Pt. Tango, B. C.	(assignment)
TM	St. James, B. C.	(assignment)
VL	Oliver, B. C.	(assignment)
WP	Petawawa, Ontario	(assignment)
WQ	Welland, Ontario	(assignment)
WU	Weyburn, Sask.	(assignment)
WX	Kelowana, B. C.	(assignment)

* Preceded by letter "K" for international usage

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space, limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)

AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun Arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORS are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18)

BIRMINGHAM ARPT-TOWER: Soon MM and LMM will be shut down - relctn. (6-4) FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch light lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)

ALABAMA: DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic approach below 300'. (6-18) FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10) Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft. (4-22)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD-TOWER: ILS back course unusable - low clearance areas. FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. Ngts upon prior req. Emerg only. (4-23)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW(FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (6-24)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
**KINGMAN ARPT: Fld lgts are operg under rdo ctl. It is avail cont during hrs of darkness. The operg characteristics consist of 3 phases as follows: (1) To activate: Three pulses of acft VHF transmitting microphone button on 121.7 mc when within a ten mi radius of arpt. (2) Off cycle: Automatic cut-off after activation is adjusted to twenty-five min, of which the last two min of opern presents a visual warning, or attention signal by blinking the fld lgts, alternating one second off, four seconds on. (3) Restoring time: Three pulses of the VHF transmitting microphone button on 121.7 mc during this visual blinking alert signal, (or at any time during the ON cycle) will restore the operg time to twenty-five min. The pulse train sequence three should be consecutive with not less than onehalf second spacing. This facility is avail. for the use of all acft. (7-17)
PHOENIX-SPECIAL NOTICE: Extreme caution-area between Phoenix VOR & Hassayampa VOR on Victor arwy 16 & Green 5. Extensive high performance, jet acft cross these arwys when departing & arriving Luke AFB in connection with trng conducted Gila Bend Restricted Areas (R-309, R308). This tfc generally crosses V-16 & Green 5 between Hassayampa VOR & town of Tolleson (11 mi W of Phoenix) at alts of 3000' MSL & below, 0175 thru 1600, Mon thru Fri. (3-1) All flgts operg thru this area maintain at least 4000' MSL. Flgts lndg or departing within area advised to exercise extreme caution below 4000' MSL. (5-7)
PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000 in standard pattern within 15 mi. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Intersection - Int ARIZONA: GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (6-14)
**PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft rqrg use of after burners for tk-off, xcpt prior permission arpt manager. (12-7) Functioning 2-way rdo rqrd. (7-3)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'.
SALOME ARPT, 27B, LAX-PHX: Caution - puncture vines. (6-18)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000';330-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000. (7-17)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: BLYTHEVILLE -SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
✱EL DORADO ARPT: 300'(560'MSL) lgtd twr erected 1.8 n mi WNW(295°T) at lat 33-11-52, long. 92-41-23. (6-20)
PINE BLUFF-RADIO: VOR shut down. During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR EXCEPT V-16S TXK to PBF unusable. Ints and alts as charted.
TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)
CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)
✱ARCATA-RADIO: VHF/DF cmsnd. Freqs: 122.1, 126.7, 121.5, 135.9 mcs. (8-5)
BRASS LAKE-WISHON ARPT: Clsd due grading and reoiling. (6-13)
BECKWOURTH-PLUMAS CO. ARPT: Clsd due rnwy resurfacing. (6-24)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300° 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)
BRAWLEY ARPT: Rnwy 12-30 clsd until about Aug 20. Use parallel dirt rnwy. (7-26)
BURBANK-LOCKHEED AIR TERMINAL-TOWER: ILS lclzr will be shut down approx Sept 15 - relctn of apch lgt sys. Glide slope angle will be 3°.
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)
DIXON ARPT: Closed. (8-30)
EL MONTE-EL MONTE-L.A. ARPT: 2500' rnwy clsd during Aug. (7-25)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked.
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)
FRESNO AIR TERMINAL ARPT: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

CALIFORNIA: LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'

★LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods durg arpt const. (8-18) VHF/DF bearings unreliable below 12,000'MSL SW quad between 200° and 230° true. (5-6) July 30, trans & rcvr 123.8 mc decmsnd; trans & rcvr 120.5 mc cmsnd. VHF/DF rcvs 120.5 mc. (8-1) FLD: Several 230' MSL portable oil derricks NW, W, and S of fld. No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontinued indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P week-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200'avail lndgs and take-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea broadcasts shut down - modernization. Manual broadcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23) About Aug 19, LF rng will be shut down until approx Aug 29 - conversion to H fac, with voice. Freq and ident remain the same. Voice controlled by ATCS. (7-19)

✱LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: Freq 118.9 mc changed to 119.9 mc. (8-2)

★LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) Aug 1, freq 119.9 mc changed to 118.9 mc. (8-2) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip. crossing rnwy. Durg VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. Durg IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200°departure corridor which originates at a max of 3000'MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000'MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500'MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. (6-21) Apch lgt lane sequenced flashers avail on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-RADIO: About Aug 7, ILS will be cmsnd. Lclzr freq: 110.1 mc, ident: MRY. Lctd 1000' SE on a centerline of NW/SE rnwy. Glide slope freq: 334.4 mc. Lctd 825' from apch end NW/SE rnwy and 236' N of centerline of rnwy. Glide angle 3.0°. Apch bear.: 84°. LMM freq: 260 kc, ident: RY. MM lctd 0.60 mi from apch end rnwy. LOM freq: 278 kc, ident: MR. OM lctd 5.14 mi from apch end rnwy. disregard spurious signals. (7-3)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flight should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme CALIFORNIA: caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should ctc Oakland Apch Ctl on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

★OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: Aug 1, VHF/DF cmsnd. Freqs: 119.3, 120.7, 121.5, 126.18, 118.1, 118.3, 119.1, 120.3, 122.5, 126.7, 135.9. (8-2) FLD: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)

OCEANSIDE-RADIO: July 10, VOR shut down until approx October 1 - modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flights departing LAX via V208 will be cleared from intsxn LAC VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (7-9)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area.

✱✱OXNARD-VENTURA CO. ARPT: 176' lgtd oil drilling derrick erected 1600' W and 2200' N of W end of rnwy 7. (4-30)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

RIVERSIDE-RADIO: About Aug 5, LFR will be shut down for course realignment - approx 3 days. SE course will be realigned to 314. (7-31)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt: DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29) Until about Aug 29, men & equip. working on rnwy 9-27. (7-12)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

✱SAN FRANCISCO INTNL ARPT-TOWER: Aug 2, VHF/DF cmsnd. Freqs: 118.5, 119.1, 120.1, 120.3, 120.5, 120.9, 121.5, 122.1, 122.7, 126.18, 136.7, 135.9 mcs. (8-2) FLD: Men and equip. working turf areas adj concourses B and D. All acft and equip should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and night. (3-26) Section of deactivated runway 18-36 between taxiway C and rnwy 10L-28R clsd perm. (5-18) Do not use for taxiing painted green line 1100' long which connects centerline of W end or rnwy 28R-10L with taxiway A then veers N across adjoining run-up mat toward turf. This is a temp experimental hi-speed exit taxi line. (6-13)

CALIFORNIA: SAN FRACNISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°.
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Cautinn - 60' crane and trucks operg daylgt hrs W end rnwy. (5-17)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
**SANTA MARIA-HANCOCK ARPT: No services. Unattended. (7-26)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail. only between 0700-2100 daily. Extreme cautinn advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)
STOCKTON ARPT: Rnwys 11L-29R, 11R-29L and taxiway A clsd due exten const work in progress. Other rnwys avail. Lgts on rnwy 16-34 only. Tetrahedron tied-down to indicate active rnwy. Pilots should observe wind sock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated rnwy apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (7-5)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175°-thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355°, at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360° 045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts BL4; fuel: F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
★COLORADO SPRINGS-RADIO: July 26, Black Forest FM ident changed to dot dash. (8-1)
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft-due to rise in terrain at apch end rnwy 21.
**CORTEZ-UTE ARPT: Delete name- combined with Montezuma Co. Arpt. (12-17)
★DENVER-RADIO: Effect July 26, Superior FM ident changed to dot dash. (7-31)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Durg hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. 200' open ditch N side W end rnwy 8R-26L-flag mrkd day hrs, flashing red ngt hrs. (3-26)
EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Willians Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00, E, long. 104-21-22; S lat 38-18-00; W long. 104-22-50. (4-30)
TRINIDAD ARPT: Caution - weeds. (7-23)
CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE and extreme SW ends of dike lgtd.
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev: 420'; 2 rnwys - E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea, days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
★WINDSOR LOCKS-BRADLEY FLD-TOWER: July 23, trans & rcvr 124.2 mc cmsnd.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd.
NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwy and taxi strip only.
**REHOBOTH BEACH-REHOBOTH AIRCARAFTERS ARPT: Lndgs rnwy 3300'. (2-7)
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 4 for Washington D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chaim Bridge at Dalecaria, Md. (3) See also Quantico, Va. MCAS Special Notice.
WASHINGTON-RADIO-SPECIAL NOTICE: Effect June 1 until approx Sept 1, all inbound acft to Washington National Arpt make initial contact with Washington Approach Control regardless of weather as follows: from a westerly direction on 118.3 mc in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall. (4-25)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area. Soon, freq 323.2 mc will be cmsnd.
WASHINGTON NATIONAL ARPT-TOWER: About Sept. 9, trans & rcvr 119.4 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt, CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A", 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as rqrd to accomplish work adj to paved area. (6-10)
FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)
**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.
CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable, acct roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equipped acft while VOR unusable. MEAs remain as charted. (4-23)
CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)
**FT. LAUDERDALE-SPECIAL NOTICE: Intnl flgt info departure PX service avail. only thru prepaid telephone calls to Miami IATCS (NE. 4-8451). Inbound PX to Ft. Lauderdale and arrival reports should be addressed to Miami IATCS. (7-18)
FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd-const. Men & equip on fld.
FT. MYERS-RADIO: VOR radial 131° unusable - excessive scalloping and bends. (5-13)
FT. MYERS-PAGE FLD-SPECIAL NOTICE: AF C-119 type acft conducting inten transitional training daylgt hrs. (6-6)

FLORIDA: HOMESTEAD AFB-SPECIAL NOTICE: Caution-extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable to ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail. on req. to Key West Rdo. (7-23)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, & other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L & 8L-26R.

MELBOURNE-SPECIAL NOTICE: Civilian pilots desiring to land at Patrick AFB must file inbound flight plans in addition to having AF Forms 180 and 181. (7-16)

MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (5-1)

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0, 269.0, 291.6 mc inop. (7-19)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

**MIAMI-INTERNATIONAL ARPT: 100' lgtd twr erected 6.2 n mi NNE(25°T) at lat 25-53-51, long. 80-14-39. (7-19) The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-BROWN'S ARPT: 200'(205'MSL) lgtd twr being erected 17 n mi SSW(219°T) at lat 25-27-09, long. 80-30-57. (7-10)

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4'; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn. FLD: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

PANAMA CITY-FANNIN FLD: Caution-soft shoulders. Men and equip adj rnwys. (10-8)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)

TALLAHASSEE-RADIO: VOR courses unusable 110°-150°. (6-18) LFR may be substituted on arwy V97 Clam Intsxn to TLH. MEA remains as charted. (6-18)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operations. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° unusable.

TAMPA -INTNL ARPT: N/S rnwy clsd for resurfacing until Sept 15. Taxiways crossing

FLORIDA: rnwy 18-36 N of NW/SE intsxn clsd to taxiing acft. (7-17) 35' high bldg lctd 300' SW apch end rnwy 32 obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility of 1 mi required for all operns on rnwy 14-32. (7-24)

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under construction-caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTERHAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900- sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: Mar 25, VOR shut down- modernization. Durg modification shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Unlgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld boundary lgts. (7-1)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF operg freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance, acct bends and roughness. (11-3) About Aug 22, Z mrkr will be shut down until approx Aug 29- modernization. (7-12)

✶ATLANTA AIR ROUTE TRAFFIC CONTROL CENTER: Aug 2, trans & rcvr 120.9 mc cmsnd.

★ATLANTA ARPT-TOWER: ASR-PAR guards 122.7 mc; does not guard 122.5 mc. (8-1) FLD: FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. rnwys 33R - 5L & 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958.

BRUNSWICK ARPT: Caution- intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng has en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use. About Aug 8, Z mrkr will be shut down for one week. (7-15)

SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted-excessive bends. Lclzr not to be used above 5000' MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

**SWAINSBORO-EMANUEL CO. ARPT: Formerly carried as Thompson. Longest rnwy & facs not h42-L4. (7-19)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive ruffness & course displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW & SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

GRANGEVILLE-IDAHO COUNTY ARPT: Caution-E/W rnwy clsd; NE/SW rnwy soft on edges.

IDAHO FALLS-FANNING ARPT: Threshold lgts rnwy 2 inop - extending rnwy. (6-9)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lights inoperative. (6-29)

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 25 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS- JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end runway 12-30. Marked by line of red flags extending 36" above ground on SE edge of excavation parelleling runway. Men and equipment operating vicinity. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT: Aerobatic area for student trng in following described area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CENTRALIA ARPT: Closed - const. (5-20)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Thru Aug 15, hvy lcl tfc Mon-Sat. Use caution while in area. (1-15) Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)

CHICAGO AREA-SPECIAL NOTICE: All helicopter operns in the Chicago metropolitan area rqrd to fly prescribed routes of flgt within the MDW, ORD and Glenview Arpt Tfc Control Zones when the following wea conditions exist: Less than 1000' ceiling and/or less than 3 mi visibility. Charts and procedures detailing these routes are avail. from the following CAA offices: Midway, O'Hare, and Meigs Twrs, Aviation Safety Offices at Du Page Co. Arpt and 5448 S Kildare, Chicago, Ill. (3-1) 170' maximum height twrs supporting 28 mi of transmission line beind erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)

CHICAGO-RADIO: Multiples NW course LF rng. (11-9)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

*CHICAGO-MIDWAY ARPT-TOWER: Aug 2, TVOR perm discontd. FLD: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N termin bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St & Cicero Ave - adj to arpt). (7-17)

CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept. 23, rcvr 122.5 mc will be changed to 122.6 mc. (3-22) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)

DANVILLE-VERMILLION COUNTY ARPT: Caution - men and equip. on fld. (10-11)

DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT: Aerobatic area for student training in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' amd 5500'. MSL. (5-13)

**FLORA ARPT: New arpt: Type "P"; lat 35-40, long. 88-27; lctd 1 mi E; elev: 469'. 1 rnwy 2500' (N/S) turf; 80 oct fuel. (1-30)

GALESBURG MUN ARPT: Caution - truck on fld. (2-25)

GILMAN ARPT: Closed. (10-11)

HIGHLAND-WINET ARPT: Caution - cnnst. Men, equip. on fld. Strip 100' in width avail. W side of N/S rnwy. Use extreme caution. (5-9) 300' (884' MSL) lgtd twr being erected 3 n mi NNE (27°T) at lat 38-49-48, long. 89-36-51. (7-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)

JOLIET ARPT: Work in progress on extending 3 existing steel stacks and construction of one new stack 450' above gnd (965' MSL) lctd 2 mi SE - lgtd. (1-7)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

LOCKPORT-LEWIS-LOCKPORT ARPT: About Aug 20, 215' (865' MSL) lgtd twr will be erected 2.3 n mi SSW (217°T) at lat 41-34-02, long. 88-07-10. (7-25)

ILLINOIS: LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MATTOON-COLES COUNTY MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MORRISS ARPT: 338' (855' MSL) lgtd chimney being erected 7.3 n mi E (111°T) at lat 41-23, long. 88-16. (7-3)

MT. VERNON ARPT: Work in progress daylight hours. N/S, NE/SW runways closed. No lights.

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Commander 126 FI Group at arpt. (4-18. 5' unlgtd fence apch end rnwy 22. (10-15) NW/SE rnwy closed for reconstruction including paving, drainage and lighting.

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

PRINCETON-PIPER ARPT: 266' (985' MSL) lgtd relay twr being erected 14 n mi NE (59°T) at lat 41-29-51, long. 89-09-14. (6-20)

ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)

SALEM-SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)

SOUTH BELOIT-BELOIT ARPT: Closed xcpt 2000' N/S strip. (7-3)

SPRINGFIELD-CAPITAL ARPT-TOWER: June 4, ILS lclzr and glide slope shut down until approx Sept. 1. (7-5) FLD: Until about Sept. 1, const work in progress on 1000' overrun each end rnwy 4-22. Runway 4-22 closed to all operns xcpt for taxiing. (8-2)

**TUSCOLA ARPT: 250' (910' MSL) unlgtd gas disposal stack erected 1 n mi W (290°T) at lat 39-47-05, long. 88-20-03. (7-25)

WHEELING-RADIO: About Aug 16, Ident EEL and name will be changed to OBK, Northbrook, Ill. (8-1)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)

COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'.

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side closed to all acft exceeding 3000 lbs gross wt. (2-14)

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. FLD: Due to non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)

GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

**GREENFIELD-POPE FLD: Reinstated: Type "P". lat 39-47, long. 85-44; lctd 2 mi ENE; Elev: 910'; 2 rnwys; longest rnwy 3000'; storage 80/87 oct fuel. S blkd; p-line. (12-21)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq: 115.7 mc, Ident: IEX. Weir Cook VORW freq: 112.3 mc, Ident: IAX. TVOR freq: 111.4 mc, Ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), Ident: IBX. Glide slope freq: 335.0 mc, serving N/S rnwy. DME lctd in laboratory S side fld, channel 64, Mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)

INDIANA: INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr being erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution-new rnwy 4-22 under const. Men and equip. on field adjacent to rnwys. (6-5)
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
LAFAYETTE-PURDUE UNIVERSITY ARPT: 220'(958'MSL) lgtd twr being erected 10 n mi NW(315°T) at lat 40-31-36, long. 87-04-13. (6-5)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: Beginning about Sept, 150'(922.9'MSL) hi-voltage transmission line will be erected 5100' S - not marked, painted or lighted. (7-19)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
RICHMOND-RADIO: July 5, VOR operg text basis. Freq: 116.1 mc. Ident: RID. Lctd lat 38-45-17, long. 84-50-19. (7-5)
**SHELBYVILLE MEM'L ARPT: New arpt; type P; lat 39-35, long. 85-58; lctd: 3 mi NW; elev: 800; 2 rnwys; lngst rnwy 3460'; major repairs avail; 80/87 oct; N, E, W blocked.
**SHERIDAN ARPT: 270'(1246'MSL) lgtd twr erected 12.8 n mi SSW(223°T) at lat 40-01-18, long. 86-24-06. (6-5)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration - during summer months. (3-22)
TILDEN-RADIO: See Indianapolis, Indiana.
IOWA: ALBIA-AIRWAY IMPLEMENT CO ARPT: Use extreme caution in lndg; lnd only on bare visible strip well to the W edge of arpt. (1-3)
AUDUBON ARPT: Closed for tiling and grading. (7-29)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area bounded N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
CENTERVILLE ARPT: 266'(1282'MSL) lgtd relay twr being erected 10 n mi NW(322°T) at lat 40-49-04, long. 93-02-43. (6-20)
CRESTON ARPT: 316'(1571'MSL) lgtd relay twr being erected 13 n mi ESE(120°T) at lat 40-55-53, long. 94-09-03. (6-20)
DES MOINES-SPECIAL NOTICE: Volumtary acft flgt testing and flgt trng area established NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and 1600' of taxiway and warm-up ramp of rnwy 12.
DUBUQUE-RADIO: About September 1, VOR class will be BVOR. (7-3)
FAIRFIELD MUN ARPT: 341'(1151'MSL) lgtd relay twr being erected 9 n mi NW(323°T) at lat 41-06-13, long. 92-03-26. (6-20)
FORT DODGE-RADIO: About Aug. 12, VOR class will be changed to BVOR. (7-3)
LA PORTE CITY-CLARK ARPT: 243'(1138'MSL) lgtd twr being erected 8.5 n mi N(15°T) at lat 42-28-00, long. 92-11-00. (7-9)
**LENOX ARPT: 241'(1541'MSL) lighted relay twr erected 6.8 n mi W (281°T) at lat 40-55-13, long. 94-42-22. (6-20)
LEON ARPT: About Aug. 13, 291'(1402'MSL) lgtd twr will be erected 6.9 n mi E(100°T) at lat 40-47-23, long. 93-35-11. (6-20)
MUSCATINE ARPT: 266'(996'MSL) lgtd relay twr being erected 18.2 n mi SW(236°T) at lat 41-12-11, long. 91-29-13. (6-20)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
OTTUMWA ARPT: 341'(1245'MSL) lgtd relay twr being erected 11 n mi SSW (220°T) at lat 40-57-46, long. 92-36-07. (6-20)
SHELDON ARPT: Closed for construction - machinery on field. (5-3)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr & glide slope shut down until approx Nov 4 - relctn of lclzr. (5-9) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution- men and equip. working all hrs. First 1000' NW end NW/SE rnwy clsd until about Sept. 1, rnwy being extended. (6-5)
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip closed. (8-33)
KANSAS: **ANTHONY MUN ARPT: Formerly carried as Anthony, 24, AMA-MKC. (7-23)
ARKANSAS CITY-STROTHER AUX # 2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
BURDETT ARPT: 266'(2559'MSL) lgtd relay twr being erected 7.5 n mi SW(226°T) at lat 38-06-06, long. 99-37-30. (6-14)
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys closed. (11-8)
EL DORADO ARPT: 268'(1618'MSL) lgtd twr being erected 4 n mi W(285°T) at lat 37-47-07, long. 96-54-01. (6-28)
**ELLINWOOD ARPT: 291'(2283'MSL) lgtd twr erected 15 n mi NNW(341°T) at lat 38-36-25, long. 98-41-41. (6-14)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S rnwy xcpt in emerg. (8-2)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
**GARNETT ARPT: 210'(1202'MSL) lgtd twr erected 2.3 n mi SSW(211°T) at lat 38-14-03, long. 95-14-42. (5-30)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)
GREAT BEND ARPT: N 2000' N/S rnwy and NE 2000' NE/SW rnwy clsd for reconst. Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; heavy acft 1000' AGL. (5-10)
HUTCHINSON-RADIO: VOR shut down until approx Aug 15 - modernization. Following MEA authorized durg shut down: V10 Dodge City-Emporia 8900'; V10 Dodge City-Hutchinson Int/002° radial ANY 296° radial ICT 8900'; V10 Hutchinson Int - Emporia 8900'; Salina VOR 174° radial to Intsxn of 250° radial Emporia VOR then via 250° radial Emporia VOR to Hutchinson Int 7900'; V125 Anthony - Hutchinson Int 3500'; V73 Hutchinson to Wichita 3500'; V132 Goodland to Hutchinson above 18,000'. (7-10)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
LARNED ARPT: 304'(2419'MSL) lgtd relay twr being erected 6.5 n mi NNW(26°T) at lat 38-18-18, long. 99-01-30. (6-14)
LINCOLN ARPT: 229'(2030'MSL) lgtd twr being erected 16 n mi S(182°T) at lat 38-48-57, long. 98-10-15. (6-14)
OLATHE NAS-RADAR APPROACH CONTROL: Effect. Sept 2, rcvr 3023.5 kc will be perm decmsnd. (8-1)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
PRATT ARPT: 277'(2262'MSL) lgtd twr being erected 3.8 n mi SSW(210°T) at lat 37-38-58, long. 98-47-05. (7-23)
RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (7-18) VOR shut down. Following MEA's authorized durg shutdown. V4 RSL VOR to Int. R005 HUT and R079 RSL 7000'. Int. R005 HUT and R079 RSL to Ft. Riley Int. R252 TOP and R320 EMP 7000'. Ft. Riley Int. - TOP VOR 7000'. (7-5)
SALINA ARPT: Const in progress. Men & equip. on fld. (7-1)
SUMMERFIELD ARPT: 316'(1787'MSL) lgtd twr being erected 4.1 n mi SW(234°T) at lat 39-56-58, long. 96-24-26. (6-21)
TOPEKA-PHILIP BILLARD ARPT: Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp & N/S taxiway. Use rnwys & taxiways only. Sod areas unusable.

KANSAS: TOPEKA-PHILIP BILLARD ARPT: About 1 Oct., two 158'(1067'MSL) lgtd steel stacks will be erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34 & being completed approx. 15 May 1959.

TOKEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&E by appointment; 80/87 oct fuel. (4-9)

WASHINGTON ARPT: 254'(1741'MSL)lgtd relay twr being erected 10 n mi SSE(173°T) at lat 39-38-54, long. 97-00-44. (6-14)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21) About Aug 16, VOR/DME will be shut down until approx Sept 13 - modernization (7-30)

**WICHITA ARPT: Const on SE corner clear of rnwys. Taxiway under const E side of rnwy 19 joining rnwy 300' N of S end. Const work in progress W side and 700' S of the N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. (4-17) 44'(1334'MSL) lgtd antenna erected 2.8 n mi W(270°T) at lat 37-39-03, long. 97-22-36. (7-23)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35 R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N & apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc - listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)

WICHITA-McCONNELL AFB-RADAR APPROACH CONTROL: About Sept. 2, rcvr 3023.5 kc will be perm decmsnd. (8-1)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this v cnty.

HARLAN ARPT: Caution - high grass. (7-3)

**HOPKINSVILLE ARPT: Unattended. (7-3)

HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4-19)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23) About Aug 15, BH fac will be relctd to OM site and converted to HW fac. Lat 37-59-12, long. 84-39-36. (8-2)

LEXINGTON-BLUE GRASS ARPT-TOWER: About Aug 26, ILS will be cmsnd. Lclzr freq: 110.1 cm. Ident: LEX. Lctd 200' from NE end NE/SW rnwy 4. Elev: 970.5' MSL. Glide slope freq: 334.4 mc. Lctd 250' NW centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965' MSL. Glide angle 2.6°. Apch bear.: 41°. LMM freq: 203 kc; Ident: EX Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750' (0.73 s mi) from SW end NE/SW rnwy. Elev: 891' MSL. LOM will be relctd HW fac, to be cmsnd about Aug 15. Freq: 242 kc. Ident: LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930' MSL. (8-2) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to Terminal Bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LONDON ARPT: Gas avail. on call daylgt hrs - expect delay. (7-25)

LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. (6-14)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: About Sept. 9, trans & rcvr 124.5 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. 3000' hi-intensity apch lgtg system avail. as configuration A or B serving rnwy 1. Apch lgtg system to display configuration A for normal operations. Configuration B will be displayed on pilot's request.

SOMERSET-PULASKI CO. ARPT: Clsd until about Aug 23 due const. Emerg lndgs W side rnwy only. (7-24)

YORK-RADIO: DME coverage 35 n mi at 2500' MSL. About Aug 26, VOR/DME will be shut-down until approx Sept. 12 - freq change from 116.0 to 108.6 mc. (7-19)

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution - jet acft operg in vicinity. (6-26)

BATON ROUGE-DOWNTOWN ARPT: Clsd to all operns xcpt emerg 1500-2300Z Aug 11 due model airplane meet. Arpt will be mrkd by a white cross. (7-19)

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy. (4-4)

**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000'MSL; V-18 N Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson, Miss. 1600'MSL; V 18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°.(9-28)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

NEW ORLEANS AIR ROUTE TRAFFIC CONTROL CENTER: About Aut 17, freqs 119.7, 310.4 and 317.5 mcs will be decmsnd. (7-30)

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

**NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous. 165' (168'MSL) lgtd drilling derrick erected 2.7 n mi SW(226°T) at lat 29-58-00, long. 90-18-00.

SHREVEPORT-DOWNTOWN ARPT: 145'(315'MSL) lgtd twr being erected approx. 1 n mi E (90°T) at lat 32-32-14, long. 93-43-28. (7-20)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: AUBURN-LEWISTON ARPT: Rnwy 13-31 clsd to all tfc due const. (7-23)

★AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°., 35 n mi at MOCA. Aug 1, VOR freq changed to 112.9 mc.

BANGOR-RADIO: VOR coverage 360°-50°, 17 n mi; 50°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°,35 n mi at 2500'. (3-15)

HOULTON-RADIO: About Aug 19, VOR will be shut down until approx Sept 6 - modification and freq change from 112.3 mc to 108.2 mc. (7-1)

HOULTON ARPT-SPECIAL NOTICE: VOR procedure #1 effect. 16 July 1955, and LF procedure #1, amend 5, effect. 25 July 1954, ngt tk-off and lndg authorization deleted. (6-18)

HOULTON ARPT: Rnwy 1-19 clsd to ngt operns due dismantling of rnwy lgts. (7-2)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final approach radial of 001 is 3 1/2° off mag. course. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.

PHILLIPS-PLEASANT VALLEY FARMS: Ctn-300' WSW end of strip under const.

**PORTLAND ARPT: Rnwy 10-28 perm clsd. New rnwy 11-29 (5000') opened. 20' embankment 200' from apch end rnwy 33 mrkd by obstruction lgt 250' from apch end and in line with S edge rnwy 33. (7-17)

★PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14) Aug 3, VOR freq changed to 116.4 mc.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi &290°-30°, 30 n mi at MOCA.(6-14)

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

SANFORD ARPT: Caution - drag races will be held on following dates Aug 11, 25, Sept 8, 29, Oct 13. Rnwys 8-26 & 14-32 will be clsd during daylgt hrs on these dates. (6-7)

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME & VOR coverage 35 n mi at MOCA. (6-14)

BALTIMORE-MARTIN ARPT: Const - men & equip. on fld. Extensive ditching, grading & paving operns in progress entire arpt area. 2-way rdo required.(3-20) Rnwy 4-22 clsd - ditching thru rnwy. 1000' apch end rnwy 32 clsd - rnwy being extended & taxiway added.

**BALTIMORE-PIER 6 HELIPORT: 39-18N, 76-36W; lctd Pier 6, Pratt St; elev 10'; size 240' x 100'; air marked; no lgts; no service. (6-27)

MARYLAND: CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct; Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn- const extending rnwy 500' at ENE end. (7-11)

★PATUXENT RIVER NAS-RADIO: Navy LF rng freq 215 changed to 338 kcs. (7-31)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on airwy V1 to the NE at lower alts. (7-1)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services, minor repairs; 80 octane; 1 rnwy (E/W) 2460'x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)

BOSTON-BEDFORD(HANSCOM ARPT)-TOWER: About Sept. 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: New traffic pat. procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Caution - rnwys 11-29 and 5-23 under extensive const. Thru Sept 15, lndg area avail. for lgt acft is taxiway parallel to rnwy 5-23(2500' x 50' paved surface marked with yellow flags 200' apart on sides and ends). Open drainage ditch perpendicular to shoulder of pavement approx mid-point of lndg area mrkd with red flags. Tree line 100' SW end 75' high. No touch-and-go lndgs permitted. Daylgt operns only. All pilots must ctc Hanscom Twr before lndg or take-off. Arpt clsd to all mil acft thru Sept. 15. Limited mil operns on prior approval Commander AFZRC. 24-hour notice rqrd- include acft number, type, gross wt, & ETA.

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000';080°-210°, 2500';210°-240°, 3000';240°-270°, 3500';270°-330°, 3000';330°-025°, 2500'. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicated width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft- caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for

MASSACHUSETTS: FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15)

*MARTHA'S VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

ORANGE ARPT: Clsd 1:00 pm to 6:00 pm, Aug 18, Sept 15 and Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during closed period. (5-22)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (3-29) Work erecting 126' high(1056'MSL) water tower at 42-18N, 85-14W (on fld) - tower will be marked, painted and lighted. (5-6)

BAY CITY-CLEMENTS ARPT: 260'(846'MSL) water twr & 350'(936'MSL) chimney being erected 6.9 n mi NNE(24°T) at lat 43-38, long. 83-50 & being completed approx. Nov 1. Both lighted. (4-18)

BELLAIRE-ANTRIM CO ARPT: Clsd -due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operations.

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mi SW. Towers just under glide path to NE rnwy. (6-13)

**CADILLAC ARPT: 210'(1720'MSL) lgtd twr erected 8.5 n mi WNW(296°T) at lat 44-19-32, long. 85-34-54. (5-27)

CAMP LUCAS-SPECIAL NOTICE: May 9 to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Michigan. (5-8)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

★DETROIT-CITY ARPT-TOWER: Trans & rcvr 120.0 mc cmsnd. (7-25) FLD: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27)

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N s ide of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and tk-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags and flares. Men & equip. on or adj to ramp and rnwys. (6-24)

★DETROIT-WILLOW RUN ARPT-TOWER: About Aug 19, TVOR will be shut down until approx Sept 2 - modern. Radar freq 137.88 mc decmsnd; 126.18 mc cmsnd. (7-29) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

EASTPORT-TORCHPORT ARPT: Caution-NW/SE rnwy under const.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi

MICHIGAN: LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Day and ngt marking.

MARQUETTE-COUNTY ARPT: Caution - const. (7-15)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying. 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

**NEWPORT-MARSHALL ARPT: 77' (659' MSL) reactor containment vessel and 182' lgtd derrick erected 1.8 n mi ENE (85°T) at lat 41-57-36, long. 83-15-30.

NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long. 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea conditions. Mission: Surface Naval Gunnery. (4-1)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.

**PLYMOUTH-METTETAL ARPT: Lngst rnwy 2200'. (3-13)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S. (4-20)

**PORT HURON-ST. CLAIR COUNTY ARPT: 425' (1007' MSL) smokestack and 215' (797' MSL) bldg erected 9 n mi SSE (169°T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)

PRUDENVILLE-ROSCOMMON COUNTY ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)

**ROMEO ARPT: Lngst rnwy 2400'. (3-14)

**SAGINAW-TRI-CITY ARPT: 15' VOR bldg 1400' E of intsxn obstn lgtd. Three 60' towers 2200' N of intsxn obstn lgtd. (7-26)

**ST. IGNACE-MACKINAC CO. ARPT: Fld lgts discontinued. (7-18)

**SALINE ARPT: Reactivated. Type: "L"; lat 42-08, long. 83-48; lctd 2 mi S; elev: 820'; 2 rnwys, lngst rnwy 1900'; 80 oct fuel. (3-29)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)

SAULT STE MARIE-KINROSS AFB-RADIO: June 1, ILS glide slope and lclzr inop. (7-31)

TECUMSEH ARPT: Arpt clsd Sun & holiday 0600-1800 due drag races - open for lndgs by acft circling fld twice. (6-21)

WEST BRANCH-GENTRY'S ARPT: Caution - N/S lndg strip under const - mrkd.

WHITE CLOUD-RADIO: VOR shut down until approx Aug 15 - modernization. Durg shutdown, following MEA authorized: V26 2000' Lansing to White Cloud Int 040° radial Muskegon. V26-55, 8800' Green Bay to White Cloud Int. VOR navigation not avail. V193 White Cloud to GR (Grand Rapids). V193 White Cloud to Traverse City. (7-9)

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)

AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)

**BRAINERD ARPT: N/S rnwy skis only winter months. (7-8)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

DULUTH ARPT: Ramp const W of admin bldg. Men & equip. on or adj to ramp. Caution crossing arpt perimeter road lndg rnwy 3. (7-22)

DULUTH-SKY HARBOR ARPT: New arpt reported: lctd 4.5 mi SE; elev: 609'. 1 rnwy; lngst rnwy & facs: 22-S5; F3 fuel; remarks - skis winter. (7-12)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate

MINNESOTA: scalloping and roughness in excess of 2° from 165°-260°. (6-7)

**FAIRMONT MUN ARPT: 500' (1710' MSL) lgtd twr erected 2 n mi SW (240°T) at lat 43-38, long. 94-28. (7-18)

**GRAND RAPIDS ARPT: 250' (1554' MSL) unlgtd reinforced concrete chimney erected 7 n mi WNW (292°T) at lat 47-15-38, long. 93-39-10. (5-15) Corrects Airgi Vol. 12, No. 9, where this was erroneously listed under Michigan.

MADISON ARPT: Two 200' lgtd twrs 1700' apart being erected 19.3 n mi SSW (217°) at lat 44-44-00, long. 96-27-30. (6-21)

MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited durg const. (7-22)

MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution - men and equip. on fld. (7-22)

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: July 1, PAR shut down until approx Sept 1 . About Aug 12, ASR-2 will be shut down until approx Nov 19 - relctn. FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22/11R and associated taxiways. (9-30) Rnwy 8-26 open for daylgt use only. (1-25)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt. 162' (1191' MSL) lgtd twr being erected 2.1 n mi E (108°T) at lat 43-59-18, long. 92-24-52.

ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

ST. PAUL-HOLMAN FLD: About Aug 15, 263' (1163' MSL) lgtd twr will be erected 7 n mi NNW (343°T) at lat 45-03-00, long. 93-06-30 (7-15)

ST. PAUL-LAKE ELMO ARPT: Four 306' (1320' MSL) lgtd twrs being erected 3.1 n mi SSE (166°T) at lat 44-56-38, long. 92-55-52. (5-20)

TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: CORINTH ARPT, 7, MEM-TPA: Clsd until further notice. (7-22)

CROSBY MUN ARPT: Until about Sept 1, men and equip. resurfacing rnwy. Land to one side of fresh material. (7-15)

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference.

GULFPORT ARPT: All tfc left; alt 1500' jet and heavy, 800' lgt acft. Caution extensive jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for take-off on rnwy 32 and 36. (6-11)

INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in viciniyy of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)

McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft durg wet wea. (3-5)

MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints. based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5)

MERIDIAN-KEY FLD-RADIO: Apr. 29, ILS glide slope shut down until approx Aug 29.

MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough - use with caution. Men & equip. on fld days. VOR airborne rcvr check point inop. (3-19)

OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type: "P" 34-23N, 89-33W; lctd 1 mi N; elev: 445'; 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. Caution - men and equip. on fld. No service avail. Telephone service on fld. (5-14)

RIPLEY ARPT: Closed - construction. (5-16)

WALLS-TWINKLE TOWN ARPT: Reactivated. Formerly carried as Sanders Fld. Type "P"; lat 34-56, long. 90-09; lctd 1.8 mi S; Elev: 210'; 3 rnwys; lngst rnwy & facs: 43-U F4 fuel. (2-12)

MISSOURI: BLUE SPRINGS-RADIO: Aug 2, VOR shut down until approx Aug 30 - modernization. (7-16) Durg shutdown, temp MEA's to be utilized are listed on page 5.
CAPE GIRARDEAU MEMORIAL ARPT: 313' (1143'MSL) lgtd twr being erected 13 n mi WNW (298°T) at lat 37-19-05, long. 89-19-09. (7-11)
**CLINTON-SPORTSMAN'S ARPK: 250' (1007'MSL) lgtd chimney being erected 9 n mi SW (239°) at lat 38-18-42, long. 93-55-59. (4-5)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: Arpt reported at lat 38-08,long90-33,ENEof town. Elev:675';2500'strip.Fuel.
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
FARMINGTON ARPT: Twin 443'(1183'MSL) lgtd twrs, 25' apart being erected 17.1 n mi SSE (170°T) at lat 37-29-17, long. 90-20-50. (6-17)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS glide slope inop indefinitely - all other components remain in opern. (7-3)
JOPLIN ARPT: NE/SW rnwy clsd due const. (7-9)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)
LEXINGTON ARPT: 383' (1238'MSL) lgtd twr being erected 9.5 n mi SE (153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE (159°T) at lat 39-10-27, long. 93-54-55. S twr (998'MSL), middle twr (972'MSL) & N twr (858'MSL). S twr only, lgtd. (5-2)
MACON-RADIO: About Sept 30, VOR class will be changed to BVOR. (7-3)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35n mi from 10° clockwise to 130° at MEA. (8-2)
POPLAR BLUFF-EARL FIELDS MEMORIAL ARPT: 293' (715'MSL) lgtd twr being erected 3.6 n mi W (273°T) at lat 36-46-34, long. 90-24-23. (6-26)
ST. CHARLES ARPT: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35 NNW to lat 39-00, long. 90-39 W to lat 39-00, long. 90-45 S to lat 38-55, long. 90-45 ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS MEM'L ARPT-RADIO: April 29, ILS and glide slope shut down until approx Nov 7-relctn of lclar. (4-29)
ST.JOSEPH-ROSECRANS MEM'L ARPT: Effect. 0800C July 29, 1600' apch end rnwy 22 will be reopened. Concurrently, 1700' apch end rnwy 31 will be clsd to all operns. Areas will be flagged and lgtd, day and ngt - caution. N/S instrument rnwy clsd. (7-16)
*ST. LOUIS-LAMBERT FLD-TOWER: July 26, VHF/DF cmsnd using the following freqs: 118.3,119.5,121.5,122.1,122.5,126.18,120.3,126.7,135.9 mc. FLD: Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. Const in progress on power line on 100' steel twrs approx 5/8 mi E. (7-25) About Aug 15, 311'(1000'MSL) lgtd twr will be erected 5 n mi SSW (206°T) at lat 38-40-36, long. 90-24-09.(7-19)
ST. LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area fro student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)
ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: Aug 18, Sept 8 & 22, Oct 6 & 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
TARKIO-PETERSON ARPT: 291' (1430'MSL) lgtd relay twr being erected 12.5 n mi WNW (308°T) at lat 40-34-32, long. 95-34-25. (6-14)
MONTANA: **BILLINGS ARPT: 210' (4213'MSL) lgtd twr erected 9 n mi ESE (126°T) at lat 45-43-29, long. 108-23-38. (7-15) Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8) Configuration "A" apch lgt system on rnwy 9 operg dusk-dawn commissioned. Do not land short of threshold lgts. (7-23)
BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)
BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.
BUTTE ARPT: Exten aerial spray operns conducted from arpt. From 0400-0900 tk-offs on rnwy 11 and lndgs on rnwy 33 under calm wind conditions. After 0900 or under other than calm wind conditions, normal tfc pat will be flown.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
GREAT FALLS ARPT: Rnwy 02-20 clsd for repairs until about Oct 1. (7-10)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)
HUNTLEY, BCN SITE 21, HLN-MSP: On or about July 31, bcn will be converted from 6 rpm to 12 rpm. (7-22)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) LF rng operg as H fac. (4-9)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'. About Aug 19, VOR/DME will be shut down until approx Sept 9 - modernization. Durg this period the following arwys will be unusable: IFR operns V2 Mullan Pass to Drummond. V231 may be used using MSO LFR. Upon recmsng VOR, freq will be 111.8 mc; DME channel 38. (7-17)
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6) Rnwy 11-29 clsd for const. Intsxn of 11-29 open for tfc on rnwy 7-25 and 16-34. Until about Oct 20, rnwy 7-25 clsd to acft over 26,000 lbs gross wt. (6-20)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance. July 25, VOR/DME will be shut down until approx Aug 20 - modernization. Durg this period the following arwys will be affected: V2 GEG to MSO. V-120 MLP to GTF unusable. Wellpinit and Charlo VHF Ints will be unusable. (6-18) Upon recomsng VOR, freq will be 116.3 mc, DME channel 83. (8-1)
ST. IGNATUIS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360° - 47°, 26 n mi at 11,000'; 47° - 70°, 35 n mi at 11,000'; 70° - 96°, 35 n mi at 9000'; 96° - 118°, 26 n mi at 11,000'; 118° - 164°, 17 n mi at 11,500'; 164° - 197°, 35 n mi at 10,500'; 197° - 213°, 26 n mi at 11,500'; 213° - 228°, 17 n mi at 11,500'; 228° - 250°, 26 n mi at 11,500'; 250° - 277°, 26 n mi at 10,000'; 277° - 299°, 17 n mi at 10,000'; 299° - 330°, 17 n miles at 10,500'. (6-23)

MONTANA: WOLF ARPT: NW/SE rnwy clsd for const and surfacing. Arpt clsd to all operns sunset-sunrise. (7-15)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway closed.

HUMBOLDT ARPT: 316'(1493'MSL) lgtd twr being erected 4 n mi NNW (337°T) at lat 40-13-55, long. 95-58-17. (6-21)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL CENTER: About Sept. 15, RAPCON will be cmsnd. Trans & rcvg 120.1, 121.5, 125.7, 134.1, 136.8, 137.88, 142.02, 124.5, 255.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, and 379.4 mc. Rcvg only: 122.5. mc. Terminal Radar Arrival and Departure ATC service will be provided Omaha Mun. Arpt and Offutt AFB. (7-29)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY-RADIO: Aug 16, VOR will be shut down until approx Sept 27 - modernization.(7-30)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi;125°-170°, 17 n mi;170°-240°, 35 n mi;240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS - SPECIAL NOTICE: Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flgt within a 300 n mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000' 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Aug 15. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int - RNO, V6 Tahoe Int-LOL, V6N AUN int - RNO, V28, V113, V150 West Point Int - RNO. (7-19)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14) About Aug 9, VOR will be shut down until approx Aug 13 - corrections to antenna system. Durg this period the following arwys will be affected: V6 EKO-LCU, V32N EKO-BVL V269 LWL-TWF unusable.

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel Concord, Capital 5-6611, ext.211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (6-14) About Sept. 9, VOR/DME will be shut down until approx Sept. 27 - modification. & freq change from 117.4 to 108.2 mc. (8-5)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

KEENE-DILLANT-HOPKINS ARPT: Caution - const of 500' extension S end rnwy 02-20. Use rnwy 14-32 whenever possible. (5-20)

**MANCHESTER-GRENIER FLD: Arpt now civil fld. Prefix (AF, NG). Airline stop. Type "P"; lctd 4 mi S; elev 233'; 3 rnwys; longest rnwy & facs - h70-BL4-S2; F4 fuel; remarks

NEW HAMPSHIRE: 2-way rdo required. FEE. (6-28)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 526 kc for test purposes only. Ident: AIY. Lctd near Avalon, N.J. (8-2)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH COUNTY ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

**CAMDEN-CENTRAL ARPT: Abandoned. (7-1)

MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses. LFR shut down - freq changed to 379 kc. (8-2)

NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential, rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const-taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on side of river, lgtd. (9-14)

SOMMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special request. Equipment on field.- days. Const adj to all paved surfaces. Helicopter lndg area now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

NEW MEXICO: ★ ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) July 22, trans & rcvrs 120.7, 121.1, 123.9, 134.1, 136.8, 137.88, 142.02, 270.6, 289.4, 335.8, 363.8 mc cmsnd. (8-2) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

**CORONA ARPT, 7, ABQ-BGS: Lngst rnwy (NW/SE) 5200'. (2-1)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. Soon VOR will be shut down until approx Sept 30 - modernization and relctn. Durg this period the following arwys will be unusable for IFR opern: V60 San Jose Int-Conchas Dam Int. V19 Santa Fe-Raton. V19 Las Vegas-Raton. V190 Las Vegas-Dalhart. (7-18)

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4) Until about Aug 10, vehicle tfc crossing rnwy 02-20 and intsxn daylgt hrs. (7-5)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

★PINON-RADIO: July 27, VOR cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd lat 32-31-44, long. 105-18-20. Elev: 6578'MSL. Monitor. category (3). Class: VORW.

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)

BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily durg hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

BUFFALO ARPT-TOWER: About Sept 9, trans & rcvr 123.7 mc will be cmsnd and trans ** & rcvr 120.7 will be decmsnd. (7-16) FLD: FEE. (11-1)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

**GENEVA-SCENIC AIRE PARK ARPT: Closed. (11-29)

GLEN FALLS-WARREN CO. ARPT: 91 octane not available. (6-11)

HEMPSTEAD-RADIO: In Sept, LFR will be shut down - modernization. (4-25)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3). (5-10)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14)

NEW YORK: Territory: V29 MSS to JH unusable. V98 MSS to UL substitute MSS MH direct UL VOR MEA 2000'. V98 MSS to QC unusable. V104 MSS to Vars Int. unusable. Subject. flight check of MSS MH intend to establish temp ADF direct route 360° T from MSS to point of interception E course OW LFR MEA 2000'. (7-17)

**MIDDLEBURG-VALLEY AIRPARK: ABANDONED. (3-4)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 9, trans & rcvr 123.6 mc will be cmsnd and trans & rcvr 120.7 will be decmsnd. (7-16) July 26, trans & rcvr 123.8 mc cmsnd. Aug 3, trans & rcvr 250.4 mc cmsnd.

**NEW YORK-HELIPORT #1, PIER 41, MANHATTAN: Open daylgt hrs on 1-hr advance notice only. Telephone ALgonquin 5-1000, ext. 666. Restricted to float and skid type helicopters. (2-7)

NEW YORK INTNL (IDLEWILD) ARPT: Lndgs and take-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and take-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185'MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000'long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10) Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L, and 13L-31R. (8-2)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound aircraft shall make initial contact with La Guardia approach control on 119.9 mc regardless of wea. No UHF freqs available for tower contacts: FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC

NEW YORK: NIAGARA FALLS-RADIO: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) UHF/DF inop until approx Aug 23. (8-2) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUNICIPAL ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' & visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'.

ROCHESTER-RADIO: About Aug 2, VOR/DME will be shut down until approx Aug 30 - modification and freq change from 117.8 mc to 114.5 mc. (6-21)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate ground visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROCKDALE-RADIO: VOR operg test basis. Freq: 108.4 mc. Ident: RKA. Lctd lat 42-27-58, long. 75-14-23. (7-25)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270°, below 6500'; 270°-284°, below 6000'; 284°-315°, below 5000'; 315°-360°, below 4000'.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

SYRACUSE-HANCOCK FLD: Thru Sept. 1 Air National Guard trng. Jet acft operg thruout period. Two-way rdo rqrd all acft. (6-17) VOR ground rcvr checkpoint unusable. (4-16)

UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-RADIO: LF rng, 284 kc has interference from Greenville, S.C. LF rng 281 kc. Caution advised. (8-1)

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

COFIELD-RADIO: VOR radials 250° thru 275° out of tolerance - roughness and bends.

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Sept 26 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (6-4)

**ELKIN-RENDEZVOUS ARPT: Abandoned. (6-24)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

HICKORY-RADIO: VOR radials 270° thru 285° and 150° thru 160° out of tolerance acct roughness and bends. (4-12)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25 mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation. Corp. Two-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev: 220'; number of rnwys: 1, longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

**LONG SHOAL POINT-SPECIAL NOTICE: Usage of Warning Area W-454 is changed to: Strafing, bombing, aerial gunnery, and guided missiles under the Commander, Marine Corps Air Station, Cherry Point, N.C. Altitude: Unlimited. Time: Unlimited. (7-9)

MANTEO ARPT: Rnwy lgts inop. (1-30)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutodwn for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL; V3 RDU-LBT H fac 3300' MSL; V3W RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Closed for construction.

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only.

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. Caution - men and equip. on fld until approx Aug 10.

NORTH DAKOTA: FARGO-RADIO: VOR 104° arwy radial has course oscillations beyond tolerance but flyable. (6-13)

FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and take-off. (6-4)

**JAMESTOWN ARPT: 200' additional steel twr being erected 4 n mi SSE (162°T) at lat 46-52, long. 98-39 & being completed approx Sept. 1957. (4-15)

**MINOT INTNL ARPT: Formerly carried as PORT O'MINOT. (6-21)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

**WILLISTON-CHANDLER ARPT: Three 166' (2166' MSL) twrs generally in a N/S line spaced 180' apart erected 2 n mi SW (231°T) at lat 48-07-27, long. 103-43-27. (7-27)

WILLISTON-SLOULIN ARPT: Caution - const. Portions of rnwy 11-29 and taxi strips clsd at times - mrkd days and lgtd nights. (5-14)

OHIO: AKRON ARPT: Due non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT-TOWER: ILS back course has flyable bend 4 to 2 n mi from stn, displaced 3.5° E rnwy 18 centerline throughout area of bend. ILS glide slope unusable from MM to apch end rnwy 36 - acct roughness and inadequate clearance. (7-19) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)

**ALLIANCE ARPT: Formerly carried as Birtalan. Now "P" fld. (7-22)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev: 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CHARDON-RADIO: About Aug 29, VOR will be cmsnd. Freq: 117.5 mcs. Ident: CXR. Lctd lat 41-31-06, long. 81-09-48. Monitoring category (1). Mag var: 4°W. Elev: 132' MSL. Voice and monitoring from Cleveland ATCS. Class: BVOR. (7-19)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) About Sept. 9, Union, Ky. and Sulphur, Ky. Fan Mrkrs will be perm decmsnd. (7-15) VOR 045° radial V5 out of tolerance due heavy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No. 180° turns on rnwy prior to rcvg approval from twr. Rnwys 9-27 and taxiway SW clsd due const. Caution - ctc twr for taxi patterns. (7-15)

OHIO: CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900';100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500';245°-310°, 35 n mi at 2000';310°-060°, not checked.

★CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) ILS glide slope shut down until approx Sept 20 - construction in immediate area. (6-21) Aug 2, trans & rcvr 348.6 mc cmsnd. FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. (8-24) Rnwy 14-32 restricted to NW take-offs and and SE lndgs. Const of N concourse in progress 800' N from main terminal. Elevated lgts 30" high installed all taxiways and runways 18R-36L and 23L-5R. (11-17) Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter T. (2-6) Rnwy 5L-23R clsd for const until about Sept 17. Lndg mins utilizing ILS for rnwy 5R will be 400-1 during const on rnwy 5L-23R.

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

★COLUMBUS-RADIO: Aug 1, the Newark FM decmsnd; concurrently E course of LF rng realigned to 277°. (6-7)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules-Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-Engine Rules-Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc on E taxi strip between hangars 1 and 4. Rnwy 12 open for take-off. Lndg on rnwy 12 restricted to acft less than 5000 lb gross wt. Rnwy 30 open for lndg. Take-off on rnwy 30 restricted to acft less than 5000 lb gross wt. Men and equip. working on installation of centerline lgtg system in area up to 2500' off E end rnwy 27. On or about Aug 19, 2900' hi-intensity centerline apch lgtg system configuration "A" serving rnwy 27 will be cmsnd.

DAYTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 90° clockwise to 240°-interference. DME coverage 150°-220°, 30 n mi at 2400'. About Aug 29, VOR/DME will be cmsnd. Freq: 115.0mc. Ident: DAY. DME Channel 70. Lctd lat 40-00-59, long. 84-23-50. Monitor. category (1). Mag variation: 0°. Elev: 990'MSL. Voice & monitoring from Dayton ATCS. Class: BVOR. Concurrently, existing Dayton fac will be decmsnd.

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const. area 500' NE end and 1000' SW end. Lndg should be made beyond green threshold lgts. End pavement rnwy 24 mrkd by row of red lgts for ngt opern. Rnwy 6-24 clsd 0700-1800E Mon-Fri xcpt during instrument wea. (7-15)

DAYTON-MONTGOMERY COUNTY ARPT: Closed - construction. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEMORIAL ARPT: N/S rnwy and sod areas closed. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi;140°-220°, 35 n mi at MOCA. (6-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to (3). (5-10)

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red Arwy 19. Nearly continuous AA firing June 17 thru Sept. 30, 1957, Mon-Fri xcpt holidays 0800-1630 EST. (6-18)

** LEBANON -J & J ARPT: New arpt; type P; lat: 39-27, long. 84-15; lctn 3 NW; RR SW; elev 880'; 1 rnwy 2100' (N/S) turf; 80 oct fuel. Remarks- S blkd. Right tfc N. (11-18)

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

★MANSFIELD ARPT-TOWER: Aug 1, Apch ctl service implemented. Class: AC(g). Hrs of opern: 0700-2300. (8-1)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.

MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

**MINGO JUNCTION-GRANTONIC ARPT: ABANDONED. (4-4)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE;lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard-surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet weather. Ctc Port Clinton Unicom for fld conditions. (7-16)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, gld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

SIDNEY-RADIO: About Aug 29, VOR will be cmsnd. Freq: 108.2 mc. Kdent: SIF. Lctd lat 40-17-15, long. 84-02-35. Monitor. category (1). Mag var.: 1°W. Elev: 1080'MSL. Voice and monitoring from DAY ATCS. Class: BVOR. (7-19)

SPRINGFIELD ARPT: Caution - controlled jet traffic operating off field. (9-29)

TIVERTON-RADIO: About Aug 29, VOR will be cmsnd. Freq: 110.2 mcs. Ident: TVT. Monitor. category (3). Lctd lat 40-27-30, long. 82-07-42. Mag. var.: 3°W. Elev: 1330'. Class: VORW. (7-19)

TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not land short of threshold lgts. Usable rnwy 4940'. (3-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution-const NE/SW rnwy being extended to NE-flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600';344°-010°, 35 n mi at 2400'.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030°, below 3500'. UHF/DF unreliable below 3000' MSL all quads. (10-24) About Sept 9, T/R 125.5 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE ARPT: Caution - construction 1500' S of tetrahedron. (5-14)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BEAVER CITY ARPT: Clsd due men & equip. on field and runways unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)

GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to air carrier and ngt operations.

GUYMON ARPT: N/S rnwy open. Caution- equipment on field. (6-14)

★LAWTON-RADIO: VOR monitor. category (1) operg continuously. (8-2)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16) Bcn inoperative. (7-2)

NORMAN-WESTHEIMER ARPT: NE/SW rnwy clsd until about Nov. 15. (8-5)

**OKMULGEE ARPT: Rnwy lgts perm discontinued. (6-24)

PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous-deep holes.

TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14)

OKLAHOMA: TULSA ARPT: Rwnys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Sunsdrag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: August 18, September 15, 29. (3-14)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operations until about Sep 1 for resurfacing existing portion and new const 1500' ext. Work in progress and excavations along E edge, taxiway 12, hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (7-17)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

**KLAMATH FALLS-KINGSLEY FLD: Formerly carried as KLAMATH FALLS. (6-12)

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)

**NEWPORT ARPT: No rnwy lgtg avail. Severe washout on arpt surface.- lctd 21' W of ctr intsxn, max depth 100'. (7-26)

NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. About Aug 22, VOR will be shut down until approx Sept 16 - modernization. Durg shutdown the MEA on V27 between Crescent City and Newport is 13,000'; the MEA on V121 between North Bend and Eugene is 9000'. North Bend Int. (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints. are unusable. (7-19)

PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)

★PORTLAND-RADIO: Trans & rcvrs 121.5, 243.0 mcs cmsnd. (8-1)

PORTLAND INTNL ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway.

PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts.

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.

SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev: 4475'; 1 rnwy; 3200' gravel; remarks - Ctn - fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P Aug 25. Caution. (6-24)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (2-11)

**BENTLEY CREEK, BCN SITE 12, BUF-LGA: Resumed opern - operd by Penn State. (7-19)

**BERWICK-CENTRE ARPT: Closed. (7-19)

**BIGLER, BCN SITE 49B, MDW-LGA: Resumed opern - operd by Penn State. (7-30)

★BRADFORD-RADIO: VOR monitoring category (1). (8-1)

BRISTOL-3M ARPT: Caution 0 const equip. on S apch N/S rnwy - hazardous.

**BROOKVILLE, BCN SITE 45B, MDW-LGA: Resumed opern - operd by Penn State. (7-30)

BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.

**CAMPTON, BCN SITE 15, BUF-LGA: Resumed opern - operd by Penn State. (7-19)

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9n mi NW, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

**CLARION, BCN SITE 43B, MDW-LGA: Resumed opern - operd by Penn State. (7-30)

**CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (7-19)

**DOUBLING GAP, BCN SITE 29B, CMH-PHL: Resumed opern - operd by Penn State.

**ELYSBURG, BCN SITE 59, MDW-LGA: Resumed opern - operd by Penn State. (7-19)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)

FITZGERALD-RADIO: About Sept. 16, VOR will be shut down until approx Oct 17 - modification and freq change from 117.0 mc to 108.2 mc. (8-5)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instru-emtn apch to Gettysburg Arpt under actual instrument conditions.

**GETTYSBURG-DOERSOM'S ARPT: Reinstated. Type: "L"; 39-50N, 77-16W; lctd 2 mi NW; elev: 590'; 2 rnwys; longest rnwy & facs 30-S5; F2 fuel; remarks - Rgt tfc rnwy 5. (7-24)

HARRISBURG-RADIO: VOR covarage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HAZELTON-RADIO: Privately owned H fac operg test basis. Freq: 212 kc; Ident: HZL. Lctd lat 40-58-49, long. 75-53-41. Bear. & dist to field 285°, 4-1/2 n mi. (6-29)

**HOLDEN, BCN SITE 44, MDW-LGA: Resumed opern - operd by Penn State. (7-30)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

**KARTHUS-PINE GLEN ARPT: Closed. (7-19)

LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress.. (2-27)

**LINESVILLE-MERRY'S PYMATUNING ARPT: Closed. (7-19)

**MESHOPPEN, BCN SITE 16, BUF-LGA: Resumed opern - operd by Penn State. (7-19)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

**NEW KINGSTOWN-TAYLOR ARPT: Rnwy 2-20 perm clsd. (6-28)

PHILADELPHIA AREA-SPECIAL NOTICE: All acft avoid flying over Playhouse and Robin Hood Dell in Fairmount Park Section 7 mi NNE of Intnl Arpt between hours 1330-2200 until Sept 15 - music festivals. (6-18)

PHILADELPHIAL INTERNATIONAL ARPT-SPECIAL NOTICES: (1) Acft operg under Radar Approach Control will under no circumstances reverse course or make a transition at the OM after having received the final vector to the ILS course without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must receive Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed approach procedure for this field. (10-24)

(2) Jet penetration JA-JAL - 320 ADF via Newcastle OM suspended due to shutdown Philadelphia Radar. Jet traffic operg on IFR flgt plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or land Newcastle Arpt. (7-1)

PENNSYLVANIA: ✱PHILADELPHIA INTNL ARPT-TOWER: July 26, ASR-2 relctd lat 39-52-32, long. 75-14-00. Arrival and departure control available. (7-26) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) 140' boom 1000' W apch end rnwy 10 flagged days, lowered ngts. (8-2)

**PHILIPSBURG-ALBERT ARPT: Closed. (7-19)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW(336° T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30- double yellow line along SW side indicates the edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) About Aug 9, ASR-2 will be shut down until approx Aug 23 - modernization. (7-15) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

**PLEASANT VALLEY, BCN SITE 17, CMH-PHL: Resumed opern - operd by Penn State.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

PUNXSUTAWNEY ARPT: N/S rnwy clsd const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

**QUAKERTOWN-GRANTS ARPT: Closed. (7-19)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

**RICHBORO-WEIR'S ARPT: Closed. (7-19)

**SCRANTON, BCN SITE 18A, BUF-LGA: Resumed opern - operd by Penn State. (7-19)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**SHIRLEYSBURG, BCN SITE 26, CMH-PHL: Resumed opern - operd by Penn State. (7-19)

**SHREWSBURY, BCN SITE 3, BAL-BUF: Resumed opern - operd by Penn State. (7-30)

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; Sl facs; Fl fuel. (7-19)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: Aug 1, VOR operg test basis only. Freq: 108.2 mc. Ident: TWR. Lctd lat 40-33-16, long. 76-35-49.

TYRONE-RADIO: June 30, VOR placed in opern. Freq: 110.0 mc. Ident: TON. Lctd at lat 40-44-05, long. 78-19-56. (6-30)

**TYRONE-SPEEDWAY ARPT: Closed. (7-19)

**ULSTER, BCN SITE 13, BUF-LGA: Resumed opern - operd by Penn State. (7-19)

WASHINGTON ARPT: Clsd due const until about Sept 1. (4-2)

WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip. on rnwy and fld. (4-1)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12)

**WOODWARD, BCN SITE 54B, MDW-LGA: Resumed opern - operd by Penn State. (7-19)

✱YARDLEY-RADIO: Aug 1, VOR cmsnd. Freq: 108.8 mc. Ident: ARD. Lctd lat 40-15-11, long 74-54-31. Elev: 295' MSL. Monitoring category (1). Monitored and controlled from Philadelphia ATCS. Class: VORW. Coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi. (8-1)

ZELIENOPLE-TASA ARPT: New arpt reported: 40-03N, 80-10W; located 3/4 mi WNW; elev 945' 2 rnwys; Sl facs; Fl fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: ANDERSON ARPT: Rnwy 5-23 closed due resurfacing. During time working at rnwy intsxns and at night all runways clsd to all operations. Night operations and rnwy lgts on req basis only. (8-2)

**BENNETTSVILLE ARPT: Permanently closed. (7-8)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

✱CHARLESTON-RADIO: VOR operg test-basis. During test opern the following temp flgt opern procedures are estab: MEA V-1 BAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to CHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int direct 4000'. V3W SAV to CHS and V-3E CHS to FLO not usable. CAE Int temp designated AGS 070, CLT 185; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int FLO 183, MYR 236; Lake Moultrie Int FLO 198, MYR 247; following Int. not usable: Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, Kildare, and Azalea. (7-15) July 30, ATCS/TWR decombined. LF rng trans & receives 243.0 mc.

✱CHARLESTON AFB/MUNICIPAL ARPT-TOWER: ILS glide slope not usable from MM inbound to rnwy. (6-26) July 30, Twr/ATCS decombined. FLD: Rnwys 3-21 and 15-33 alternately closed during daylgt hours - extensive const. all areas adj to rnwys. Men & equipment installing taxiway lights in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current information.(9-21) Apch lgts rnwy 15 inoperative (5-21) On or about Sept 1, rnwy 15-33 will be clsd for approx 60 days for rnwy extension and widening. (8-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

GREENWOOD COUNTY ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

NORTH- SPECIAL NOTICE: Until approx Sept 15, extensive mil acft operg vicinity North AF Aux using F-101, T-33, and B-66 type acft - caution advised. (7-18)

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

**MARTIN ARPT: New arpt: Type P; lat 43°-10', long. 101°-43'; lctd: 0.5 SE; riv S; elev 3293; 1 rnwy (NW/SE) 2400' x 200' turf; unattended. (9-24)

**MITCHELL ARPT: 250' lgtd twr erected 6.5 n mi SE(137°T) at lat 43-41-53, long. 97-56-04. (7-24) 200' twr erected 32.5 n mi W(283°T) at lat 43-53-30, long. 98-45-58. (7-24)

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

WINNER ARPT: 172'(2152'MSL) lgtd twr being erected one half n mi SSW (205°T) at lat 43-22-56, long. 99-51-36. (6-29)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)

TENNESSEE: CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. LFR operg as homing fac. (5-8) About Aug 29, LF rng(341 kc) and the Daisy FM will decmsnd. (8-2)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS inop 0700-1730 week days until approx Sept. 29. (7-29) About Sept 1, freq 123.9 & 305.4 mc will be cmsnd for departure control. Normal clearance limits will be Rutledge Int., Piedmont Int., Douglas Int., Tallassee Int., Sweetwater Int., Norris Int., and Knoxville VOR. (8-2) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS-SPECIAL NOTICE: Effect. Aug 31, Caution Area "A" (C-520) will be estab. Description: lat 34-34-00, long. 89-12-00; lat 34-17-00, long. 88-34-00; lat 33-40-00, long. 89-40-00; lat 33-47-00, long. 89-47-00; lat 34-22-00, long. 89-31-00. Estab. Altitude: 10,000' MSL to 30,000' MSL. Activity Conducted: Intensive training activity (aerobatics, tow targets, camera gunnery). Time of Use: Daily, sunrise to sunset. Controlling Agency: NAS Memphis, Tennessee. (7-16)

MEMPHIS-RADIO: July 25, Z mrkr shut down - modernization. (7-13)

MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120°, beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi, 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000', V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

SEWANEE-UNIV. OF THE SOUTH ARPT: Clsd until about Sept 20 for const. (7-31)

*TRI-CITY ARPT-TOWER: July 25, trans & rcvr 125.7 mc cmsnd. ILS glide slope usable for apchs to MM only. (7-29)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ADDISON ARPT: Arpt reported: Type "L"; longest rnwy 2000'; remarks-work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 statute miles out. (8-27) FLD: Neon apch lgts system removed due construction.

**ATHENS ARPT: Abandoned - land use changed. (3-15)

AUSTIN-RADIO: About Aug 29, H fac will be cmsnd. Freq: 281 kc. Ident: AUS. Lctd at lat 30-22-36, long. 97-40-55. Simultaneously, LF rng and Z mrkr will be perm decmsnd.

AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down-relctn.(4-15) During this period, ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: About Aug 15, ILS will be cmsnd. Lclzr freq: 109.5 mc, ident:BUJ. Glide slope freq: 332.6mc. Apch bear: 113°. LMM freq:206 kc; ident: UJ. LOM freq 236kc; ident: BU. MM lctd 0.4 mi, OM 4.8 mi from apch end rnwy. FLD: Rnwy 11-29 clsd - construction. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated

TEXAS: on Arwy Green 5 and V-16. (4-22)

BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 29-relctn to lat 32-23-06, long, 101-29-00, freq will be changed to 114.3 mc. (8-5) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEA's remain as charted. Rowena Int use 105° bear. from BGS LFR, Jack Int use 108° bear. from BGS LFR, Sterling Int use 131° bear. from BGS LFR, King Int use 186° bear. from BGS LFR, Johnson Int use 203° bear. from BGS LFR, Mustang Int use 266° bear. from BGS LFR.

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**BROOME-STRINGER RANCH ARPT: Now private arpt. (6-20)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000';110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

**COMMERCE-HILLCREST AIRPK: Abandoned. (7-23)

CORSICANA-ALLISON RANCH ARPT: Closed due to exten const on rnwys. (4-23)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21) About Aug 29, H fac will be cmsnd. Freq: 341 kc. Ident: DAL. Lctd lat 32-49-07, long. 96-51-30. Simultaneously with cmsng of H fac LF rng & Z mrkr will be perm decmsnd. H fac will oper without voice for approx. 3 days. (7-19)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys & new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

ELECTRA ARPT: 163'(1346'MSL) lgtd twr being erected 2.2 n mi SE(138°T) at lat 34-02-[illegible], 15, long. 98-56-27. (7-26)

EL PASO INTNL ARPT - SPECIAL NOTICE: Unscheduled acft arriving from or departing to Mexico prior to 6:00 pm and on all holidays subject to overtime payment to U.S. Public Health Authorities. (7-11)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.

FORT WORTH-RADIO-SPECIAL NOTICE: About Aug 15, Radar Tfc Ctl Procedures (Arrival & Departure) will be inaugurated at Carter Fld(Ft. Worth Apch Ctl.). Radar tfc ctl will be used within the jurisdiction of Ft. Worth Apch Ctl. Major arpts included are Carter Fld, Hensley Fld, Meacham Fld, and Carswell AFB. Radar Arrival Control: For No. 1 ILS/LOM DF to Carter; No. 1 ILS/LFR to Meacham & GCA to rnwy 17 at Hensley, Feeder fixes will be Haslet MH/Int; Saginaw Int/Ft. Worth LFR;Lucas Int, and Grand Prairie MH/Int. For ILS No. 2 & Grand Prairie MH DF apchs to Carter: Stadium/Russell Int apchs to Meacham, and GCA apchs to rnwy 35 at Hensley, Feeder fixes will be Grand Prairie MH; Britton VOR; Lucas Int; Russell/Stadium Int. The Newark MH/Int will be used as feeder fix for all GCA apchs to Carswell AFB. Radar Departure Control: Departing acft from Carter, Hensley, & Meacham Arpts shall normally be cleared short of destination to one of the following clearance limits consistent with type of arwy navigation & destination routing: Alvord Int; Princeton Int; Sulphur Springs MH/VOR; Greenville Int.: Edgewood Int;Sabine Int;Kaufman Int;Kemp Int;Ennis Int; Lipin Int; Mineral Wells MH/VOR; Clifton Int;Rio Vista Int;Joshua Int; Ft. Worth VOR;St. Jo Int; & Mill Int. All departure routes depicted on current Dallas-Ft. Worth Term Area L/MF departure charts and VOR departing chart. Radio call Arrival Ft. Worth Apch Ctl, departures Ft. Worth Departure Control. (7-11)

FT. WORTH-SPECIAL NOTICE: 70'(1059'MSL) lgtd boom erected atop Continental Nat'l Bank Bldg. at lat 32-45-06, long. 97-19-45 & will remain until approx. Sept. 11. (7-11)

FT. WORTH-CARTER FLD-TOWER: About Aug 15, radar arrival and departure control will be inaugurated. (7-11) FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. & men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly marked.

TEXAS: FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Sept. 5. (8-2)

**FT. WORTH-SAGINAW ARPT: 2600' N/S hard-surface strip completed. First 300' rnwy 36 not usable acct p-line not yet removed. (7-13)

GREENVILLE-MAJORS ARPT: Rnwys 17R and 35L clsd due to const. Men and equip. working during daylight hours. Other rnwys will be closed intermittently until further notice. Non-rdo equipped acft use extreme caution and abide by control tower light signals. Night lndgs not advisable. (5-10)

**HARLINGEN-HARVEY RICHARDS ARPT: 316' (347' MSL) lgtd twr erected 10 n mi E (97°T) at lat 26-11-35, long. 97-34-27. (6-19) About Aug 15, 994' (1049' MSL) lgtd twr will be erected 5 n mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Closed to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Closed all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized using Houston 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints. remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26) About Sept 5, Arcola FM lctd on SW course LFR will be decmsnd. (8-2)

**HOUSTON-BEALINE ARPT: Formerly carried as H & H Guest Ranch. (7-12)

HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

★HOUSTON INTNL ARPT-TOWER: About Aug 21, radar departure control will be implemented. July 29, VHF/DF cmsnd. Freqs: 120.7, 121.5, 122.1, 122.5, 126.18, 126.7, 132.0, 135.9, 137.88, 118.1, 118.3, 118.7 mcs. (7-31) FLD: Tetrahedron replaced by lgtd wind sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: open for take-offs to E only; no lndgs. (3-11)

**HOUSTON-SAM HOUSTON ARPT: Permanently closed. (7-15)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)

LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Nov 1. (8-1) About Aug 19, MM and LMM will be shut down until approx Nov 1. (8-1) FLD: N 1000' rnwy 17-35 clsd to all acft until about Oct 1 - for major const and extension of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more.

LUFKIN-RADIO: DME coverage: 017°, 2400' MSL 34 n mi' 032°, 2400' MSL 35 n mi; 090°, 2000' MSL 21 n mi; 170°, 1600' MSL 40 n mi; 190°, 1600' MSL 40 n mi; 310°, 2500' MSL 25 n mi.

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg: 122.1, 126.7, 135.9, 255.4 mcs.

MARSHALL-SPECIAL NOTICE: 166' lgtd temp drilling twr erected 6.1 n mi SW. (7-18)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

McKINNEY-SPECIAL NOTICE: 166' lgtd temp drilling derrick erected 3.5 n mi NW. (7-18)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

ODESSA-ECTOR COUNTY ARPT: Rnwy 7-25 closed. (5-16)

TEXAS: **PAMPA-PERRY-LEFORS ARPT: 303' (3635' MSL) lgtd twr erected 5.5 n mi SE (136°T) at lat 35-33-00, long. 100-55-00. (7-18)

PORT ISABEL ARPT: Closed all operations - const. (7-26)

ROCKPORT-ARANSAS COUNTY ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'.

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5, approx 13.4 n mi WSW ot Texarkana LF rng.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-19N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev: 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men and equip. on fld 0800-1700C every Fri. (7-31)

WEATHERFORD-GAARE ARPT: Closed until further notice. (7-9)

UTAH: BLANDING ARPT: Clsd until about Sept 19 due construction. (7-19)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has light roughness below 13,000'. About Aug 15, VOR will be shut down until approx Sept. 12 - modification. During this period the following arwys will be affected: V8 MMM-HVE MEA 16,000'. V8S MMM-HVE unusable. Bryce Canyon compulsory reporting point temp redesignated as MM 043° mag radial; HVE 225° mag radial; MLF 124° mag radial. (7-30)

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 26 n mi. (11-26) July 1, VOR shut down for modernization. During this period, V6 airway between LWL VOR and Promontory Point will be unusable.

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185°to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from station unreliable all alt. (4-25)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40° thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1) June 24, VOR shut down until approx August 6 - modernization. During this period the following airways will be affected: V-21 Delta - Salt Lake City MEA 12,000'; V-253 Utah Lake - Timpie Intersection and V-235 Utah Lake - Fort Bridger unusable. (6-20)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy clsd - obstn.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280°, below 7600'; 279°-255°, below 9500'; 255°-175°, below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: BROOKE-RADIO: May 23, VOR operg test basis. Freq: 109.2 mc. Ident: BRV. Lctd lat 38-20-10, long. 77-21-10. Class: VORW.

★CAPE CHARLES-RADIO: August 1, VOR commissioned. Freq: 112.4 mc. Ident: CCV. Lctd at lat 37-20-54, long. 76-00-00. Monitoring category (1). Elev: 10' MSL. Class: VORW. (8-1)

VIRGINIA: CAMP PENDLETON-SPECIAL NOTICE: Aug 11 thru Aug 25, durg daylgt hrs only, a temp. controlled firing area will be within area: bounded by lat 36-47-00, long. 75-58-45; lat 36-49-09, long. 75-58-45; lat 36-49-09, long. 75-55-44; lat 36-47-17, long. 75-57-04 to point of beginning. Altitude: Surface to 41,000'MSL. Use: 90 millimeter anti-acft firing at towed sleeve targets. (7-30)

CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd and mrkd with white "X". Rnwy 8-26 limited to acft not over 5 tons. (6-29)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, West Virginia. (7-25)

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500';75°-85°, 30 n mi at 1500';85°-130°, 35 n mi at 1500';130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)

★HOPEWELL-RADIO: Aug 1, VOR cmsnd. Freq: 109.4mc. Ident: HPW. Lctd lat 37-19-45, long. 77-07-03. Elev: 68'MSL. Monitoring category (1). Monitored and ctld from Richmond ATCS. Class: BVOR. (8-1)

INDEPENDENCE-COX ARPT: Closed until further notice. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution-hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240°, usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

**NEWPORT NEWS-P. HENRY ARPT: Hi-intensity rnwy lgts on rnwy 6-24 in opern. Rnwy 2-20 length 5000'-1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: About Sept 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) About Aug 20, VHF/DF will be cmsnd. Freqs 118.1, 118.5, 119.9, 121.1, 121.5, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88 mcs. Coverage 1500' within a 40 mi radius. (7-26) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

**RICHLANDS ARPT: Longest rnwy now 1600'. (7-22)

RICHMOND-BYRD FLD: Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only- all other soft. Lndg FEE for multi-eng executive and non-scheduled acft. (7-24)

**ROANOKE-WOODRUM FLD: 420'(3620'MSL) twr erected 12 n mi SSW(213°T) dismantled. Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx mid-way E/W strip. Men and equip. adj all rnwys and taxiways - caution.

WAVERLY ARPT: Unattended until further notice - no services avail- land at own risk.

WINCHESTER ARPT: New arpt reported: lctd 18 mi N; elev approx. 900'; 1 rnwy;3500' long(graded dirt -shale); remarks-telephone line parallel to rnwy 100' to one side.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. Aug 1, VOR shut down until approx Sept 1.- modernization. Durg this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C. LFR and Tulalip VHF Int will be unusable. (8-1)

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP COUNTY ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000';280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

HOQUIAM-RADIO: VOR/DME shut down until approx Aug 7. Durg this period the following arwys will be unusable: V27 Shelton Int-Newport VOR, V204 Hoquiam VOR-Olympia VOR-Astoria Int. (7-31)

MOSES LAKE-LARSON AFB-SPECIAL NOTICE: Effect. Aug 29, Caution Area C-250 will be rescinded. (7-16)

MT. CATHERINE, BCN SITE 4, SEA-HLN: Inop due power cable trouble. (10-26)

NEAH BAY-RADIO: About Aug 20, Z mrkr will be shut down for approx 5 days-modernization. (8-2)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon Intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution-unlgtd power line approx. 50' high E end - unmarked.

PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway int at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, 1958, const in progress-use rnwys and taxiways only.

SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 27 mi except V2, V2S, V4, V4S and G2 are unreliable MEA beyond 30 mi. (7-3) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1) N 1000' rnwy 16-34 clsd for extension and grading. (7-8) Rnwy 2-20 clsd for resurfacing. (7-23)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

★SPOKANE-AIR ROUTE TRAFFIC CONTROL CENTER: ARTC cmsnd. Freqs: 120.5, 301.4, 121.5, 243.0 mc. (7-22)

★SPOKANE-FAIRCHILD AFB-RADAR APPROACH CONTROL CENTER: Does not oper freqs 120.5, 301.4 mc. Add: ASR-PAR under Radar Facs. ASR apchs avail rnwy 5 & 23 Fairchild AFB and rnwy 3, 16, 21 and 34 Geiger Fld. (7-22)

SPOKANE-FELTS FLD: Lgt acft use rectangular traffic pattern and marked area S of runway. Equipment on field.

WASHINGTON: SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. (3-29) June 24, ILS LOM and LMM shut down - relctn. (7-3) FLD: Rnwy 16-34 clsd for const. (7-8) Interim taxiway to apch end rnwy 25 clsd to 4-eng acft. (7-16)

TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (6-14)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 122-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (6-5)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. About Aug 12, VOR will be shut down until approx Sept. 9 - modernization. (7-17)

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylight hours. Area marked by crosses and flags by day. (1-18) Men and equipment working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution - const of new taxi strip and parking area.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

**CHARLESTON-HILLTOP ARPT: Formerly carried as Bollinger. (3-26)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) About Sept. 9, trans & rcvr 123.7 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (8-2)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD COUNTY ARPT: Caution - dip midway rnwy 16-34 covering full width of rnwy.

WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution - extension soft following rainy periods. Contact Greenbrier Unicom for information. (7-15)

WISCONSIN: KENOSHA ARPT: Effective July 30, 1957, arpt will be perm clsd. (7-11)

LA CROSSE-RADIO: VOR radials 320°-335°, have course roughness beyond tolerance but flyable. (6-13)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of Admin Bldg perm closed to all acft over 10,000 lbs. Sod unsafe. About Aug 17, 253' (1238' MSL) lgtd twr will be erected 4 n mi NE (57°T) at lat 43-11-00, long. 89-15-13. (7-29)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, during VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500' MSL at 40 mi at all azimuths. (6-7) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: About Aug 16, 316' (1350' MSL) lgtd twr will be erected 4.8 n mi NNE (31°T) at lat 43-14-25, long. 88-39-49. (7-29)

WEST BEND-SKY RANCH ARPT: About Aug 15, 184' (1217' MSL) lgtd twr will be erected 3.2 n mi E (107° T) at lat 43-27-18, long. 88-15-06. (7-29)

WYOMING: CASPER-AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16) Rnwy 3-21 extended 100' each end 150' wide. Extension not lgtd. 4 portal lgts each side each extension 1000' from rnwy ends. (8-1)

GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

LARAMIE-RADIO: DME coverage 155°-225°, 35 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'. July 15, VOR/DME shut down until approx Aug 12 - modernization. Durg this period the following arwys and intsxns are unusable: V4 LAR-DEN, V118 CYS-RKR, Carr and Nunn VHF Ints. V4 LAR-CKW usable utilizing LAR LFR; MEA 16,000'; Minimum crossing alt LAR W-bound 16,000'. V4N LAR-Gill Int. usable utilizing 116° mag bear. to LAR LFR; MEA 14,000'; Minimum Crossing Alt Gill Int. NW bound 14,000'. (7-15)

ROCK SPRINGS-RADIO: ILS glide slope has light to moderate roughness between OM and LFR.

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy. - area mrkd by red flags. (7-5)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderare course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - cnnst; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept. 30. (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)

ATTENTION PILOTS! OBSTRUCTION LIST CHANGE: Effective with this issue the Obstruction List has been changed to include a new column tying in the obstruction with the appropriate Coast and Geodetic Survey Sectional Chart. The list appears on page 27.

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(FEET) (AGL)	LATITUDE LONGITUDE	CHART REF
ALABAMA					
ARIZONA					
ARKANSAS					
CALIFORNIA					
COLORADO					
CONNECTICUT					
DELAWARE					
DIST. OF COLUMBIA					
FLORIDA					
Stuart, Witham	13.5 SE; 150	650	625	26-59-01; 80-05-42	49
GEORGIA					
Augusta, Bush	6.5 ENE; 70	1677	1292	33-24-15; 81-50-19	75
IDAHO					
ILLINOIS					
INDIANA					
Fort Wayne, Smith	2.5 SSW;223	1589	770	41-06-03; 85-11-00	17
Franklin, Franklin	4.0 WSW;250	2093	1225	39-24-26; 86-08-52	18
Indianapolis, Shank	7.1 NNE; 23	1846	1022	39-55-43; 86-10-55	18
New Albany, Haps	4.0 SSW;219	1010	550	38-16-00; 85-50-00	18
Terre Haute(Stacks) Cox	13.0 SSW;211	1005	550	39-14-00; 87-34-00	18
IOWA					
KANSAS					
KENTUCKY					
Paducah, Barkley	6.5 E; 101	1046	583	37-02-55; 88-38-36	56
LOUISIANA					
Lafayette, Lafayette	7.9 NW;330	539	500	30-18-56; 92-04-19	6
MAINE					
MARYLAND					
MASSACHUSETTS					
Martha's Vineyard, Martha's Vineyard	7.8 WSW;251	700	640	41-20-01; 70-48-44	10
MICHIGAN					
MINNESOTA					
Duluth, Duluth	4.8 SE;135	2049	805	46-47-20; 92-06-51	28
Fairmont, Fairmont	2.0 SW;240	1710	500	43-38-00; 94-28-00	27
MISSISSIPPI					
MISSOURI					
MONTANA					
NEBRASKA					
NEVADA					
NEW HAMPSHIRE					
NEW JERSEY					
Pitman, Pitman	3.6 E; 106	1049	899	39-44-02; 75-04-10	83
NEW MEXICO					
NORTH CAROLINA					
Charlotte, Douglas	10.5 ENE;74	1932	1076	35-15-41; 80-43-38	14
Wilmington, New Hanover County	16.0 W;281	1049	999	34-19-15; 78-13-42	14
NORTH DAKOTA					
Williston, Chandler	6.1 WSW;267	3221	878	48-08-02; 103-51-36	85
OHIO					
OKLAHOMA					
OREGON					
PENNSYLVANIA					
Philadelphia, Intn'l	5.5 NE; 40	627	587	39-57-04; 75-10-08	83
Pittsburgh-Allegheny Co.	7.5 NW;336	2042	842	40-27-47; 80-00-17	19
RHODE ISLAND					
SOUTH CAROLINA					
SOUTH DAKOTA					
Reliance, Fletcher	6.2 NNW;346	2883	711	43-57-55; 99-36-11	78
TENNESSEE					
TEXAS					
Brownwood, Brownwood	5.0 SSW;218	2000	500	31-43-45; 99-01-00	5
Eastland, Eastland	1.1 SE;145	3168	1608	32-24-00; 98-48-17	21
Harlingen, Harvey Richards	5.0 SW;225	1049	994	26-08-56; 97-49-18	20
Robstown, Nueces Co.	2.5 E; 90	792	724	27-46-50; 97-38-03	20
VERMONT					
VIRGINIA					
WASHINGTON					
WEST VIRGINIA					
Charleston, Kanawha Co.	14.9 W;277	2049	999	38-24-28; 81-54-14	36
Glen Dale, Glen Dale (Stacks)	6.5 SSW;209	1250	601	39-50-47; 80-19-14	36
Parkersburg, Stewart	25.0 SSW;211	1227	600	38-56-15; 81-49-30	36
WISCONSIN					
Eau Claire, Eau Claire	5.5 SSE;159	1847	958	44-47-58; 91-27-59	82
WYOMING					

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

COAST & GEODETIC SURVEY SECTIONAL CHARTS: 1-Aberdeen 2-Albany 3-Albuquerque 4-Aroostook 5-Austin 6-Beaumont 7-Bellingham 8-Birmingham 9-Boise 10-Boston 11-Burlington 12-Butte 13-Casper 14-Charlotte 15-Chattanooga 16-Cheyenne 17-Chicago 18-Cincinnati 19-Cleveland 20-Corpus Christi 21-Dallas 22-Del Rio 23-Denver 24-Des Moines 25-Detroit 26-Douglas 27-Dubuque 28-Duluth 29-Elko 30-El Paso 31-Fargo 32-Glacier Park 33-Grand Canyon 34-Grand Junction 35-Green Bay 36-Huntington 37-Jacksonville 38-Kansas City 39-Klamath Falls 40-Kootenai 41-LaGrande 42-Lake Huron 43-Lake Superior 44-Lake Of The Woods 45-Lewiston 46-Lincoln 47-Little Rock 48-Los Angeles 49-Miami 50-Miles City 51-Milwaukee 52-Minot 53-Mobile 54-Mt. Shasta 55-Mt. Whitney 56-Nashville 57-New Orleans 58-New York 59-Norfolk 60-Oklahoma City 61-Orlando 62-Phoenix 63-Pocatello 64-Portland 65-Prescott 66-Rapid City 67-Reno 68-Roswell 69-Sacramento 70-Salina 71-Salt Lake City 72-San Antonio 73-San Diego 74-San Francisco 75-Savannah 76-Seattle 77-Shreveport 78-Sioux City 79-Spokane 80-Trinidad 81-Tulsa 82-Twin Cities 83-Washington, D.C. 84-Wichita 85-Williston 86-Winston Salem 87-Yellowstone

(6 August 1957)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods:(a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of 4° be indicated through use of the ground check or +6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 108.6 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)
*Los Angeles(International 111.0mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, Louisiana
Alexandria, Minnesota
Alton, Illinois-Civil Memorial (Troy, Illinois VOR)
Anderson, South Carolina
Anthony, Kans., 24, AMA-MKC

Ardmore, Oklahoma AFB
Asheville, N.C. -Asheville-Henderson-ville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana - Ryan
Beaumont, Texas - Jefferson County (Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI (Pulaski, Virginia VOR)
Boise, Idaho-Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Brunswick(St. Simons Is.)Ga., McKinnon
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Air Terminal
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Charlotte, N.C. - Douglas
Coalinga, California - Coalinga
Corpus Christi, Texas-Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, California - Daggett Intn'l
Dallas, Texas - Love Field
Danville, Virginia
Decatur, Alabama - Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan - Wayne-Major (Carlton, Michigan VOR)
Dillon, Montana, 32, SLC-GTF
Douglas, Arizona-Bisbee-Douglas Intn'l
DuBois, Idaho, 23, SLC-GTF
El Dorado, Arkansas-Goodwin Field
Ellensburg, Washington - Bowers
El Paso, Texas - El Paso Intn'l
Ephrata, Washington
Eugene, Oregon - Mahlon-Sweet
Evansville, Indiana-Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Gage, Oklahoma
Galveston, Texas-Municipal
Garden City, Kansas-New Garden City
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., Bowerman Field
Houston, Texas - Andrau
Houston, Texas - Ellington AFB (Houston, Texas VOR)
Hutchinson, Kansas - Municipal
Imperial, California
Imperial, Nebraska, 17A, DEN-GRI

Jackson, Michigan-Reynolds Field (Litchfield, Michigan VOR)
La Junta, Colorado (Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia (Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia -Preston-Glenn
Malden, Missouri
Marysville, California -Yuba County
Massena, New York-Richards Field
McComb, Mississippi-Pike County
Meridian, Mississippi-Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l (Wold-Chamberlain)

Modesto, California - Modesto
Modesto, California -Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana-Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., Will Rogers
Old Town, Maine (Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois- Greater Peoria (Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., -Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon-Portland Intn'l
Poughkeepsie, N.Y. -Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colorado-Pueblo Memorial
Raleigh, N.C., Raleigh-Durham
Rawlins, Wyoming - Rawlins
Red Bluff, California - Municipal
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., Rosecrans Mem'l
St. Louis, Missouri-Lambert
Sacramento, California
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California-Lindberg
San Francisco, Calif., International (Oakland, California VOR)
Sayre, Oklahoma-Sayre
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman(Akron VOR), Colorado
Topeka, Kansas - Philip Billard
Tuscon, Arizona
Tyler, Texas-Pounds Field (Quitman & Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Florida-Palm Beach AFB
White Plains, N.Y. -Westchester Co. (Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts (Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona - Yuma County

OUT OF ALPHABETICAL ORDER
Eagle Lake, Texas
Vandalia, Illinois

GROUND

Aberdeen, South Dakota-(Saunders)
Albany, Georgia
Albuquerque, N. Mex., Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., Allentown-Bethlehem-Easton
Amarillo, Texas-Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas-Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Kentucky-Bowling Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas-Rio Grande Valley Int.
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W.Va., Kanawha County
Chattanooga, Tenn., Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio(See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, South Carolina-Municipal
Columbus, Ohio-Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Florida
Cross City, Florida-MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elko, Nevada
Elmira, New York-Chemung County
Emporia, Kansas
Erie, Pa., Erie-Port Erie
Fiimore, California
Florence, South Carolina
Fort Myers, Florida-Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., New Garden City
Gila Bend, Ariz., Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., Austin-Straubel
Greensboro, North Carolina-High Point
Greenwood, Miss., Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Hobbs, New Mexico-Lea County
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas-Kimble County
Key West, Florida-Boca Chica
Key West, Florida-Key West Intn'l
Kirksville, Missouri, 12, MKC-CHI
Klamath Falls, Oregon-Klamath
Knoxville, Tenn., McGhee Tyson
La Crosse, Wisconsin
Lafayette, Indiana - Purdue
Lafayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan- Capital City
Laramie, Wyoming - Brees Field
Laredo, Texas
Las Vegas, Nevada-McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas-Gregg County
Los Angeles, California
Louisville, Kentucky-Bowman
Louisville Kentucky-Standiford
Lubbock. Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama-Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts-Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana-Moisant
North Platte, Nebraska-Lee Bird
Olympia, Washington
Orlando, Florida
Paducah, Kentucky - Barkley
Palacios, Texas
Parkersburg, W. Va., Wood County
Paso Robles, Calif., Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois-Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas - Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois-Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N.Y., Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina
Roswell, New Mexico
St. Petersburg, Fla., Pinellas Co. Int.
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyoming-Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota-Municipal
South Bend, Ind., St. Joseph County
Spartanburg, South Carolina-Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Florida- Dale Mabry
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California

Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama-Van De Graaf
Twin Falls, Idaho - Joslin Field
Valdosta, Georgia

Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C. -Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
W. Palm Beach, Fla., Palm Beach Intn'l
Wheeling, W. Va., Wheeling-Ohio County
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER
Columbus, Ga. -Muscogee County
Roanoke, Va., Woodrum Field
Ft. Stockton, Texas

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

AUSTIN, TEXAS - MUELLER ARPT: Procedure No. ILS-12, Amdt. 3, Effect. 29 Aug. 57: Change Procedure Number to read: "ILS-12R" in lieu of "ILS-12".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION												Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS			
From						To								Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
															65 Knots or Less	More Than 65 Knots	
From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt						
015	040	5	1500	10	1800	15	2000	20	5000	25	7500			Precision approach			
040	060	5	1500	10	1500	15	2000	20	3000	25	3500			S-dn-25L	200-½	200-½	200-½
060	085	5	1500	10	1500	15	1500	20	3000	25	3500			A-dn	600-2	600-2	600-2
085	135	5	1500	10	1500	15	1500	20	3000	25	3000			Surveillance approach			
135	150	5	1500	10	1500	15	2500	20	3000	25	4000			T-dn	300-1	300-1	200-½
150	180	5	1500	10	2000	15	2500	20	3000	25	4000			C-dn	500-1	600-1	600-1½
180	270	5	1500	10	1500	15	1500	20	3000	25	4000			S-dn*	400-1	600-1	600-1½
270	345	5	1500	10	2500	15	3500	20	5000	25	5000			A-dn	800-2	800-2	800-2
345	015	5	1700	10	2000	15	3000	20	5000	25	7500						

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

*Runways 25L-R, 7L-R.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 2000' on outbound crs of 248° from LAX RBn within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Los Angeles, Calif	International 126'	Los Angeles Int'l Radar	1, Amdt 11, 29 Aug 57	10, 9 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION		Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS			
From	To			Condition	Two Engine or Less		More Than Two Engine, More Than 65 Knots
					65 Knots or Less	More Than 65 Knots	
Evanston Int*	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Dundee Int	ORD-VOR	Direct	2500	C-dn	600-1	600-1	600-1½
Midway LOM	ORD-VOR	Direct	2000	S-dn-22	600-1	600-1	600-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.

*Evanston Int: Int R-075 ORD and R-135 EEL

Procedure turn N side of crs, 032 Outbnd, 212 Inbnd, 2000' within 10 mi
→ Minimum altitude over Int on final approach crs (Int R-212 ORD and R-149 EEL or Radar Fix), 1500'; Brng and distance, Int or Radar Fix to airport, 212-5.0
Crs and distance, breakoff point to app end of rny 22, 217-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, make immediate left turn, climb to 2500' or higher altitude if specified by ATC and proceed to Wheeling VOR via R-030 ORD and R-135 EEL, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to Evanston Int* via R-075 ORD, (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Chicago, Ill	O'Hare Int'l	VOR ORD	TerVOR-22, Amdt 3, 14 Sept 57	2, 8 Jun 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Reedy Int	AND-RBn	direct	2200	T-dn	300-1	300-1	
Royston VOR	AND-RBn	direct	2000	C-dn	500-1	500-1	←
				A-dn	800-2	800-2	

Procedure turn S side of crs, 238 Outbnd, 058 Inbnd, 2000 within 10 miles (NA beyond 10 miles).
Minimum Altitude over facility on final approach crs, 1300'
Facility on airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within o.o miles, turn left, climb to 2000 on crs of 238 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Anderson, S.C.	Anderson 782'	BMH AND	1,Amdt 9, 14 Sept 57	8, 7 Jun 54

Procedure CANCELLED, effective 14 September 1957

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Lexington, Ky	Blue Grass 978'	BH LEX	1, Amdt 6 22 Jan 55	5 10 Feb 52

Procedure CANCELLED, effective 24 June 1957.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Spokane, Wash	Geiger Fld 2372'	LOM GE	1, Orig, 1 Jun 57	Comb ILS-ADF No. 1 Amdt 10 18 Feb 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Baton Rouge VOR	BTR-LFR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn W side NW crs, 299 Outbnd, 119 Inbnd, 1200' within 10 mi. Beyond 10 mi NA.
Crs and distance, facility to airport, 126-2.9
Minimum Altitude over facility on final approach crs, 700'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.9 mi, climb to 1500' on SE crs (119) within 20 mi, or when directed by ATC, turn left and climb to 1500'
→ on NE crs (054) within 20 mi.
NOTE: ADF approach NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Baton Rouge,La	Ryan 70'	BMRLZ BTR	1, Amdt 7, 7 Sept 57	6, 12 Mar 55

Little Rock VOR	LIT-LFR	Direct	1300	T-dn	300-1	300-1	200-½
Keo FM (Final)	LIT-LFR	Direct	1000	C-dn	500-1	600-1	600-1½
				S-dn-32	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 133 Outbnd, 313 Inbnd, 1500' within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 315-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.3 miles turn left, climb to 3200 on NW crs within 20 miles, or when directed by ATC, (1) turn right, climb
→ to 1500' on NE crs within 20 mi, or (2) turn left, climb to 1800' and proceed direct to LOM.
NOTE: Not less than 300-1 authorized for take-off on runways 18, 32, 36.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Little Rock,Ark	Adams 257'	SBRAZ LIT	1, Amdt 13, 7 Sept 57	12, 7 Jan 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
La Habra FM	LGB-LFR	Direct	1800	T-dn	300-1	300-1	*200-½
Int SE crs LGB LFR, and				C-dn	500-1	600-1	600-2
SW crs EL TORO LFR	LGB-LFR	Direct	1400	S-dn-30	500-1	500-1	500-1
Huntington Beach FM	LGB-LFR (Final)	Direct	1000	A-dn	800-2	800-2	800-2
Long Beach VOR	LGB-LFR	Direct	1500				

*300-1 required for take-off runways 16, 16R, 25L, 34R.

Procedure turn S side SE crs, 118° Outbnd, 298° Inbnd, 1500' within 10 miles, beyond 10 miles NA
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 298-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.4 miles, climb to 800' on NW crs, then turn left to 200° continuing climb to Int. of 160° crs from LAX RBn
→ and proceed to San Pedro Int at 2500'.
CAUTION: 500' hill with oil derricks one mile S of airport; standard clearance not provided over obstructions for circling minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Long Beach, Calif	Municipal 56'	SBMRLZ LGB	1, Amdt. 13, 29 Aug 57	12, 5 Jan 57

Procedure CANCELLED, effective 29 August 1957

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles, ★Calif	International 125'	SBRAZ LAX	1, Amdt 9 14 Jul 1956	8 28 Mar 56

STL VOR	STL-LFR	Direct	1800	T-dn	300-1	300-1	200-½
→ Lake "H" fac.	STL-LFR	Direct	2000	C-dn	500-1	500-1	500-1½
				S-dn-24	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 069 Outbnd, 249 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 255-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 miles make right turn, climb to 2000' on W crs STL LFR within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★St. Louis, Mo.	Lambert Fld 558'	SBRAZ STL	1, Amdt 11, 14 Sept 57	10, 4 Feb 56

TUS VOR	TUS-LFR	Direct	6000	T-dn	300-1	300-1	300-1
→ Vail FM	TUS-LFR	Via E crs		*C-dn	700-2	700-2	700-2
		TUS-LFR	7000	*A-dn	800-2	800-2	800-2

Procedure turn N side W crs, 243 Outbnd, 063 Inbnd, 6000' within 10 mi. Beyond 10 mi NA. Terrain 6536' and 6875' 4 mi S of W crs at 20 and 24 mi from LFR. (Procedure turn N for more favorable terrain)
Minimum Altitude over facility on final approach crs, TUS LFR 5000' Mission FM* 4200'.
* If Mission FM not received 4200' MSL must be maintained and minimums are 1600-2
Crs and distance, facility to airport, TUS LFR 082-10.7 Mission FM 082-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 mi (TUS LFR) or 3.7 mi from Mission, turn right, climb on a heading of 200 to 4700', then home on LFR, continuing climb to minimum of 6000'. Alternate missed approach when directed by ATC;
Turn left, climb on a heading of 330 to intercept TUS radial of 302 outbnd, continuing climb to 7000' Outbnd on radial 302.
SHUTTLE: to 6000' on W crs within 10 mi all turns N side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Tucson, Ariz	Tucson Municipal 2630'	SBRAZ TUS	1, Amdt 2, 14 Sept 57	1, 23 July 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Chattahooche Int.	ATL-VOR	Direct	2100	T-dn	300-1	300-1	200-½
Atlanta LFR	ATL-VOR	Direct	2100	S-d-3	500-1	500-1	500-1
				S-n-3	500-2	500-2	500-2
				C-d	500-1	500-1	500-1½
				C-n	500-2	500-2	500-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 195 Outbnd, 015 Inbnd, 2100' within 10 mi.
→ Minimum altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 015-8.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 8.1 mi, immediately turn right, climb to 2200' and proceed to Rex Int via E crs ATL ILS.
CAUTION: 2036' MSL TV tower located 7 mi NNE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Atlanta, Ga.	Municipal 1024'	BVOR ATL	1 Adt 2, 14 Sept 57	1, 9 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Baton Rouge LFR	BTR-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-d	800-1	800-1	800-1½
				C-n	800-1	800-1	800-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 244 Outbnd, 064 Inbnd, 1200 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 064-7.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 7.6 mi, climb to 1400' on R-064 within 20 mi., or when directed by ATC, turn right, climb to 2000' on R-085.

★ City and State: Baton Rouge, La — Airport Name & Elev.: Ryan 70' — Fac. Class & Ident.: BVOR BTR — Procedure No. & Eff. Date: 1, Amit 2, 7 Sept 57 — Sup. Amdt. No Dated: 1, 8 Jan 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Billings LFR	BIL-VOR	Direct	5300	T-dn*	300-1	300-1	200-½
→ Park City FM	BIL-VOR	Direct	5300	C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

***Take-off below 300-1 prohibited on all runways except 9-27.**

→ **Procedure turn S side crs, 250 Outbnd, 070 Inbnd, 5300' within 10 mi. NA beyond 10 mi.**
Minimum Altitude over facility on final approach crs, 4700'
→ **Crs and distance, facility to airport, 070-3.2**
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ **within 3.2 mi, climb to 5200' on R-055 within 20 mi.**
→ **CAUTION: 4183' msl tower 2.7 mi SE of airport.**

★ → City and State: Billings, Mont — Airport Name & Elev.: Logan Field 3612' — Fac. Class & Ident.: BVOR BIL — Procedure No. & Eff. Date: 1, Amdt 5, 7 Sept 57 — Sup. Amdt. No. Dated: 4, 3 Aug 57

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Little Rock LFR	LIT-VOR	direct	1300	T-dn	300-1	300-1	200-½
Keo FM	LIT-VOR (Final)	direct	1000	C-dn	500-1	600-1	600-1½
				S-dn-32	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 134 Outbnd, 314 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'.
Crs and distance, facility to airport, 314-3.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 miles, turn left, climb to 3200 on R-295 within 20 miles, or when directed by ATC, (1) turn right to 100° M
→ intercept and climb to 1500' on R-055 within 20 mi or (2) turn left, climb to 1800' and proceed direct to LOM.
AIR CARRIER NOTE: Not less than 300-1 authorized for take-off on Runway 18, 33, 36.

★ City and State: Little Rock,Ark — Airport Name & Elev.: Adams 257' — Fac. Class & Ident.: BVOR LIT — Procedure No. & Eff. Date: 1, Amdt 4, 7 Sept 57 — Sup. Amdt. No. Dated: 3, 7 Jan 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Los Angeles Rbn	LAX-VOR	direct	1500	T-dn	300-1	300-1	200-½
Hollywood Hills FM	LAX-VOR	direct	3000	C-dn	500-1	600-1	600-1½
6 Nautical mi from LAX VOR on R 250 as reported by LAX Radar or by DME fix	LAX-VOR (Final)	direct	600	S-dn-7R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach crs authorized.

Procedure turn S side of crs, 250 Outbnd, 070 Inbnd, 1500 within 10 miles.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 070-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.2 miles, climb to 2000' on LAX R-074, no further East then Downey FM-RBn.

★ City and State: Los Angeles,Calif — Airport Name & Elev.: International 126' — Fac. Class & Ident.: BVOR LAX — Procedure No. & Eff. Date: 1, Amdt 2, 29 Aug 57 — Sup. Amdt. No. Dated: 1, 14 July 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Downey FM/RW	LAX OM (Final)	Direct	1500	T-dn	300-1	300-1	200-½
Los Angeles RBn	LAX-VOR	Direct	1500	C-dn	500-1	600-1	600-1½
Hollywood FM	LAX-VOR	Direct	3000	S-dn-25L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach course authorized.

Procedure turn S side of crs, 069 Outbnd, 249 Inbnd, 2000' within 10 miles. (Nonstandard due to terrain.)
Minimum altitude over LAX OM on final approach crs, 1500'*
*Descend to landing minimums after passing LAX OM.
Crs and distance, LAX OM to Runway 25L, 249-5.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.2 miles of LAX OM, climb to 2000' on LAX R-251 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Los Angeles, Calif	International 126'	BVOR LAX	2, Orig, 29 Aug 57	None

				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-rny30	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 110 Outbnd, 290 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 1000'
Crs and distances, facility to airport, 290-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.3 miles, turn left and climb to 2000' on R-110 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Merced, Calif	Municipal 155'	VORW MER	1, Amdt 1, 7 Sept 57	Orig, 12 Feb 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BTR-LFR	Creole Int#	Direct	1500	T-dn	300-1	300-1	200-½
BTR-VOR	Creole Int#	Direct	1500	C-dn	400-1	500-1	500-1½
Int SE crs ILS & BTR R-114	Amite Int*	Direct	1500	S-dn-31	400-1	400-1	400-1
Amite Int	Creole Int#(Final)	Direct	900	A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 126 outbnd, 306 inbnd, 1400' within 10 mi of Creole Int. NA beyond 10 mi.
No glide slope.
Minimum altitude over Creole Int, 900'
Crs and distance, Creole Int to airport, 306-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi after passing Creole Int, climb to 1300' on NW crs ILS within 10 mi of LOM, or when directed by ATC, turn right, climb to 1600' on R-040 within 20 mi, or turn left, climb to 1500' to BTR VOR on R-064.
#Creole Int: Int. SE crs BTR ILS & 085 Rad. BTR VOR.
*Amite Int: Int SE crs BTR ILS & 095 rad. BTR VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Baton Rouge, La.	Ryan 70'	ILS-IBTR	ILS-31, Orig, 7 Sept 57	None

Baton Rouge LFR	LOM	direct	1200	T-dn	300-1	300-1	200-½
Baton Rouge VOR	LOM	direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-13 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn W side of NW crs, 306 Outbnd, 126 Inbnd, 1200 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1200 ILS, minimum altitude over LOM inbnd final 700 ADF
→ Crs and distance, LOM to airport, 126°-3.8
Altitude of G.S. and distance to approach end of rny at OM 1200 3.8, at MM 240-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 mi after passing LOM (ADF) climb to 1500 on SE crs ILS (126) within 20 miles, or when directed by ATC,
→ turn left, climb to 2000' on R-085 BTR VOR, or turn left, climb to 1500' on NE (054) crs BTR LFR.
NOTE: 400-¾ required when glide slope not utilized. Approach lights not installed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Baton Rouge, La	Ryan 70'	ILS-IBTR, LOM-BT	ILS-13, Amdt 3, 7 Sept 57 Comb ILS & ADF	Proc.No.1, Amdt.2, 12 Mar 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ BIL VOR	LOM	direct	5300	*T-dn	300-1	300-1	200-½
→ BIL LFR	LOM	direct	5300	C-dn	400-1	500-1	500-1½
→ Park City FM	LOM	direct	5300	S-dn-9# ILS	300-¾	300-¾	300-¾
Lavina FM	LOM	direct	6000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→ Takeoff below 300-1 prohibited on all runways except 9-27.
400-1 required with glide slope inoperative.

→ Procedure turn S side of crs, 275 Outbnd, 095 Inbnd, 5300' within 10 miles. NA beyond 10 miles.
Minimum altitude at G.S. int inbound, 5000 ILS; minimum altitude over LOM inbnd final 4800 ADF.
→ Altitude of G.S. and distance to approach end of rny at OM 4965-4.0; at MM 3815-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.0 miles of LOM, climb to 5200' on E crs BIL-LFR within 20 miles.
NOTE: Approach lights not installed.
CAUTION: Standard clearance over obstructions not provided on ADF final approach (terrain 3805' MSL
→ at BIL VOR). 4183' msl tower 2.7 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★→ Billings, Mont	Logan Field 3612'	ILS-BIL, LOM-BI	ILS-9, Amdt 2, 7 Sept 57 Comb ILS-ADF	Proc.No.1, Amdt 1, 2 Mar 57

LEX VOR	LOM	direct	2300	T-dn	300-1	300-1	200-½
Frankfort Int.	LOM	direct	2200	C-dn	400-1	500-1	500-1½
Richmond Int.	LOM	direct	2300	S-dn-4 ILS*	300-¾	300-¾	300-¾
Int ILS loc. & LEX VOR R-264	LOM (final) (ILS only)	direct	2000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-1 when glide slope inoperative.

Procedure turn S side of crs, 221 Outbnd, 042 Inbnd, 2200' within 10 miles.
Minimum altitude at G.S. int inbnd, 2000' ILS; minimum altitude over LOM inbnd final 1600 ADF
Altitude of G.S. and distance to appr end of rny at OM 2000-3.5; at MM 1190-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles, climb to 2300' ILS NE crs or 042° ADF crs from LOM within 15 miles, or when directed by ATC, make left climbing turn to 2100' and return to LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Lexington, Ky	Blue Grass 978'	ILS-LEX BH-LEX	ILS-4, Orig, 14 Sept 57 Comb. ILS-ADF	None

Little Rock LFR	LOM	direct	1800	T-dn	300-1	300-1	200-½
Little Rock VOR	LOM	direct	1800	C-dn	500-1	600-1	600-1½
Lakeside Int	LOM	direct	1800	S-dn-4 ILS	300-¾	300-¾	300-¾
City Int	LOM	direct	1800	ADF	500-1	500-1	500-1
→ Malvern Int	LOM	direct	1800	A-dn ILS	600-2	600-2	600-2
Mablevale Int ILS	LOM (Final)	direct	1800	ADF	800-2	800-2	800-2
Mablevale Int ADF	LOM (Final)	direct	1300				
→ Bauxite Int	SW crs ILS or 040° brng to LOM	010-2.3	1800				

Procedure turn N side SW crs, 220 Outbnd, 040 Inbnd, 1800 within 10 mi. (Non-standard due to traffic)
Minimum Altitude at G.S. int inbnd, 1800 ILS, minimum altitude over LOM inbnd final 1300 ADF, over LMM# inbnd final 900 ADF.
#ADF Descent below 900 NA unless MM or LMM received.
→ Altitude of G.S. and distance to approach end of rny at OM 1800-4.6, at MM 500-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.6 mi of LOM (ADF) climb to 1800 on NE crs ILS (040) within 20 miles, or when directed by ATC, (1) turn
→ right, climb to 1500' and proceed to VOR or LFR, or (2) turn right, climb to 1500' on R-055 within 20 mi.
NOTE: No approach lights. 300-1 required for take-off Runways 18-36-32. 500-1 required when G-S not used.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Little Rock, Ark	Adams Field 257'	ILS-ILIT, LOM-LI	ILS-4, Amdt 2, 7 Sept 57 Comb ILS & ADF	1, 4 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ LAX RBn	LOM	Direct	2000	T-dn	300-1	300-1	200-½
Downy FM-RBN	LOM (Final)	Direct	1700*	C-dn	500-1	600-1	600-1½
LGB LFR	Downy FM-RBN	Direct	3000	S-dnry25L			
LGB VOR	Downy FM-RBN	Direct	3000	ILS	200-½	200-½	200-½
LGB LFR	LOM	Direct	1700	ADF	400-1	400-1	400-1
LGB VOR	LOM	Direct	1700	A-dn ILS	600-2	600-2	600-2
Hollywood Hills FM	LOM	Direct	3000	ADF	800-2	800-2	800-2
LAX VOR	LOM	Direct	2000				
Radar vectoring to final approach crs authorized							
* aircraft must descend from 3000' immediately after passing Downy, inbnd.							

→ Procedure turn S side E crs, 068 Outbnd, 248 Inbnd, 2000' within 7.8 mi of OM. (E of Downy Rbn NA)
→ Minimum altitude at glide slope int inbnd - 1700' ILS; Min. alt. over LOM inbnd final 1700 ADF.
Altitude of glide slope and distance to approach end of runway at OM 1700'-5.2; at MM - 310-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.2 mi, after passing LOM, climb to 2000' on W crs LAX ILS within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Los Angeles,Calif	International 126'	ILS-LAX LOM-LA	ILS-25L,Amdt.15, 29 Aug 57 Comb. ILS-ADF	Proc.No.1,Amdt.14,14 Jul 56

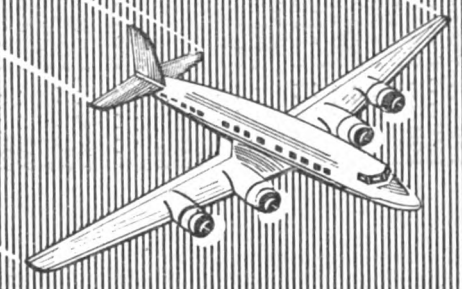
→ Scotland MHW	LOM (Final)	Direct	1000	T-dn	300-1	300-1	200-½
→ Colts Neck VOR via R-063	ILS SW crs	Direct	1400	C-dn	500-1	500-1	500-1½
Radar terminal area transitions:				S-dn-4 ILS	200-½	200-½	200-½
	All directions	within		ADF	400-1	400-1	400-1
		25 mi.	2500	A-dn ILS	600-2	600-2	600-2
	E of NE-SW crs of LGA-LFR	15 mi	1500	ADF	800-2	800-2	800-2

→ Procedure turn S side SW crs ILS, 223 Outbnd, 043 Inbnd, 1200' within 10 mi of LOM.
→ Minimum altitude at glide slope int inbnd, 1000'. Minimum altitude over LOM inbnd final, 700' ADF.
→ Altitude of glide slope & distance to approach end of rny at LOM - 770-2.5; at MM - 230-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ within 2.5 miles (ADF), climb to 500' on NE crs ILS or bearing 043° from the LOM, make a climbing right turn
→ to 1500' on 130° and proceed to the Lido MHW and hold SW on 040° inbnd bearing, or proceed to Long Beach Int
→ via the SW crs of the Mitchel LFR. Hold SW. Contact Idlewild approach control for further instructions.
CAUTION: Circling landing minimums do not provide std clrnc over arpt cont twr and stack 278' 1.7 mi SSE rny 1R.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	ILS IDL OM-H IDL	4, Amdt. 14, 31 Aug 57 Comb ILS-ADF	Proc.No.1,Amdt.13,22 Jun 57

U. S. GOVERNMENT PRINTING OFFICE 1957

AIRMAN'S GUIDE



OHIO STATE UNIVERSITY
SEP 4 1957
LIBRARY

SPECIAL NOTICE
New Unicom Frequency:
123.0 mc. See page 28

How to use this Guide - page 28

Radio Facility Data - page 2
Notices to Airmen - page 28

VOL. 12, NO. 12 **AUGUST 20, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●———	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM. . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
→ RAPCON Radar Approach Control.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype
TVOR. . . . Low power VOR (no standby equipment) located on airport
TX. . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 35 cents.

RADAR AVAILABLE: How and Where

(20 August 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment). ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON), page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See Page 4.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc; 122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.5, 120.7, 126.18, 257.8, 119.1, 348.6, 243.0, 271.2, 290.8, 383.2, 343.6	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR - PAR	Runway 4R. Arrival & Departure Control
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6.	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.9, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.,	332; 109.5, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.9., 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8, 312.6	ASR	Arrival Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278., 344; 110.3, 118.3, 120.7, 126.18 243.0, 257.8	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 116.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2	ASR	Arrival & Departure Control
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 123.8, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	
Los Angeles Intnl Arpt., Calif	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6, 250.2, 269.0	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR.	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Runway 4. Arrival & Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR - PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9 120.7, 122.2, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt.,	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2 284.6, 290.3, 305.4	ASR	Arrival &Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 120.7, 126.5 134.64, 257.8, 291.6, 269.0, 311.8	ASR	Rnwy 36 Arrival & Departure Control ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

(20 August 1957)

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9; 120.7, 121.5, 124.3, 125.5; 132.3; 137.88; 243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Philip Billard Arpt & Forbes AFB.
Wichita-McConnell AFB, Kans.	332, 113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4 (on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8,		IFF operg. but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 126.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 275.8, 335.8, 298.9	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3, 21 & 34 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control ASR apchs available to rnwys 16 & 34.

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous weather by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
"STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.
(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.
(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:
(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)
(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).
(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).
(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).
(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

RADAR BEACONS - (continued from page 3)

ATCRBS - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Example: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic area will comply with (3) above. Aircraft entering the domestic control area will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control center.

INSTRUMENT LANDING SYSTEMS

(20 August 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident, LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-restricted
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L5)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(20 August 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.90	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Simultaneous service from localizer and glide slope not available.
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	222	0.64		5.5		
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-Highpoint	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham	109.5	RDU	332.6	48	0.71	201 DU	4.43	224 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L5)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

(20 August 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	212 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice, BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,348.6, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	(3),#	
" Arpt	C(g)		278;119.7,121.5,125.3, 257.8,346.8	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317,121.5	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88,348.6,243.0	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3) San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8,348.6	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	VNT	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2 ,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,3486,119.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0, 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N 184 A 297 N
Camarillo	*SRAWZ	CAV	359		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 August 1957)

CALIFORNIA

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3),#	31 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
"Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,120.5	3023.5,122.6,#	120.5
"	VHF/DF		118.5,119.3,119.5,119.9,121.1,121.5,122.5,126.18,132.0		
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1,119.3,118.9, 121.1 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,119.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
"	VHF/DF			118.1 - 135.9	323.2
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8,269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215,120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside ATCS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 314 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0,121.5	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6,243.0	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,348.6, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126?,243.0,255.4,122.2	(3),#	
" Arpt	C(g)		278;119.7,121.5,125.3, 257.8,346.8	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317,121.5	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88,348.6,243.0	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2,243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	358		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
(3) San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8,348.6	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	VNT	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2),#	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,348.6,119.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N 184 A 297 N
Camarillo	*SRAWZ	CAV	359		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2,243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V;121.5,255.4,243.0, 122.2,126.7	(3),#	31 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	(sunrise-sunset)
Hawthorne	CI(g.7)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,120.5	3023.5;122.6,#	120.5
"	VHF/DF		118.5,119.3,119.5,119.9,121.1,121.5,122.5,126.18,132.0		
Los Angeles	SBRAZ-DTXV	LAX	332;V;126.7,122.2, 243.0,255.4	(3),#	65 A 143 N 258 A 340 N
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1,119.3,118.9, 121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,119.9,124.1,124.5,301.4,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
"	VHF/DF			118.1 - 135.9	323.2
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton ATCS-	VORW	MER	114.2		
(1)Modesto	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8,269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215;120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside ATCS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 314 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0,121.5	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6,243.0	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Colton	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego-Lindbergh	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;119.1,126.18,121.5,307.2 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	3023.5;122.7,#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3) San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0, 255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0, 255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS-Marysville	BVOR	ILA	113.1; V;121.5,122.2,126.7, 243.0,255.4	(3), #	
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,271.2,343.6,348.6	(2),#	
" "	VHF/DF		Gds: 118.1,118.3,119.3,119.5,120.5,120.9, 121.5,122.1,126.18,135.9,137.88		
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2,120.7,338.2,118.1,		290.8
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4391	(3),#	
Ellicott	MHW	ELL	287		
(1) Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;2554; 278;243.0,122.2,	(3),#	DME
(1) Kiowa	BVOR	IOC	112.6		ATCS-Denver
(1) Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1) Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.5,257.8,120.9,243.0	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1) Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0,124.2,348.6	(2),#	
DELAWARE					
(3) Kenton	VORW	ENO	114.8		DME
Dover AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
New Castle (A)	TVORW	ILG	109.8		
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8,243.0	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 August 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,120.7, 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
" National Arpt					
"	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,353.9,255.4,3014,3182 362.3,1205,121.5,243.0,378.8,3854	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;1191,121.5,126.18,257.8,348.6	(2),#	
Destin (A)	HW	DES	209		
Fleming Island (N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3,121.5	(2),#	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	410		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 1193,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,1197	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Cecil NAS	VORW	NZC	117.4		
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	VORW	LEL	117.8		
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2, 255.4	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,3486, 126.18,257.8,243.0,250.2,119.7	3023.5;122.7,#	
"	Center		118.9,120.3,243.0,301.4, 291.6,120.9,121.5,269.0,311.8	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"PinecastleAFB	MHW	POS	245		
Panama City,	SBMRAZ	PAM	233	(2)	41 A 131 N
Tyndall AFB	HW	AAN	203		221 A 311 N
" "	VORW	PAM	112.4		
Pensacola NAS	VOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 2430(126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9,121.5,1323,257.8,3486	(2),#	(0700-2300)
Perrine (ATCS Miami)	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
St. Augustine Fairchild	CI		272;126.18	(2),#	(0800-1600 Mon-Fri)
St. Petersburg, Pinellas County	CI		317;118.3,257.8	(1),122.7,121.5,126.18,#	(07-24)
Sarasota (P)	MH	SRQ	263	126.18	
" Bradenton Arpt.	CI		121.3	#,122.5,121.5	(0700-1900)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;1191,126.18,121.5,257.8,2430,3486	#,3023.5,122.7	
" " Intnl AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 118.1,348.6,243.0,271.2,290.8,338.2,343.6	(1), #, 122.7	
" "	VHF/DF		Gds: 120.7, 121.5, 122.5, 126.18, 126.7, 132.0, 132.3, 135.9, 118.1, 119.1, 119.5		
"	Center		120.9,118.9,120.3,121.5,132.3,243.0,301.4,307.9,324.7,353.7,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
" Fulton Co.	C(g.7)		245;125.7,121.5,257.8,348.6,243.0	(2),#	(0600-2200)
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain (A)	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-DobbinsAFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,243.0	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4,348.6	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8, 305.4,348.6	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),# [redacted]	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2 243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0	(1),#,122.7	126.5, 323.4,355.2,320.7,379.9,352.0
"	Center		118.9,120.5,125.9,125.5,121.5, 243.0,362.3,378.8,385.4 1245,1209,3014,1251,123.7,123.9,1247,124.3,119.7 250,2323,2340,6353.9		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6 118.3,243.0,348.6,360.8,383.8,120.2,125.4	(2),#	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4 (ATCS-Chicago)	
(1)Chicago Heights	*BVOR	CGT	114.2		DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		[redacted]
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 August 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7,348.6 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
" "	UHF/DF			243.0,305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255 .4,243.0	(3),#	DME
(1)Northbrook	BVOR	OBK	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.6,319.8,353,319.8,353,319.8,125.3		126.18
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
(1)Nabb ATCS - Louisville, Ky.	BVOR-DTXV	ABB	113.5;V;121.5,126.7, 243.0,122.2, 255.4	(3), #	
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5	243.0	DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3,126.18,121.5,257.8,243.0	(2), #	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Dubuque	VORW	DBQ	117.4		
(1)Fort Dodge	VORW	FOD	114.1		
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0,255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2.255.4	(3),#	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;185,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 August 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-I	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),1215,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;121.5,126.7, 122.2,255.4 243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BVOR-DTV	LEX	112.4;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
London	BMH	LOZ	263;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0600-2200)
" Standiford	AC(g.7)		317;120.7,126.18,121.5,120.3, 257.8,243.0,381.6,119.0,319.2	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2.255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,348.6	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7,121.5,243.0	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,301.4,121.5,243.0, 317.5,310.4,274.3,118.9,119.7	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4,	(2),#,122.7 121.1	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278,118.3, 121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5,122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	112.3		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 August 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8,120.4,381.4	(2),#	
" Martin	CI		317;126.18,121.3,236.6	(2),#	(0810-1700 Mon-Fri)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	VORW	NHK	117.6		
"	MHW	NHK	532		
"	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;126.7,121.5,243.0 122.2,255.4	(3),#	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4,121.5,243.0	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		124.9,120.3,124.4,132.3,301.4,307.9,319.2,324.7,353.7,125.2	#	
" Bedford (Hanscom)	AC(g)		278;120.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0,257.8,305.4,348.6	
" Logan	VHF/DF			118.1,118.3,120.5,121.5,122.5, 126.18,126.5,137.88	
" Logan	AC(g)		278;118.1,126.5,118.3,137.88, 243.0,271.2 121.5,120.5,126.18,257.8,263.0,290.8,343.6	(2),# 348.6	
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-Windsor Locks, Conn	BVOR-DTV	CTR	108.6;V;121.5,122.2, 126.7,243.0,255.4	(3), #	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth,Otis AFB	MHW	FAL	362		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254;255.4,243.0	(3),#	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn.	SBMRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4 275.8	(3),#	23 A 113 N 203 A 293 N
Westfield, Barnes	CI		212;121.3,126.18,257.8(req),	(2), #	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0, 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8	125.7,269.2,121.5, #	
" City	AC(g)		278;118.7,121.5,243.0, 257.8,120.0	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3,118.4	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0700-2300)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(l) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
Marquette-Sawyer(A)	HW	SAW	359		
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud	*VORW	HIC	114.5		
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
(3) Bemidji (S)	TVOR	BJI	111.2	122.1	
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230wk days 05-20Sat09-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,183,486	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			255.4, 257.8, 305.4	
Eveleth (S)	TVOR	EVM	108.2		
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0, 255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2, 255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	118.9,119.7, ,243.0, #	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(3) Macon	VORW	MCM	112.9		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2, 255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121.5,307.9,319,232.4,73436	#	
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278,118,3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4,120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	SBMRAZ-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	67 A 133 N 247 A 313 N
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700 Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 0600-2300)
" "	TVOR	OFK	109.6	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,13788,2578,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3,137.88,121.5	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]	[redacted]	[redacted]	[redacted]		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
" "	TVORW	WRI	109.6		
Lakehurst NAS	SBMRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
" Lakewood	MHW	NEL	245		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTXV	EWR	379;V;126.7,122.2,255.4	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	#, Fri;Sat-Sun	0730-2230Mon-0730-2030.
Trenton (P)	*TVOR	TTN	111.6	Monitor.category(1) twr hrs opern	
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,126.18,121.5, 257.8,243.0,3486 121.5,243.0	(2),#	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7		#
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Cannon AFB	HW	CVS	272		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
(1)Farmington	BVOR-DTV	FMN	115.3;V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
" Frazier AFB	HW	FZR	407		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 123.8,257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,243.0,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,126.5,120.7,243.0,319.8	(2),# ,119.8	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)De Lancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2,243.0	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Glenville (P)	MHW	GVI	284		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
Lido	MHW	LDO	239		
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1,243.0,257.8,274.3,338.2,381.4	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5,123.8 124.7,124.9,125.1,125.3,120.0,335.6,125.8,250.4 125.5,125.9,132.3,137.88,120.8,119.8,121.2,120.2 243.0,301.4,310.4,343.8,124.8,126.0,196,125.4,126.4 355.8,381.6,285.4,125.6,121.0,306.3,269.6	#	
(1) " Idlewild	BVOR-DTXV	IDL	117.2;V;122.2,126.7, 255.4	(3),#	DME
" Idlewild	MHW	IDL	353		
" Intnl (Idlewild) Arpt	AC(g)		119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3,269.2	(1),#,122.7	
"Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF				100-156
"	UHF/DF				243.0,257.8,305.4
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2, 255.4	(3),#	DME
Poughkeepsie	SBRAZ-DTV	POU	215;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	117.8		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-Griffiss AFB	MHW	RME	212		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8,348.6,305.4	(2),#	
" "	UHF/DF				257.8,243.0,255.4,305.4
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	284;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 348.6,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5,243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	H	FTB	338		
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6,118.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVOR-DTVJ	HKY	113.1;V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2, 243.0,255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5,243.0,257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0;317	(3),#	
Weeksville NAF	SMRLWZ	NFG	254 (voice avail thru Navy Elizabeth City twr)		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7, 122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,14274,243.0,257.8	30235,1227,#	
" "	UHF/DF		305.4,255.4 other freq on req		
Akron Arpt	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(1),#,122.7	
" Lunken	C		227;121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,121.0, 121.5,126.18,257.8,243,269, 291.6,307	(2),# 250.2,348.6	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;116.7,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,263.0,274.3,136.8	(2),#	
" "	UHF/DF			305.4,225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	117.1;V;126.7,122.2,255.4. 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379 [redacted]	[redacted]	16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Elyria	MHW	ERA	219 243.0		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1)Jefferson	VORW	JFN	115.2 243.0		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	AC(g)		278;118.7,121.5,257.8	(2),#	(0700-2300)
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;120.7,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR MHZ	LAW	112.2		Post twr gds 122.5mc
" Post AAF		PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8,243.0,348.6	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4,255.4,243.0	(3),#	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6		(2),#
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4,121.5,243.0	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.9,243.0,257.8,284.6,290.3,238.2,348.6	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#,126.18	req only
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0 255.4,243.0	(3),#	23 A 88 N 203 A 281 N
(1)Bradford	BVOR-DTV	BFD	114.4;V;122.2,126.7,121.5	(3),#	DME
"	BMH	BFD	224 243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2 382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2, 255.4	(3),#	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;119.0,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0,305.4 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 319,324.7,301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		121.5,126.18,119.3,121.1,118.7	100-156 req	
	UHF/DF			236.6,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
(1) Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
"	BVOR	NCO	112.5		
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1) Allendale	VORW	ALD	116.7		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH CAROLINA					
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4,243.0	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5	3486,263.0	DME
" AFB	AC(g)		119.3,278,118.3,126.18,121.5,257.8,	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 229 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396,119.5,126.18,121.5,257.8,3486,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,3486,125.9	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7	3486	DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,3486,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
TENNESSEE					
Bristol -- - --- See Tri-City					
Brooks	MHW	BKS	287		
Chattanooga	SBRAZ-DTV	CHA	341;V;126.7,122.2, 255.4	(3),#	49 A 129 N 212 A 335 N
(1) "	BVOR	CHA	112.8		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,348.6,125.1	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NO4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;121.5,122.2.255.4 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,348.6	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			305.4,243.0	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,348.6 340.6,126.8,257.8,291.6,234.0,119.7	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1 118.1,118.5,243.0		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,383.8	(2),#	
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,348.6,125.7	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,348.6	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0, 255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,348.6	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Austin	SBMRLZ-DTV	AUS	281;V;126.7,122.2, 255.4 243.0,121.5	(3),#	37 A 118 N 217 A 298 N
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2 ,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2, 243.0 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	112.9		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6,250.2	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2,255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,347.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6,348.6,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;121.5,126.7, 122.2 243.0, 255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	SBMRAZ-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	67 A 161 N 266 A 356 N
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 121.1, 121.5,243.0,126.18, 348.6,119.5,257.8,307.2,312.6, 290.3	(2),#	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 121.5, 122.1, 122.5, 126.7, 126.18, 135.9		
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 August 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3, 120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
(1)Ft. Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;121.5,126.7,122.2 243.0,255.4	(3), #	
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,363.8,236.2,324.7	(2),#, 122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVJ	GGG	117.4;V;121.5,126.7,243.0 122.2;236;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1,118.3,118.7,126.18,290.3, 348.6,284.6,121.5,120.7,243.0,257.8,312.6	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4,243.0	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"	HW	NQI	335		
"(Alazan Bay)	HW	NG1	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 348.6		
" Arpt	AC(g)		278;199,121.5,126.18,2578	(2),#	
(1) Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4, 243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 348.6 243.0 121.5		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;121.5, 122.2, 126.7, 255.4, 243.0	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	362		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 348.6		DME
SanAngelo Mathis	AC(g)		272;118.3,121.5,257.8,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.7,121.5,118.1, 257.8,243.0,381.4,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1, 263.0, 121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" "	TVOR	PNX	109.0		
Smithville	MHW	SIH	203		
Snook (A)	MHW	SOK	371		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272;119.1,243.0,257.8,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(20 August 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt #1	UHF/DF			305.4	
" "	AC(g)		278;118.3,119.5,126.18, 3486,121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,301.4,269.2,274.3,243.0,121.5,118.9 ,120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,255.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,255.4	(3),#	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;121.5,122.2,126.7	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;121.5,122.2,126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2,284.6, 243.0,301.4,319.8,381.6	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9	(2),#	
"	Center		108.7,118.1,118.5,119.9, 121.5,120.7,122.2,126.7, 132.3,135.9,137.88,255.4, 257.8,263.0,348.6,124.1	(3),#	
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SBMRLZ	NYG	251;121.5,135.9,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0, 255.4,121.5 121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2, 255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2, 126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7, 122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7, 122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7, 243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0, 255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5, 243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3, 285.4		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5, 257.8,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2, 243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18, 243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7, 243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2, 243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0, 255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4 121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;207,121.5,126.18,257.8,383.8,243.0,118.5, [redacted]	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5 243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2, 126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2, 126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2, 126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126l8, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4,243.0	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7, 122.2,255.4,243.0	(3),#,255.4	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,3486	(2), #	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(0600-2200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --- -.-. . (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control station. Where there is no control tower or communications station, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

POSITION REPORTING PROCEDURE FOR IFR FLIGHTS OPERATING AT LEAST 1000 FEET ON TOP: Effective September 15, 1956, IFR flights cleared by ATC to operate at least 1000 feet on top shall conform to the following position reporting procedures:

1. Flights along airways. Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. ATC may specify additional reports as required.
2. Flights operating on a direct route. Regardless of the altitude being flown, pilots shall report over each reporting point specified in the flight plan (approximately 200 miles apart) and over each fix along the route designated as a compulsory reporting point for all altitudes. ATC may specify additional reports as required.

Pilots filing direct route flight plans requesting an altitude of a least 1000 feet on top should designate the route flight by appropriate fixes approximately 200 miles apart over which they plan to report.

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

FLIGHT OPERATION WITHIN DESIGNATED CONTROL ZONES: There have been an increasing number of incident reports filed in recent months by air traffic control facilities, related to aircraft landing at airports located within control zones, without a traffic control clearance when weather conditions are reported below VFR minimums. Designated control zones are shown on aeronautical charts and are indicated by broken-line circles or other shapes showing exact zone dimensions around certain airports.

Civil Air Regulations, Part 60, paragraphs .30 and .31, state that no aircraft may be flown in a control zone less than 500 feet vertically under, 1000 feet vertically over, or 2000 feet horizontally from any cloud formation, or beneath the ceiling when it is less than 1000 feet, unless authorized to do so by air traffic control.

CAR, Part 60, also requires a pilot to obtain a clearance under the following conditions:

1. When the ground visibility is less than 3 miles, no person shall take off or land at an airport within a control zone or enter the traffic pattern of such an airport.
2. When flight visibility is less than 3 miles within a designated control zone.

Air traffic clearances to conduct any operation within a control zone below basic VFR minimum weather conditions should be requested through the nearest available air traffic communications station, tower or center.

VOR AUTOMATIC REBROADCAST SYSTEM - MARFA, TEXAS: The Marfa, Texas VOR Automatic Rebroadcast system was commissioned January 24, 1957, receiving on frequencies 122.1, 126.7, 135.9, 255.4 and transmitting on voice channel of Marfa VOR 115.9 Mc.

The Marfa VOR does not have an associated ATCS or control tower and the purpose of the Automatic Rebroadcast System is to provide a means whereby aircraft in the area can exchange pertinent information and work out their own landing sequence or other traffic separation problems. Pilots operating in the Marfa area should guard the Marfa VOR for information broadcast from other aircraft. When approaching or departing Marfa, an abreviated flight plan should be transmitted "blind" for rebroadcast by the VOR.

The Automatic Rebroadcast System consists of receivers tuned to 122.1, 126.7, 135.9, and 255.4 Mc so interconnected that aircraft transmissions on these frequencies are broadcast automatically on the VOR voice channel. To prevent broadcast of more than one signal at a time, the first receiver energized by an aircraft transmission locks out the other receivers until the aircraft transmission is ended. To inform the pilot that his transmission was received and broadcast, the system automatically transmits a three-second 400-cycle acknowledgement tone signal at the end of each VOR transmission.

This is a trial installation and comments are solicited from all users. Mail to: Civil Aeronautics Administration, Attention - W-522, Washington 25, D. C.

✓NEW YORK ARTC CENTER PREFERENTIAL ROUTES: The preferential routings for outbound IFR flights from the New York metropolitan area are published in graphic form on page 58. These routes should be selected in filing IFR flight plans from the New York area to and beyond the points shown. This procedure will increase the efficiency of ATC services and should be of considerable assistance to the pilots. This is an experimental project; therefore, your comments will be appreciated. Please address your recommendations to the Office of Air Traffic Control, Civil Aeronautics Administration, Washington 25, D. C.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

IN-FLIGHT WEATHER SAFETY SERVICE (Operational Test): Effective March 5, the U. S. Weather Bureau, in cooperation with CAA, has introduced on an operational test basis an In-Flight Weather Safety Service aimed specifically at serving airmen in flight. Special advices, identified as FLASH ADVISORIES, will be broadcast to provide airmen in flight with up to two hours advance notice on the development of areas of potentially hazardous flying weather and the trends for an additional several hours. The advices will deal with potentially hazardous weather such as tornadoes, hail, severe thunderstorm systems (excluding small, isolated thunderstorms), duststorms, icing and major turbulence conditions. Also included will be information on extensive areas of low ceiling and visibility, and strong surface winds.

Currently valid FLASH ADVISORIES will be included in the scheduled weather broadcast of CAA stations within 200 miles of the affected area. Additionally, FLASH ADVISORIES will be given to pilots contacting the stations by radio, as appropriate.

FLASH ADVISORIES will be issued by Weather Bureau FAWS centers for the respective areas of responsibility. (These areas coincide closely with the Air Route Traffic Control Areas shown on the USC&GS Civil Airways and Mileage Charts.) For ready identification by the pilot, FLASH ADVISORIES issued by FAWS Center will be numbered (or lettered) consecutively beginning at midnight of each day.

In-flight weather reports from pilots, particularly reports on indications of developing potentially hazardous weather, will be important to the success of the program and such in-flight reports are earnestly solicited.

Comments and suggestions concerning the FLASH ADVISORIES should be sent to Chief, U. S. Weather Bureau, Washington 25, D. C., Attention: 0-5.31.

WEATHER COLLECTION TIME CHANGE: Effective June 1, 1957, the starting time for hourly sequence collections of aviation weather reports on Service A teletypewriter circuits was changed from 30 minutes past the hour to the hour. Pilots should take full cognizance of this change when checking the latest weather before or in flight. Also, pilots should try to avoid telephoning Weather Bureau or CAA stations for weather information between 45 minutes after the hour and the hour because at this time the stations are routinely occupied with observing the weather.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

NEWARK CEILING-VISIBILITY EVALUATION PROGRAM: This program, being conducted at Newark Airport by the U.S. Weather Bureau, changed from furnishing threshold contact height estimates to APPROACH LIGHT CONTACT HEIGHT estimates on May 1, 1957. These estimates will be given out only by the CAA local controller on 118.3 mc at the time each pilot reaches the outer marker inbound for a straight-in ILS approach to rnwy 4. Evaluation of the accuracy and usefulness of these estimates is based solely on the report given by the pilot. Therefore it is important for the report "APPROACH LIGHTS" to be given on 118.3 mc the instant the approach lights are sighted. All pilots are urged to visit the project building adjacent to the control tower or telephone the project personnel at MItchell 2-4414 and give their opinion as to whether the approach light contact heights are of more value than the threshold contact lights.

AIRMAN'S GUIDE PRICE CHANGE: Effective July 1, the annual subscription to the Airman's Guide is being reduced to $2.25 domestic ($3.25 foreign). The Flight Information Manual, which was formerly included in the subscription price to the Guide, is NOT included in the new price. However, all subscribers to the Guide will receive written notice from the Superintendent of Documents when the Manual is issued, giving the price and how it may be purchased. The Manual cost is expected to be approximately $0.50, so that the overall cost of Guide and Manual will remain about the same. The separation of the Guide and Manual is for bookkeeping purposes only; the Guide will continue to supplement the Manual as in the past.

(20 August 1957)

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective September 26, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Green civil airway No. 5 (Los Angeles, Calif., to Boston, Mass.) is amended by changing all after Millville, N. J., rdo rng stn to read: "Millville, N. J., rdo rng stn; Beachwood, N. J. nondirectional rdo bcn; the intsxn of the SE crs of the Newark, N. J., rdo rng and the SW crs of the Peconic, L. I., N. Y., rdo rng; Peconic, L. I., N. Y., rdo rng stn; the intsxn of the NE crs of the Peconic, L. I., N. Y., rdo rng and the SE crs of the Hartford, Conn., rdo rng to the Boston, Mass., rdo rng stn." (Note: Per ASP Mtg 489 Beachwood H to be at approx lat 39-58-10, long. 74-08-42. Intsxn of the SE Newark and SW Peconic named Woolf Int - on request. Salem Int redesignated as NE Peconic and SE Hartford - becomes on request)

(2) Amber civil airway No. 6 (Jacksonville, Fla., to United States-Canadian Border) is amended by deleting the portion which reads: "From the Columbus, Ohio, rdo rng stn to the intsxn of the NE crs of the Columbus, Ohio, rdo rng and the W crs of the Cleveland, Ohio, rdo rng."

(3) Red civil airway No. 8 (Dayton, Ohio, to Newark, N. J.) is amended to read: "From the intsxn of the W crs of the Wright-Patterson AFB rdo rng and the NW crs of the Cincinnati, Ohio, rdo rng via the Wright-Patterson AFB, Dayton, Ohio, rdo rng stn to the intsxn of the E crs of the Wright-Patterson AFB rdo rng and the S crs of the Columbus, Ohio, rdo rng. From the Butler, Pa., nondirectional rdo bcn via the Brookville, Pa., nondirectional rdo bcn; the intsxn of the SW crs of the Elmira, N. Y., rdo rng and the W crs of the Williamsport, Pa., rdo rng; Williamsport, Pa., rdo rng stn; Crystal Lake, Pa., nondirectional rdo bcn to the Newark, N. J., rdo rng stn." (Note: Deleted portion Red 8 between Lockbourne Int and Butler H.)

(4) Red civil airway No. 13 (Wheeling, W. Va., to Boston, Mass.) is amended by changing the portion which reads: "From the Wilkes-Barre, Pa., rdo rng stn via the Stewart AFB, N. Y., nondirectional rdo bcn; Poughkeepsie, N. Y., rdo rng stn;" to read: "From the Crystal Lake, Pa., nondirectional rdo bcn via the Stewart AFB, N. Y., nondirectional rdo bcn; Poughkeepsie, N. Y., rdo rng stn;"

(5) Red civil airway No. 17 (St. Louis, Mo., to Baltimore, Md.) is amended by deleting the portion which reads: "From the McKeesport, Pa., nondirectional rdo bcn to the Johnstown, Pa., nondirectional rdo bcn."

(6) Red civil airway No. 23 (United States-Canadian Border to New York, N. Y.) is amended by changing the last portion to read: "New York (LaGuardia), N. Y. rdo rng stn to the intsxn of the E crs of the New York (LaGuardia), N. Y., rdo rng and the NE crs of the Peconic, L. I., N. Y., rdo rng."

(7) Red civil airway No. 27 (Nenabank, Alaska, to Wolf Int, Alaska) is added to read: "From the intsxn of the NW crs of the Nenana, Alaska, rdo rng and the W crs of the Fairbanks Alaska, rdo rng via the Nenana, Alaska, rdo rng stn to the intsxn of the SE crs of the Nenana Alaska, rdo rng and the SW crs of the Fairbanks, Alaska, rdo rng." (Note: Intsxn SE Nenana and SW Fairbanks named Wolf Int, ident: "XWO")

(8) Red civil airway No. 61 (Butler, Pa., to Washington, D. C.) is amended by changing the portion which reads: "From the Butler, Pa., nondirectional rdo bcn via the Johnstown, Pa., nondirectional rdo bcn to the intsxn of the SE crs of the Pittsburgh, Pa., rdo rng and the S crs of the Altoona, Pa., rdo rng." to read: "From the intsxn of the SE crs of the Akron, Ohio, rdo rng and the NW crs of the Pittsburgh, Pa., rdo rng via the Butler, Pa., nondirectional rdo bcn to the Johnstown, Pa., nondirectional rdo bcn." (Note: Added a portion from Columbiana intsxn to Butler (formerly Red 85 revoked) and deleted portion from Johnstown H to Flintstone Int)

(9) Red civil airway No. 62 (Pittsburgh, Pa., to Altoona, Pa.) is revoked.

(10) Red civil airway No. 85 (Akron, Ohio, to Altoona, Pa.) is revoked. (Note: Portion of Red 85 Columbiana Int to Butler H made part of Red 61)

(11) Blue civil airway No. 15 (Akron, Ohio, to Hubbard, Ohio) is amended to read: "From the Akron, Ohio, Akron-Canton County Airport ILS outer mrkr to the Hubbard, Ohio, nondirectional rdo bcn." (Note: Deleted portion Blue 15 between Huntington, W. Va., H and Columbus, Ohio, rdo rng).

(12) Blue civil airway No. 26 (Anchorage, Alaska, to Fairbanks, Alaska) is amended to read: "From the Anchorage, Alaska, rdo rng stn via the Talkeetna, Alaska, nondirectional rdo bcn; Summit, Alaska, rdo rng stn; intsxn of the N crs of the Summit, Alaska, rdo rng and the SW crs of the Fairbanks, Alaska, rdo rng to the Fairbanks, Alaska, rdo rng stn." (Note: Redesignated B-26 from Healy FM direct to Fairbanks. R-345 being rescinded)

(13) Blue civil airway No. 39 (Savannah, Ga., to Elmira, N. Y.) is amended by deleting the portion which reads: "From the intsxn of the W crs of the Elkins, W. Va., rdo rng and the SW crs of the Morgantown, W. Va., rdo rng via the Morgantown, W. Va., rdo rng stn to the New Alexandria, Pa., nondirectional rdo bcn."

(14) Blue civil airway No. 43 (Healy, Alaska, to Fairbanks, Alaska) caption changed and is amended to read: "From the intsxn of the N crs of the Summit, Alaska, rdo rng and the SW crs of the Fairbanks, Alaska, rdo rng via the intsxn of the N crs of the Summit, Alaska rdo rng and the SE crs of the Nenana, Alaska, rdo rng; Nenana, Alaska, rdo rng stn to the Fairbanks, Alaska, Rdo rng stn."

(15) Blue civil airway No. 70 (Waco, Texas, to Tulsa, Okla.) is amended by changing the words which read: "via the intsxn of the NW crs of the Waco, Tex., rdo rng and the W crs of the Dallas, Tex., rdo rng;" to read: "via the intsxn of the NW crs of the Waco, Tex., rdo rng and a line bearing 255°T from the Dallas, Tex., nondirectional rdo bcn;"

(16) VOR civil airway No. 3 (Key West, Fla., to Presque Isle, Maine) is amended by changing the portion which reads: "Flat Rock, Va., omnirange stn to the point of intsxn of the Flat Rock omnirange 023°T and the Gordonsville, Va., omnirange 056°T radials." to read: "Flat Rock, Va., omnirange stn; Brooke, Va., omnirange stn; to the Washington, D. C. terminal omnirange stn." (Note: Redesignated V3 from Flat Rock VOR via Brooke VOR to the Washington TVOR)

(17) VOR civil airway No. 4 (Seattle, Wash., to Washington, D. C.) is amended by changing the portion which reads: "Burley, Idaho, omnirange stn, including a S alternate from the Boise omnirange stn to the Burley omnirange stn via the Twin Falls, Idaho, omnirange stn;" to read: "Burley, Idaho, omnirange stn;" (Note: Revoked V4S between Boise VOR and Burley VOR and redesignated it as a part of V253 and of V269)

(18) VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.) is amended by changing the portion which reads: "Midland, Tex., omnirange stn, including a N alternate from the Wink omnirange stn to the Midland omnirange stn via the point of intsxn of the Wink omnirange 066°T and the Hobbs, N. Mex., omnirange 147°T radials;" to read: "Midland, Tex, omnirange stn;" and is corrected by changing the portion which reads: "Pine Bluff, Ark., omnirange stn;" to read: "Pine Bluff, Ark., omnirange stn, including a S alternate;" (Note: Revoked V16N between Wink VOR and Midland VOR. Corrected typographic omission of V16S description between Texarkana VOR and Pine Bluff VOR. V16S between Texarkana VOR and Pine Bluff VOR is an existing S alternate)

(19) VOR civil airway No. 21 (Long Beach, Calif., to the United States-Canadian Border) is amended by changing the portion which reads: "Dubois, Idaho, omnirange stn, including a W alternate between the Pocatello, Idaho, omnirange stn and the Dubois, Idaho, omnirange stn via the direct radials;" to read: "Dubois, Idaho, omnirange stn;" (Note: Revoked V21W between Pocatello VOR and DuboisVOR. This portion was redesignated as part of V269)

(20) VOR civil airway No. 35 (Miami, Fla., to Syracuse, N.Y.) is amended by changing the portion which reads: "Macon, Ga., omnirange stn; Royston, Ga., omnirange stn;" to read: "Macon, Ga., omnirange stn; Athens, Ga., omnirange stn; Royston, Ga., omnirange stn;" and by changing the portion which reads: "intsxn of the Parkersburg omnirange 060°T and the Pittsburgh omnirange 223°T radials; Pittsburgh, Pa., omnirange stn; Philipsburg, Pa., omnirange stn; Elmira, N.Y., omnirange stn;" to read: "intsxn of the Parkersburg omnirange 060° T and the Pittsburgh omnirange 223°T radials; to the Pittsburgh, Pa., omnirange stn. From the Johnstown, Pa., omnirange stn via the Tyrone, Pa., omnirange stn; Philipsburg, Pa., omnirange stn; Elmira, N. Y., omnirange stn;" (Note: Rescinded portion of V35 between Pittsburgh VOR and Philipsburg VOR. Added new portion to V35 from Johnstown VOR via Tyrone VOR to Philipsburg VOR which was formerly a part of V106. Added Athens VOR between Macon VOR and Royston VOR)

(21) VOR civil airway No. 36 (Toronto, Ontario, to New York, N.Y.) is amended by changing the portion which reads: "Elmira, N.Y., omnirange stn, including a S alternate;" to read: "Elmira, N.Y., omnirange stn;" (Note: Revoked V36S between Buffalo VOR and Elmira VOR)

(22) VOR civil airway No. 38 (Iowa City, Iowa, to Elkins, W. Va.) is amended by changing the portion which reads: "Appleton, Ohio, omnirange stn including a S alternate via the point of intsxn of the Findlay omnirange 144°T and the Mansfield, Ohio, omnirange 241°T radials;" to read: "Appleton, Ohio, omnirange stn;" (Note: Revoked V38S between Findlay VOR and Appleton VOR)

(23) VOR civil airway No. 39 (South Boston, Va., to Kennebunk, Maine) is amended by changing the portion which reads: "Herndon, Va., omnirange stn; to the point of intsxn of the Herndon omnirange 045°T and the Baltimore, Md., omnirange 346°T radials. From the intsxn of the Baltimore, Md., omnirange 015°T and the Allentown, Pa., omnirange 228°T radials via the Allentown, Pa., omnirange stn;" to read: "Herndon, Va., omnirange stn; Westminister, Md., omnirange stn; point of intsxn of the Allentown omnirange 228°T radials with the Harrisburg, Pa., omnirange direct radial to the West Chester, Pa., omnirange stn; Allentown, Pa., omnirange stn;" (Note: Added new portion to V39 from Herndon VOR to Allentown VOR via Westminister VOR and Lancaster Int. Revoked portion of V39 from Herndon VOR to Hereford Int.)

(24) VOR civil airway No. 53 (Charleston, S. C., to Chicago, Ill.) is amended by changing the portion which reads: "to the Chicago, Ill., Midway Airport terminal omnirange stn." to read: "to the point of intsxn of the Peotone omnirange 003°T and the Joliet, Ill., omnirange 056°T radials." (Note: Removed Chicago Midway TVOR from V53. No change to airspace)

(25) VOR civil airway No. 66 (San Diego, Calif., to Charlotte, N. C.) is amended by changing the caption and by adding a new last portion to read: "From the Atlanta, Ga., omni stn via the Athens, Ga., omni stn; point of intsxn of the Spartanburg, S. C., omnirange 148°T and the Charlotte omnirange 242°T radials; to the Charlotte, N.C., omni stn." (Note: Added new portion to V66 from Atlanta VOR to Charlotte VOR and Athens VOR and Unicon Int)

(26) VOR civil airway No. 69 (Shreveport, La., to Chicago, Ill.) is amended by changing the portion which reads: "to the Chicago, Ill., Midway Airport terminal omni stn." to read: "to the point of intsxn of the Joliet omnirange 056°T and the Peotone, Ill., omnirange 003°T

radials." (Note: Removed Chicago Midway TVOR from V69. No change in airspace)

(27) VOR civil airway No. 72 (Troy, Ill., to Albany, N.Y.) is amended by changing the portion which reads: "Binghamton, N.Y., omni stn; to the Albany, N.Y., omni stn" to read: "Binghamton, N.Y., omni stn; Rockdale, N.Y., omni stn; to the Albany, N.Y., omni stn." (Note: Redesignated V72 between Binghamton VOR and Albany VOR via Rockdale VOR)

(28) VOR civil airway No. 104 (Ottawa, Ont., to Plattsburgh, N.Y.) is amended to read: "That airspace over United States territory from the Ottawa, Ont., omni stn via the intsxn of the Ottawa omnirange 082°T and the Massena omnirange 346°T radials; Massena, N.Y., omni stn; to the Plattsburgh, N.Y., omni stn." (Note: Redesignated V104 between Ottawa VOR and Massena VOR via the Maxwell Int)

(29) VOR civil airway No. 106 (Charleston, W. Va., to Kennebunk, Maine) is amended by changing all before the Selingsgrove, Pa., omni stn to read: "From the Charleston, W. Va., omni stn via the Morgantown, W. Va., omni stn; Johnstown, Pa., omni stn, including a N alternate via the intsxn of the Morgantown omnirange 021°T and the Pittsburgh omnirange 117°T radials; point of intsxn of the Tower City, Pa., omnirange 279°T radial with the Philipsburg, Pa., omnirange direct radial to the Harrisburg, Pa., omni stn; Selingsgrove, Pa., omni stn;" (Note: Redesignated V106 between Johnstown VOR and Selingsgrove VOR via Reedsville Int. Former portion of V106 from Johnstown VOR to Philipsburg VOR via Tyrone VOR was redesignated as a part of V35)

(30) VOR civil airway No. 124 (Burley, Idaho, to Pocatello, Idaho) is revoked. (Note: This airway was redesignated as part of V269)

(31) VOR civil airway No. 128 (Chicago, Ill., to New Bern, N. C.) is amended by changing the portion which reads: "From the Chicago, Ill., Midway Airport terminal omni stn via the Peotone, Ill., omni stn;" to read: "From the point of intsxn of the Joliet, Ill., omnirange 056°T and the Peotone omnirange 003°T radials via the Peotone, Ill., omni stn;" (Note: Removed Chicago Midway TVOR from V128. No change in airspace)

(32) VOR civil airway No. 133 (Parkersburg, W. Va., to Flint, Mich) is amended to read: "That airspace of United States territory from the point of intsxn of the Parkersburg omnirange 172°T radial with the Charleston, W. Va., omnirange direct radial to the Morgantown, W. Va. omni stn via the Parkersburg, W. Va., omni stn; point of intsxn of the Wheeling, W. Va., omnirange 252°T radial with the Appleton, Ohio, omnirange direct radial to the Morgantown, W. Va., omni stn; Tiverton, Ohio, omni stn; Mansfield, Ohio, omni stn; intsxn of the Mansfield omnirange 345°T and the Salem omnirange 140°T radials; Salem, Mich, omni stn; to the point of intsxn of the Salem omnirange 342°T and the Lansing, Mich., omnirange 068°T radials." (Note: Added new portion to V133 from Walnut Grove Int to Parkersburg VOR)

(33) VOR civil airway No. 140 (Amarillo, Tex., to New York, N.Y.) is amended by changing the portion which reads: "point of intsxn of the Front Royal, Va., omnirange 140°T and the Washington, D.C., omnirange 249°T radials;" to read: "point of intsxn of the Gordonsville, Va., omnirange direct radial to the Herndon, Va., omni stn with the Brooke, Va., omnirange 306°T radial;" (Note: Redesignated V140 between Montebello VOR and Herndon VOR via the Remington Int)

(34) VOR civil airway No. 153 (New York, N.Y., to Syracuse, N.Y.) is amended to read: "From the Caldwell, N.J., omnirange stn via the Stillwater, N.J., omni stn; Wilkes-Barre-Scranton, Pa., omni stn; point of intsxn of the DeLancey, N.Y., omnirange 289°T radial with the Binghamton, N.Y., omnirange direct radial to the Rockdale, N.Y., omni stn; to the Syracuse, N.Y., omni stn." (Note: Redesignated V153 between Wilkes-Barre VOR and Syracuse VOR via the relocated Sidney Int)

(35) VOR civil airway No. 144 (Chicago, Ill., to Washington, D. C.) is amended by changing the portion which reads: "From the Chicago, Ill., Midway Airport terminal omni stn via the Peotone, Ill., omni stn;" to read: "From the point of intsxn of the Joliet, Ill., omnirange 056°T and the Peotone omnirange 003°T radials via the Peotone, Ill., omni stn;" (Note: Removed Chicago Midway TVOR from V144. No change in airspace)

(36) VOR civil airway No. 155 (Raleigh, N.C., to Washington, D.C.) is amended by changthe caption and all after the Gordonsville, Va., omnirange station to read: "Gordonsville, Va. omni stn; to the point of intsxn of the Gordonsville omnirange direct radial to the Herndon, Va., omni stn with the Brooke, Va., omnirange 306°T radial. The portion of this airway which overlaps the Camp Pickett Restricted Area (R-44) is excluded." (Note: Redesignated V155 to terminal at the Remington Int)

(37) VOR civil airway No. 156 (Elkins, W. Va., to Richmond, Va.) is amended to read: "From the Elkins, W. Va., omni stn via the Gordonsville, Va., omni stn; to the Richmond, Va., rdo rng stn." (Note: Added new portion to V156 from Gordonsville VOR to Richmond LFR)

(38) VOR civil airway No. 157 (Miami, Fla., to Richmond, Va.) is amended to read: "From the Miami, Fla., omni stn via the LaBelle, Fla., omni stn; Lakeland, Fla., omni stn; to the Gainesville, Fla., omni stn. From the Wilmington, N.C., omni stn via the Rocky Mount, N.C. omni stn; Lawrenceville, Va., omni stn; Richmond, Va., rdo rng stn; to the Brooke, Va., omni stn. The portions of this airway which overlap the Camp Pickett Restricted Area (R-44) and the Camp A.P. Hill Restricted Area (R-40) are excluded." (Note: Extended V157 from Richmond LFR to Brooke VOR)

(39) VOR civil airway No. 164 (Buffalo, N.Y. to New York, N.Y.) is amended by changing the caption and the portion which reads: "From the Bradford, Pa., omni stn via the intsxn of the Bradford omnirange 097°T and the Williamsport omnirange 306°T radials;" to read: "From the Bradford, Pa., omni stn via the intsxn of the Bradford omnirange 097°T and the Williamsport omnirange 306°T radials;" to read: "From the Buffalo, N.Y., omni stn via the Wellsville, N.Y., omni stn; point of intsxn of the Bradford, Pa., omnirange 097°T and the Williamsport omnirange 306°T radials;" (Note: Redesignated V164 by removing V164 number from existing airway Bradford VOR to Stonyfork Int and by adding a new portion from Buffalo VOR to Stonyfork Int via Wellsville VOR)

(40) VOR civil airway No. 170 (Milwaukee, Wis., to Philadelphia, Pa.) is amended by changing the portion which reads: "Selinsgrove, Pa., omni stn; to the West Chester, Pa., omni stn." to read: "Selinsgrove, Pa., omnirange stn; Tower City, Pa., omni stn; to the West Chester, Pa., omni stn." and by adding a new last sentence to read: "The portion of this airway which conflicts with the Indiantown Gap Restricted Area (R-69) is excluded." (Note: Redesignated V170 between Selinsgrove VOR and West Chester VOR via the Tower City VOR)

(41) VOR civil airway No. 173 (Springfield, Ill., to Chicago, Ill.) is amended by changing the portion which reads: "to the Chicago, Ill., Midway Arpt terminal omni stn." to read: "to the point of intsxn of the Joliet, Ill., omnirange 056°T and the Peotone, Ill., omnirange 003° T radials." (Note: Removed Chicago Midway TVOR from V173. No change in airspace)

(42) VOR civil airway No. 191 (Walnut Ridge, Ark., to Milwaukee, Wis.) is amended by changing the portion which reads: "to the Chicago, Ill., Midway Airport terminal omni stn." to read: "to the point of intsxn of the Joliet, Ill., omnirange 056°T and the Peotone, Ill., omnirange 003°T radials." (Note: Removed Chicago Midway TVOR from V191. No change in airspace)

(43) VOR civil airway No. 238 (Philipsburg, Pa., to Atlantic City, N.J.) is amended to read: "From the Philipsburg, Pa., omni stn via the point of intsxn of the Philipsburg omnirange direct radial to the Selinsgrove, Pa., omni stn with the Williamsport, Pa., omnirange 227°T radial; Tower City, Pa., omni stn; West Chester, Pa., omni stn; point of intsxn of the omnirange 120°T radial and the Philadelphia, Pa., Intnl Arpt ILS lclzr 256°T crs; Woodstown, N.J., omni stn; to the point of intsxn of the Woodstown omnirange 106°T and the Coyle, N.J. omnirange 203°T radials. The portion of this airway which conflicts with the Indiantown Gap Restricted Area (R-69) is excluded." (Note: Added new portion to V238 from Philipsburg VOR to Boothwyn Int via Coburn Int, Tower City VOR and West Chester VOR)

(44) VOR civil airway No. 249 (Caldwell, N.J., to Utica, N.Y.) is amended to read: "From the Caldwell, N.J., omni stn via the Huguenot, N.Y., omni stn; DeLancey, N.Y., omni stn; Rockdale, N.Y., omni stn; to the Utica, N.Y., Oneida County Arpt, ILS outer marker." (Note: Added Rockdale VOR to V249)

(45) VOR civil airway No. 252 (Binghamton, N.Y., to New York, N.Y.) is amended by changing the portion which reads: "and the Wilkes-Barre-Scranton, Pa., omnirange 358°T radials;" to read: "radial with the Wilkes-Barre-Scranton, Pa., omnirange direct radial to the point of intsxn of the DeLancey, N.Y., omnirange 289°T radial with the Binghamton, N.Y., omnirange direct radial to the Rockdale, N.Y., omnirange stn;" (Note: Redesignated V252 via relocated Herrick Int)

(46) VOR civil airway No. 253 (Utah Lake, Utah, to Boise, Idaho) is amended to read: "From the Utah Lake, Utah, Omni stn to the point of intsxn of the Utah Lake omnirange 315°T and the Salt Lake City, Utah, omnirange 265°T radials. From the Bonneville, Utah, omni stn via the Lucin, Utah, omni stn; Twin Falls, Idaho, Omni stn; to the Boise, Idaho, omni stn." (Note: Added new portion to V253 from Twin Falls VOR to Boise VOR. This portion was formerly a part of V4S between Boise VOR and Burley VOR which has been revoked)

(47) VOR civil airway No. 258 (Charleston, W. Va., to Roanoke, Va.) is amended by changing the portion which reads: "to the Roanoke, Va., terminal omni stn." to read: "Roanoke, Va., terminal omni stn; to the point of intsxn of the Greensboro, N.C., omni stn direct radial to the Montebello, Va., omni stn with the South Boston, Va., omnirange 298°T radials." (Note: Added new portion to V258 from Roanoke TVOR to Penhook Int)

(48) VOR civil airway No. 262 (Bradford, Ill., to Chicago, Ill.) is amended to read: "From the Bradford, Ill., omni stn via the Joliet, Ill., omni stn; to the point of intsxn of the Joliet omnirange 056°T and the Peotone, Ill., omnirange 003°T radials." (Note: Removed Chicago Midway TVOR from V262. No change in airspace)

(49) VOR civil airway No. 266 (South Boston, Va., to Elizabeth City, N.C.) is amended to read: "From the South Boston, Va., omni stn to the Lawrenceville, Va., omni stn. From the point of intsxn of the Lawrenceville omnirange 076°T and the Elizabeth City omnirange 311°T radials; to the Elizabeth City, N. C., omnirange stn." (Note: Added new portion to V266 from Waverly LFR to Elizabeth City VOR)

(50) VOR civil airway No. 269 (Wells, Nev., to Bubois, Idaho) is amended to read: "From the Wells, Nev., omni stn via the Twin Falls, Idaho, omni stn; Burley, Idaho, omni stn; Pocatello, Idaho, omni stn; to the Dubois, Idaho, Omni stn." (Note: Added new portion to V269 from Twin Falls VOR to Dubois VOR via Burley VOR and Pocatello VOR. Portion Twin Falls VOR to Burley VOR was formerly part of V4S between Boise VOR and Burley VOR which has been revoked. Portion Burley VOR to Pocatello VOR was formerly V124 which has been revoked. Portion Pocatello VOR to Dubois VOR was formerly V21W which has been revoked.)

(51) VOR civil airway No. 273 (Downsville, N.Y., to Syracuse, N.Y.) is amended to read: "From the DeLancey, N.Y., omni stn via the point of intsxn of the DeLancey omnirange 289°T radial with the Binghamton, N.Y., omnirange direct radial to the Rockdale, N.Y., omni stn; to the Syracuse, N.Y., omni stn." (Note: Redesignated V273 via the relocated Sidney Int)

(52) VOR civil airway No. 275 (Cincinnati, Ohio, to Detroit, Mich.) is amended by changing

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Beaumont	Mobile	Montgomery Local	WAC 466
Birmingham	Shreveport	WAC 138	WAC 525
Chattanooga	Atlanta Local	WAC 410	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Huntington	7-30-57	Dayton Local	8-5-57	WAC 308	8-5-57
New York	8-5-57	Kansas City Local	8-5-57	WAC 309	8-8-57
Winston-Salem	7-30-57	New York Local	8-5-57	WAC 359	8-8-57
Chicago Local	8-5-57	St. Louis Local	8-5-57	WAC 360	7-30-57
Cleveland Local	8-5-57	JN 29	7-30-57		

Instrument Flight Charts
released since July 29, 1957

AL 12 RNG/ADF	Kirtland AFB/Mun Arpt, N. Mex
AL 76 RNG/VOR/ADF/ILS	Charleston AFB, S.C.
AL 81 RNG-1/ADF-2/ADF-1/ILS	Chicago Midway, Arpt, Ill.
AL 97 RNG/VOR	Cliff Maus Fld, Tex.
AL 125 ILS	Duluth Arpt, Minn.
AL 134 ADF/ILS	El Paso Intnl Arpt, Tex.
AL 159 RNG-1/RNG-2/ILS-1/ILS-2	Meacham Fld, Tex.
AL 180 ADF/ILS	Greenville Arpt, S. C.
AL 218 ADF/ILS	McGhee-Tyson Arpt, Tenn.
AL 230 ADF	Post AAF, Okla.
AL 239 ADF/ILS-1/VOR/ILS-2	Standiford Fld, Ky.
AL 262 RNG/ILS-2/ADF/ILS-1	General Mitchell Fld, Wis.
AL 264 ADF/ILS-1	(NAS)Mun. Minn-St Paul, Minn.
AL 277 RNG/VOR	Muscle Shoals Arpt, Ala.
AL 280 ADF-1/VOR	Myrtle Beach, S. C.
AL 347 ADF/ILS/RNG	Byrd Fld, Va.
AL 392 RNG/VOR	Shreveport Downtown Arpt, La.
AL 417 RNG	Peter O. Knight Arpt, Fla.
AL 454 RNG/VOR	Sheppard AFB/Mun Arpt, Tex.
AL 457 RNG/1/RNG-2	Williamsport Arpt, Pa.
AL 458 RNG/ADF/ILS	New Castle Co. Arpt, Del.
AL 459 ADF-1/ILS/ADF-2/VOR	New Hanover Co. Arpt, N. C.
AL 481 RNG	Alice Arpt, Tex.
AL 516 RNG/ILS-2/ADF/ILS-2	Raleigh-Durham Arpt, N.C.
AL 620 ADF/ILS-1/VOR/ILS-2	Philip Billard Arpt, Kans.
AL 621 RNG-1/RNG-2	Bridgeport Arpt, Conn.
AL 633 VOR	Huntsville Arpt, Ala.
AL 684 VOR	Goodland Arpt, Kans.
AL 685 RNG/VOR	Jamestown Arpt, N. Dak.
AL 715 ADF	Tradewind Arpt, Tex.
AL 850 VOR	Philip Arpt, S. Dak.
AL 884 RNG/ILS-rnwy 31/ADF/ILS-rnwy 13	Greater Shreveport Arpt, La.
AL 890 ADF/ILS-rnwy 16	Teterboro Arpt, N. J.
AL 922 VOR	Kimble Co. Arpt, Tex.
AL 924 VOR	Lawton Arpt, Okla.
AL 926 ADF/VOR	Bradford-McKean Co. Arpt, Pa.
AL 937 VOR	Eau Claire Arpt, Wis.
AL 987 VOR/ILS-rnwy 19/ADF/ILS-rnwy 1	Wichita Arpt, Kans.

RF Terminal Area - New York, Norfolk, Philadelphia, Seattle, Washington
RF-VOR Terminal Area - Washington
RF Dates of Latest Prints

NEW CHARTS

AL 719 VOR - Decatur, Ala. - Pryor Fld
AL 280 ADF-2 - Myrtle Beach, S. C. - Myrtle Beach AFB/Mun Arpt

DISCONTINUED CHARTS

AL 403 ADF - Spokane, Wash. - (NARF) Mun Geiger Fld

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:
The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

ATC PROCEDURES - APPROACH CONTROL: On page 66 of FIM, Volume 10, dated June 15, 1956, the following note should be added preceding the last paragraph:

"NOTE: A clearance for a specific type of approach (ILS, ADF, or Straight-in Approach) to an aircraft operating on an IFR flight plan does not necessarily mean that priority will be given over other traffic for a landing. Often because of local traffic or runway in use, it may be necessary for the controller, in the interest of safety, to provide a different landing sequence."

AIRMAN'S GUIDE CORRECTION: Correct Vol. 12, #10, page 40, item 19, under On Request Reporting Points: Cancelled: LASCASSAS, TENN. (LF) INTSXN - the intsxn of the SE crs of the Nashville, Tenn. LFR and the 257°T bearing from the Smithville, Tenn. Rbn.

Correct Vol. 12, #10, page 34: "Revision to Control Area/Flight Advisory Boundaries between Oklahoma City RAPCON and Kansas City ARTCC: The last sentence should read: "Thence direct to and along the Kansas City-Oklahoma City Control boundary to a point 50 s mi SE of the Gage, Oklahoma, VOR on the NE edge of civil airway V-17 and Red 59."

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱	-	New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space, limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)

AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)

BESSEMER-DURHAM ARPT: Caution - auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18)

BIRMINGHAM ARPT-TOWER: Aug 7, MM and LMM shut down - relctn. (8-7) FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single eng conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx Nov for relctn due rnwy ext. (5-1)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-RADIO: June 19, VOR arwy radials figt-checked. Radial 018°-028° out of tolerance. due to severe scalloping. (6-19)

ALABAMA: MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic approach below 300'. (6-18) FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10) Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute take-off min for all acft. (4-22)

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. nights upon prior req. Emerg only. (4-23)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flight within R-191. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (6-24)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

**KINGMAN ARPT: Fld lights activated for 25 mins by 3 pulses of mike button on 121.7 mc when within 10 mi radius. (7-17)

PHOENIX AREA - SPECIAL AIR TRAFFIC RULES: Aircraft operg under VFR or VFR conditions shall not be operd Mon thru Fri from 0600M to 1800M on Green Arwy #5 and Victor Arwy 16 W of Phoenix in the areas described below except at the altitudes prescribed therefor unless special permission is obtained from Air Traffic Control. From 112°28' to 112°35', which is the area between north-south lines drawn thru the Perryville FM and the town of Buckeye, between 700' above the surface and 5000' MSL, regardless of weather conditions. Further, when the reported ceiling at Phoenix is less than 8000', acft shall not be operd at alts above 2000' MSL and below 4000' MSL in the area between 112°16' and 112°28', which is the area between north-south lines drawn thru the town of Tolleson and Perryville FM. When the reported ceiling at Phoenix is 8000' or more, acft shall not be operd at alts above 7000' MSL and below 9000' MSL in the area between 112°10' and 112°28', which is the area between north-south lines drawn thru the town of Tolleson and the east edge of Glendale and the Perryville FM. (8-15)

PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000 in standard pattern within 15 mi. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int - Int GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (6-14)

**PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7) Functioning 2-way rdo rqrd.

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'.

**SALOME ARPT, 27B, LAX-PHX: Caution - puncture vines. (6-18)

SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260., 30 n mi. (7-17)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

ARIZONA: TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000';225°-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'.

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz. to be conducted week-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad to 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'. (6-20)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: BLYTHEVILLE - SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

**CAMDEN-HARRELL FLD: WNW/ESE rnwy perm clsd. (8-12)

PINE BLUFF-RADIO: VOR shut down until approx Sept. 1. During shutdown, VOR flights authorized to use PBF homing fac in lieu VOR except V-16S TXK to PBF unusable. Ints and alts as charted. (3-22)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)

★ARCATA-RADIO: VHF/DF cmsnd. Freqs: 122.1, 126.7, 121.5, 135.9 mcs. (8-5) VHF/DF coverage 40 n mi at MEA except 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BASS LAKE-WISHON ARPT: Clsd due grading and reoiling. (6-13)

BECKWOURTH-PLUMAS CO. ARPT: Clsd due rnwy resurfacing. (6-24)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

BRAWLEY ARPT: Rnwy 12-30 clsd. Use parallel dirt rnwy. (7-26)

BURBANK-LOCKHEED AIR TERMINAL-TOWER: ILS lclzr shut down until approx Sept. 15-relctn of apch light system. Glide slope angle will be 3°.

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flight-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlighted. (4-22)

DIXON ARPT: Closed. (8-30)

EL MONTE-EL MONTE-L. A. ARPT: 2500' rnwy clsd during August. (7-25)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flight-checked. About Sept. 19, VOR will be shut down until approx October 17-modernization. Durg this period the following arwys will be unusable for IFR opern: V23 Red Bluff-Talent Int.; V23E Fort Jones - Klamath Junction Int. The Bray Int. will be unusable.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

FRESNO AIR TERMINAL: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

★HAWES-RADIO: USAF H fac cmsnd. Freq: 376 kc. Ident: HAZ. Lctd lat 35-55-38, long. 117-22-00. Bear. & dist. to George AFB: 164°, 19.0 n mi. Class: HW. (8-7)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000';340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

CALIFORNIA: LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const.(8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230° true.(5-6) FLD: Several 230' MSL portable oil derricks NW,W,and S of fld.No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution-temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'.(3-22) Rnwy 30 clsd all lndgs 0700-1500P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only -500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23) About Aug 19, LF rng will be shut down until approx Aug 29 - conversion to H fac, with voice. Freq and ident remain the same. Voice controlled by ATCS. (7-19) The following arwys will be unusable durg shutdown LF rng: Amber 1 BUR-LGB, Amber 6 CAV-LAX, Green 5 LAX-RIV, Red 65 OCN-LAX. The following LF reporting points will also be unusable: Avalon, San Pedro, Malibu and La Habra. (7-30) Concurrent with cmsng of H fac the idents of following FM's will be: Hollywood Hills & Downey - dot dash; La Habra - dash dot. (8-13)

LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd -avail. 30-min req thru twr. Equip. crossing rnwy. During VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx entended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev 174'; 1 rnwy -(15-33) -2300' x 90' (dirt & sand compact): remarks - 6' fence at each end. (7-23)

MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-RADIO: Soon ILS will be cmsnd. Lclzr freq: 110.1 mc, ident:MRY. Lctd 1000' SE on a centerline of NW/SE rnwy. Glide slope freq: 334.4 mc. Lctd 825' from apch end NW/SE rnwy and 236' N of centerline of rnwy. Glide angle 3.0°. Apch bear.: 84°. LMM freq: 260 kc, ident: RY. MM lctd 0.60 mi from apch end rnwy. LOM freq: 278 kc, ident: MR. OM lctd 5.14 mi from apch end rnwy. Disregard spurious signals.(8-9)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland

CALIFORNIA: Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N at min instr alt.(1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

★OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: Aug 1, VHF/DF cmsnd. Freqs: 118.1,118.3, 119.1, 119.3, 120.3, 120.7, 121.5, 122.5,126.18, 126.7,135.9mcs.VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30)

OCEANSIDE-RADIO: July 10, VOR shut down until approx Oct 1 -modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAC VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (7-9)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise ctn acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea.(3-13) Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in tk-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16)

**OXNARD-VENTURA CO. ARPT: 176' oil drilling derrick 1600' W and 2200' N of W end of rnwy 7 no longer a hazard. (8-12)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution -men and equip.(8-14)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 n mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29) Until about Aug 29, men & equip. working on rnwy 9-27. (7-12)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

★SAN FRANCISCO INTNL ARPT-TOWER: Aug 2, VHF/DF cmsnd. Freqs: 118.5, 119.1, 120.1, 120.3, 120.5, 120.9, 121.5, 122.1, 122.7, 126.18, 126.7, 135.9 mcs. (8-2) FLD: Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and ngt.(3-26) Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm. (5-18) Do not use for taxiing painted green line 1100' long which connects centerline of W end of rnwy 28R-10L with taxiway A then veers N across adjoining run-up mat toward turf. This is a temp experimental hi-speed exit taxi line. (6-13)

CALIFORNIA: SAN FRANCISCO-GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 160' crane and trucks operg daylgt hrs W end rnwy. (5-17)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-85°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
**SANTA MARIA-HANCOCK ARPT: No services. Unattended. (7-26)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)
SHOSHONE ARPT: Until about Sept 9, strip clsd for paving. (8-9)
STOCKTON ARPT-TOWER: Soon, CAA twr will be cmsnd. Trans: 278 kc; 118.7, 121.5, 126.18 mc. Rcvs: 3023.5 kc; 118.7, 121.5, 122.5, 126.18 mc. Trans & rcvs 121.9 mc for mobile gnd tfc. Class: C (g). (8-14) FLD: Rnwys 11L-29R, 11R-29L and taxiway A clsd dueexten const work in progress. Other rnwys avail. Lgts on rnwy 16-34 only. Tetrahedron tied-down to indicate active rnwy. Pilots should observe wind sock for cross-wind indication. Hvy equip crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated rng apch should exercise extreme caution. Min alt for low apchs is 528'MSL. (7-5)
THERMAL-RADIO: VOR and DME coverage 330°-360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175°-180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60°, at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000'MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21. Rnwy 12-30 clsd until about Aug 25 for paving. (8-15)
**CORTEZ-UTE ARPT: Delete name - combined with Montezuma Co. Arpt. (12-17)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154°-180° and below 16,000'MSL 181°-243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L - flag marked day hrs flashing red ngt hrs. (3-26)
EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)
HUGO-RADIO: July 20, VOR flgt-checked and cmsnd. Freq: 108.2 mc. Ident: HGO. Lctd lat 38-52-22, long. 103-24-12. Elev: 4932'. Monitoring category (3). Class: VORW.
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E long. 104-21-22; S lat 38-18-00; W long. 104-22-50. (4-30)
CONNECTICUT: **GROTON-TRUMBULL SPB: 4' to 5' wooden poles erected in Poquonock River and in Trumbull seaplane area for boat water skiing. Poles not mrkd. Advise extreme caution. (8-9)
HARTFORD-BRAINARD FLD: Only NE and extreme SW ends of dike lgtd. (4-15)
MONROE ARPT: Clsd 8 a.m. until 4 p.m. Aug 25 due rdo ctl plane meet. (7-29)
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys - E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)
SIMSBURY ARPT: Experimental dropping of parachute on fld during VFR wea days Mon-

CONNECTICUT: Fri. Fld occasionally clsdby standard mrkr.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwys and taxi strip only.
**REHOBOTH BEACH-REHOBOTH AIRCRAFTERS ARPT: Lngst rnwy 3300'. (2-7)
WILMINGTON-NEW CASTLE COUNTY ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 30 for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, hvy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice.
WASHINGTON-RADIO-SPECIAL NOTICE: Effective June 1, until approx Sept 1, all inbound acft to Washington National Arpt make initial contact with Washington Apch Ctl regardless of wea as follows: from a westerly direction on 118.3 mc in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mc in the general areas: Beltsville, Shadyside, Andrews, Charlotte Hall. (4-25)
WASHINGTON-RADIO: LFR SE crs bends 4 - 9 n mi from stn; 17 - 22 n mi from stn; multiples 3° - 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft n on 353.9 mc, 318.2 mc and 262.3 mc only in Washington Metropolitan Area. Soon, freq 323.2 mc will be cmsnd.
WASHINGTON NATIONAL ARPT-TOWER: About Sept 9, trans and rcvr 119.4 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigrations service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A" 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3'deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)
FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)
**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing inthis area consitiutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat, Sun, holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution. (9-17)
CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF equipped acft while VOR unusable. MEAs remain as charted. (8-13)
CROSS CITY ARPT 58, MEM-TPA: Trucks and equip crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published min reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)
FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip on fld. (3-9)
FT MYERS-RADIO: VOR radial 131° unusable - excessive scalloping and bends. (5-13)
FT MUERS-PAGE FLD-SPECIAL NOTICE: AF C-119 type acft conducting inten transitional training daylgt hrs. (6-6)

FLORIDA: HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

**KEY WEST INTNL ARPT: VOR (ground) rcvr check point established 131° NW portion of ramp. Former 130° radial cancelled. (8-5) All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail. on req to Key West Rdo.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtaimed before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail. for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (8-14)

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0, 269.0 and 291.6 mc inop. (7-19)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Takeoffs and landings will be into the wind when the surface wind exceeds 15 knots. Maximum performance climb out to 1000' required on all take-offs. Practice IFR approaches prohibited. Tfc pat will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R marked by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and takeoffs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

**MIAMI -BROWN'S ARPT: 200' (205' MSL) lgtd twr erected 17 n mi SSW (219° T) at lat 25-27-09, long. 80-30-57. (7-10)

MIAMI-OCEAN REEF ARPT: New arpt: Type: L; 30 mi S; lat 25-19, long. 80-15; elev: 4'; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn. FLD: Rnwy 28L-10R clsd for ngt lndgs and take-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip. adj rnwys. (10-8)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)

TALLAHASSEE-RADIO: VOR radials 110°-150° out of tolerance acct excessive roughness. LF rng may be substituted on arwy V97 Clam Int. to TLH. MEA remains as charted. (8-13)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-INTNL ARPT: N/S rnwy clsd for resurfacing until about Sept 15. Taxiways crossing rnwy 18-36 N of NW/SE intsxn clsd to taxiing acft. (7-17) 35' high bldg lctd 300' SW apch end rnwy 32 obstn lgtd. Does not meet obstn clearance criteria. Absolute minimum

FLORIDA: visibility of 1 mi required for all operns on rnwy 14-32. (7-24)

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev: 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner tower on 126.18 mc for advisory information. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down - modernization. Durg modernization shutdown, VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int. unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int. MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld boundary lgts. (8-6)

ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flgt plans at or above 25,000' or 1000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance, acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail. freq. Rnwys 33R-15L and 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958. (5-6)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice.

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SAVANNAH-TRAVIS-(CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclze not to be used above 5000' MSL. (3-19) FLD: No acft shall oper off or or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

**SWAINSBORO-EMANUEL CO. ARPT: Formerly carried as Thompson. Longest rnwy and facs now h42-L4. (7-19)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

GRANGEVILLE-IDAHO COUNTY ARPT: Caution - E/W rnwy clsd; NE/SW rnwy soft on edges. (5-10)

MALAD CITY-RADIO: VOR coverage 360°-20° and 5-°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: VOR radials 115°- 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vicinity.

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling & visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CENTRALIA ARPT: Closed - const. (5-20)

ILLINOIS: CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)
CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmarked, unlighted. (4-17)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N term bldg-must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St. & Cicero Ave - adj to arpt.) (7-17)
CHICAGO-O'HARE INTNL ARPT-SPECIAL NOTICE: Flying Farmer Convention Aug 24-29. Upwards of 400 planes expected. Fly-in Aug 25. Fly-out Aug 29. Alertness recommended. (8-13)
CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to
** 122.6 mc. (3-22) FLD: 175'(796'MSL) lgtd twr erected 7 n mi NE(60°T) at lat 42-03-05, long. 87-45-18. (8-5) Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked aircraft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates, 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless aircraft equipped with functioning radio capable of 2-way direct communications with ctl tower.
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)
DANVILLE-VERMILLION CO. ARPT: Caution- men and equipment on field. (10-11)
DIXON ARPT: NE/SW rnwy clsd for const-men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aeronautic area for student trng in following area: Bounded by long 90-00 and 90-15; lat 38-35 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL.
**FLORA ARPT: New arpt: Type P; lat 35-40, long. 88-27; lctd 1 mi E; elev: 469'. 1 rnwy 2500' (N/S) turf; 80 oct fuel. (1-30)
GALESBURG MUN ARPT: Caution-truck on field. (2-25)
GILMAN ARPT: Closed. (10-11)
**HIGHLAND-WINET ARPT: 300'(884'MSL) lgtd twr erected 3 n mi NNE(27°T) at lat 38-49-48, long. 89-36-51. (7-9) Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOCKPORT-LEWIS-LOCKPORT ARPT: About Aug 20, 215'(865'MSL) lgtd twr will be erected 2.3 n mi SSW(217°T) at lat 41-34-02, long. 88-07-10. (7-25)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx. 3000' W. Height of twrs, 123', not marked or lighted. (11-21)
MATTOON-COLES CO. MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOMENCE ARPT: About Sept 1, 290'(960'MSL) lgtd twr will be erected 11.2 n mi ESE (121°T) at lat 41-02-41, long. 87-30-30. (8-8)
MORRIS ARPT: 338'(855'MSL) lgtd chimney being erected 7.3 n mi E(111°T) at lat 41-23, long. 88-16. (7-3)

ILLINOIS: MT VERNON ARPT: Work in progress daylgr hrs. N/S,NE/SW rnwys clsd. No lgts.
**NORTHBROOK -SKY HARBOR ARPT: 175'(818'MSL) lgtd twr erected 2.9 n mi NNE(37°T) at lat 42-11-10, long. 87-49-28. (8-5)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without peior coordination with and approval by Comdr 126FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) NW/SE rnwy clsd for reconst including paving, drainage, and lgtd. (4-8)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
**PRINCETON-PIPER ARPT: 266'(985'MSL) lgtd relay twr erected 14 n mi NE(59°T) at lat 41-29-51, long. 89-09-14. (6-20)
ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
SALEM-SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT-TOWER: June 4, ILS lclzr and glide slope shut down until approx. Sept. 15. (8-2) FLD: Until about Sept 15, const work in progress on 1000' overrun each end rnwy 4-22. Rnwy 4-22 clsd to all operns xcpt for taxiing. (8-2)
**TUSCOLA ARPT: 250'(910'MSL) unlgtd gas disposal stack erected 1 n mi W(290°T) at lat 39-47-05, long. 88-20-03. (7-25)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitudw when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution -lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx. 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd- not painted or lighted. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°,35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
**GREENFIELD-POPE FLD: Reinstated; Type P; lat 39-47, long. 85-44; lctd: 2 mi NNE; elev: 910; 2 rnwys; lngst rnwy 3000'; storage; 80/87 oct fuel; S blkd; p-line. (12-21)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4.mc, ident: IDX, with voice ident: Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)
INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr being erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution - new rnwy 4-22 under const. Men & equip. on field adjacent to rnwys. (6-5)
JEFFERSONVILLE-HAPS ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable-very soft. (7-15)
**LAFAYETTE-PURDUE UNIVERSITY ARPT: 220'(958'MSL) lgtd twr erected 10 n mi NW (315°T) at lat 40-31-36, long. 87-04-13. (6-5)

INDIANA: LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: Beginning about Sept, 150' (922.9'MSL) hi-voltage transmission line will be erected 5100' S - not mrkd, painted, or lgtd. (7-19)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
RICHMOND-RADIO: July 5, VOR operg test basis only. Freq: 116.1 mc. Ident: RID. Lctd lat 38-45-17, long. 84-50-19. (7-5)
**SHELBYVILLE MEM'L ARPT: New arpt; type P; lat 39-35, long. 85-48; lctd; 3 mi NW; elev: 800; 2 rnwys; lngst rnwy 3460'; major repairs avail; 80/87 oct; N, E, W blkd.
SOUTH BEND-ST JOSEPH CO ARPT-TOWER: ILS lclzr back crs flyable with slow bends one to five n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip on fld during daylgt hrs. Expected duration - during summer months. (3-22)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: **ALBIA-AIRWAY IMPLEMENT CO ARPT: Clsd permanently. (8-8)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
**CENTERVILLE ARPT: 266' (1282'MSL) lgtd relay twr erected 10 n mi NW (322°T) at lat 40-49-04, long. 93-02-43. (6-20)
**CRESTON ARPT: 316' (1571'MSL) lgtd relay twr erected 13 n mi ESE (120°T) at lat 40-55-53, long. 94-09-03. (6-20)
**DES MOINES-SPECIAL NOTICE: Voluntary acft flgt testing and flgt trng area estabd NW, W of long. 93-50 and N of lat 41-37. Use caution in this area. (2-19)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
DUBUQUE-RADIO: About Sept 1, VOR class will be BVOR. (7-3)
**FAIRFIELD MUN ARPT: 341' (1151' MSL) lgtd relay twr erected 9 n mi NW (323°T) at lat 41-06-13, long. 92-03-26. (6-20)
FT DODGE-RADIO: About Aug 30, VOR class will be changed to BVOR. (8-13)
**LA PORTE CITY-CLARK ARPT: 243' (1138'MSL) lgtd twr erected 8.5 n mi N (15°T) at lat 42-28-00, long. 92-11-00. (7-9)
**LEON ARPT: 291' (1402' MSL) lgtd twr erected 6.9 n mi E (100°T) at lat 40-47-23, long. 93-35-11. (6-20)
**MUSCATINE ARPT: 266' (966'MSL) lgtd relay twr erected 18.2 n mi SW (236°T) at lat 41-12-11, long. 91-29-13. (6-20)
**ONAWA ARPT: New arpt. Type "L"; lctd 0.5 mi SW; elev 1059'; 1 rnwy (NW/SE); longest rnwy and facs 24-L4; Fl fuel; remarks - unattended. P-line and trees NW. (8-15)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
**OTTUMWA ARPT: 341' (1245'MSL) lgtd relay twr erected 11 n mi SSW (220°T) at lat 40-57-45, long. 92-36-07. (6-20)
SHELDON ARPT: Clsd for const - machinery on fld. (5-3)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4 relctn of lclzr. (5-9) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution men and equip working all hrs. First 1000' NW end NW/SE rnwy clsd until about Sept 1. Rnwy being extended. (6-5)
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip on fld daytime. Fld clsd to ngt opern. (4-2)
WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: **ANTHONY MUN ARPT: Formerly carried as Anthony, 24, AMA-MKC. (7-23)
ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' - 25' above ground and surrounding arpt.
**BURDETT ARPT: 266' (2559'MSL) lgtd relay twr erected 7.5 n mi SW (226°T) at lat 38-06-06, long. 99-37-30. (6-14)
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

KANSAS: **EL DORADO ARPT: 268' (1618'MSL) lgtd twr erected 4 n mi W (285°T) at lat 37-47-07, long. 96-54-01. (6-28)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 - 43 n mi at min enroute alt. 5-29)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)
GARDEN CITY-RADIO: VOR radials 125°-185° have crs bends and roughness beyond tolerance but flyable. (7-18)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)
GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (8-15)
**HAYS ARPT: 300' (2451'MSL) lgtd twr erected 22.5 n mi S (180°T) at lat 39-14-50, long. 99-17-45. (8-14)
HUTCHINSON-RADIO: VOR shut down - modernization. Following MEA authorized during shut down: V10 Dodge City - Emporia 8900'; V10 Dodge City - Hutchinson Int/002° radial ANY 296° radial ICT 8900'; V10 Hutchinson Int - Emporia 8900'; Salina VOR 174° radial to Int of 250° radial Emporia VOR then via 250° radial Emporia VOR to Hutchinson Int 7900' V125 Anthony - Hutchinson Int 3500'; V73 Hutchinson to Wichita 3500'; V132 Goodland to Hutchinson above 18,000'. (7-10)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500' and 5500'MSL. (4-17)
**LARNED ARPT: 304' (2419'MSL) lgtd relay twr erected 6.5 n mi NNE (26°T) at lat 38-18-18, long. 99-01-30. (6-14)
**LIBERAL ARPT: 240' (3158'MSL) lgtd twr erected 5.8 n mi SSW (219°T) at lat 36-57-50, long. 101-02-36. (8-1)
**LINCOLN ARPT: 229' (2030'MSL) lgtd twr erected 16 n mi S (182°T) at lat 38-48-57, long. 98-10-15. (6-14)
LYONS ARPT: 300' (2023'MSL) lgtd twr being erected 2.3 n mi E (110°T) at lat 38-20-05, long. 98-11-09. (8-16)
OLATHE NAS-RADAR APPROACH CONTROL: Effective Sept 2, rcvr 3023.5 kc will be perm decmsnd. (8-1)
PARSONS- SPECIAL LNOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
**PRATT ARPT: 277' (2262'MSL) lgtd twr erected 3.8 n mi SSW (210°T) at lat 37-38-58, long. 98-47-05. (7-23)
RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 marked. (7-3)
SALINA RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const in progress. Men and equip on fld. (7-1)
**SUMMERFIELD ARPT: 316' (1787'MSL) lgtd twr erected 4.1 n mi SW (234°T) at lat 39-56-38, long. 96-24-26. (6-21)
TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S raxiway. Use rnwys and taxiways only. Sod areas unusable. About Oct 1, two 158' (1067'MSL) lgtd steel stacks will be erected 3 n mi ESE (119°T) at lat 39-03, long. 95-34 and being completed approx 15 May 1959. (6-10)
TOPEKA-WILSON ARPT: New lndg strip reported: lat 30-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf) not lighted; A&E by appointment; 80/87 oct fuel. (4-9)
**WASHINGTON ARPT: 254' (1741'MSL) lgtd relay twr erected 10 n mi SSE (173°T) at lat 39-38-54, long. 97-00-44. (6-14)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21) Soon VOR/DME will be shut down until approx Sept 13 - modernization. (7-30)
WICHITA ARPT: Const in progress W side and 700' S f of N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip on fld days. Acft remain on concrete areas. Sod unsafe. (8-7)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact tower for landing instructions. (7-3)

KANSAS: WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs from and departures to easterly quadrants. Avoid crossing N and S apch and take-off lanes of jet acft to adjoining McConnell AFB. Due to remote lctn, the McConnell twr is lmtd to advisory tfc information only for rdo equipped acft to and from Cessna Arpt. Call McConnell twr on 126.18 mc-listen 126.18 mc. Non-rdo equipped acft must first obtain tfc pattern information by telephone Murray 4-7261, ext 216. Under IFR conditions ctc Wichita Apch Control for tfc clearance prior to entering ctl zone. Transmit 3023.5 kc, 122.5 mc. Listen 124.5 or 125.7 mc or rng voice channels. (8-20)

WICHITA-McCONNELL AFB-RADAR APPROACH CONTROL: About Sept. 2, rcvr 3023.5 kc will be perm decmsnd. (8-1)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE & NW courses, 30 mi from station. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

HARLAN ARPT: Caution - high grass. (7-3)

**HOPKINSVILLE ARPT: Unattended. (7-3)

HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bearing, distance to field: 040°, 4.4 n mi. (4-19)

★LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23) Aug 15, BH fac relctd to OM site and converted to HW fac. Lat 37-59-12, long. 84-39-36. (8-15)

LEXINGTON-BLUE GRASS ARPT-TOWER: About Aug 26, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident: LEX. Lctd 200' from NE end NE/SW rnwy 4. Elev: 970.5'MSL. Glide slope freq: 334.4 mc. Lctd 250' NW centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965'MSL. Glide angle 2.6°. Apch bear.: 41°. LMM freq: 203 kc; Ident: EX. Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750' (0.73 s mi) from SW end NE/SW rnwy. Elev: 891'MSL. LOM will be relctd HW fac, cmsnd Aug 15. Freq: 242 kc. Ident: LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930'MSL. (8-5) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LONDON ARPT: Gas avail. on call daylgt hrs-expect delay. (7-25)

LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. (6-14)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of field.

LOUISVILLE-STANDIFORD FLD-TOWER: About Sept. 9, trans & rcvr 124.5 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. 3000' hi-intensity apch lgtg system avail. as configuration A or B serving rnwy 1. Apch lgtg system to display configuration A for normal operations. Configuration B will be displayed on pilot's req.

SOMERSET-PULASKI CO. ARPT: Clsd until about Aug 23 due const. Emerg lndgs W side rnwy only. (7-24)

YORK-RADIO: DME coverage 35 n mi at 2500' MSL. About Aug 26, VOR/DME will be shut down until approx. Sept. 12-freq change from 116.0 to 108.6 mc. (7-19)

LOUISIANA: ALEXANDRIA-MYERS ARPT # 2: Tfc pat. 300'. Apch from E with caution-jet acft operg in vicinity. (6-26)

BATON ROUGE-RYAN ARPT: Narrow open ditches both sides rnwy 13-31 outside of rnwy lgts. (7-12)

BOGALUSA ARPT: Caution-obstn lgtd twrs being erected 1800' from N end of N/S rnwy.

**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES -RADIO: LF rng operg as H fac only. (7-30)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: V-18 Shreveport, La to Monroe, La. 2000'MSL; V-18 N Shreveport to Monroe 2500'MSL; V-18 Monroe to Jackson, Miss. 1600'MSL; V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)

LOUISIANA: NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends. (3-29)

★NEW ORLEANS AIR ROUTE TRAFFIC CONTROL CENTER: Aug 17, freqs 119.7, 310.4 and 317.5 mcs decmsnd. Too late for ANRA page.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTERNATIONAL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

**SHREVEPORT-DOWNTOWN ARPT: 145'(315'MSL) lgtd twr erected approx. 1 n mi E (90°T) at lat 32-32-14, long. 93-43-28. (7-20)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: **AUBURN-LEWISTON ARPT: Rnwy 13-31 perm clsd. (8-13)

AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

HOULTON-RADIO: About Aug 19, VOR will be shut down until approx Sept. 6-modification and freq change from 112.3 mc to 108.2 mc. (7-1)

HOULTON ARPT: Rnwy 1-19 clsd to ngt operns due dismantling of rnwy lgts. (7-2)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)

PHILLIPS-PLEASANT VALLEY FARMS ARPT: Ctn-300' WSW end of strip under const.

**PORTLAND ARPT: Rnwy 10-28 perm clsd. New rnwy 11-29(5000') opened. 20' embankment 200' from apch end rnwy 33 mrkd by obstruction lgt 250' from apch end and in line with S edge rnwy 33. (7-17)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operations.

SANFORD ARPT: Caution-drag races will be held on following dates: Aug 25, Sept 8, 29, Oct 13. Rnwys 8-26 and 14-32 will be clsd during daylgt hrs on these dates. (6-7)

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)

BALTIMORE-MARTIN ARPT: Const-men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwys 18-32 and 10-28 clsd. Ditching thru rnwys at intsxn 18-36 and 10-28. (8-15)

**BALTIMORE-PIER 6 HELIPORT: 39-18N, 76-36W; lctd Pier 6, Pratt St; elev 10'; size 240' x 100'; air marked; no lgts; no service. (6-27)

CAMBRIDGE ARPT: Arpt reported-1.5 mi SE;elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'.

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor, category. (3). (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion.

LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)

★PATUXENT RIVER NAS-RADIO: VOR relctd lat 38-17-45, long. 76-24-13, approx. 5000' to the E. (8-7)

RISING SUN-FARMINGTON ARPT: Arpt reported-3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on airway V1 to the NE at lower altitudes. (7-1)

WHITE MARSH-QUINN ARPT: Arpt reported-1 mi SW;elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy(E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)

BOSTON-RADIO: VOR coverage 36 n mi at MOCA in all azimuths. (6-14)

MASSACHUSETTS: BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: About Sept 9, trans and rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: New tfc pat procedures : All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Caution - rnwys 11-29 and 5-23 under extensive const. Thru Sept 15, lndg area avail. for lgt acft is taxiway parallel to rnwy 5-23 (2500' x 50' paved surface marked with yellow flags 200' apart on sides and ends). Open drainage ditch perpendicular to shoulder of pavement approx mid-point of lndg area mrkd with red flags. Tree line 100' SW end 75' high. No touch-and-go lndgs permitted. Daylgt operns only. All pilots must ctc Hanscom Twr before lndg or take-off. Arpt clsd to all mil acft thru Sept 15. Limited mil operns on prior approval Commander AFZRC. 24-hr notice rqrd - include acft number, type, gross wt, and ETA. (7-31)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicated width of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)

COTUIT: Restricted Area (R-79) to be used day and night only when ceiling 2000' and visibility 3 miles or better. Effective 0001 local time July 1, 1957 to 2400 local time October 1, 1957. (6-7)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15)

**MARTHA'S VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8n mi WSW (251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: Aug 21 - Aug 30, HH fac will be shut down intermittently during daylight hours. (8-14) About Sept. 30, VOR will be shut down until approx Oct 18 - modification and freq chg from 117.0 mcs to 108.2 mcs. (8-16)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

ORANGE ARPT: Clsd 1:00 pm to 6:00 pm Sept 15, and Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during clsd period. (5-22)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (3-29) Work on erecting 126' high (1056' MSL) water twr at 42-18N, 85-14W (on fld) - twr will be mrkd, painted, and lgtd. (5-6)

BAY CITY-CLEMENTS ARPT: 260'(846'MSL) water twr & 350'(936' MSL) chimney being erected 6.9 n mi NNE(24°T) at lat 43-38, long. 83-50 & being completed approx. Nov. 1. Both lighted. (4-18)

BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450'E end not lgtd. Use 3650' lgtd section -ngt operns.

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)

CAMP LUCAS-SPECIAL NOTICE: May 9 to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Mich. (5-8)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and tk-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags and flares. Men & equip. on or adj to ramp and rnwys. (6-24) Four 70' twrs being erected 400' E & N of Goddard Rd inside of W boundary. (8-14)

DETROIT-WILLOW RUN ARPT-TOWER: About Aug 19, TVOR will be shut down until approx Sept 2 - modernization. (7-24) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L 36 R clsd all tfc.

GREENVILLE ARPT: Clsd for const.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

**KALAMAZOO ARPT: Rnwy 18-36 perm clsd. (6-21) Trees above one obstn lgt NW. (7-16)

**L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-25)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29) Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Day and ngt marking. (6-18)

MARQUETTE-COUNTY ARPT: Caution - const. (7-15)

MARQUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of S-W hangar at NE end of NE/SW rnwy. (5-8)

NEWPORT-MARSHALL ARPT: 205'(575'MSL) lgtd water twr being erected 2 n mi ENE (77°T) at lat 41-57-37, long. 83-15-26. (8-9)

NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01;lat 45-39, long86-35;lat45-50,long86-12;lat45-17,long 85-46. Max ceiling 35,000'MSL. Firing bi-weekly Wed or Thursday daylgt hrs VHF wea. conditions. Mission: Surface Naval Gunnery. (4-1)

MICHIGAN: PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4) Taxiway W end rnwy 9-27 clsd. Trucks on fld. (8-17)
** PLYMOUTH-METTETAL ARPT: Lngst rnwy 2200'. (3-13)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)
PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S. (4-20)
**PORT HURON-ST.CLAIR COUNTY ARPT: 425' (1007' MSL) smokestack & 215' (797' MSL) bldg erected 9 n mi SSE(169°T) at lat 42-45-52, long. 82-28-20, lgtd. (3-1)
PRUDENVILLE-ROSCOMMON CO. ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
**ROMEO ARPT: Lngst rnwy 2400'. (3-14)
**ST.IGNACE-MACKINAC CO. ARPT: Fld lgts discontinued. (7-18)
**SALINE ARPT: Reactivated. Type L; lat 42-08, long. 83-48; lctd 2 S; elev 820; 2 rnwys; lngst rnwy 1900'; 80 oct fuel. (3-29)
SAULT STE MARIE-KINROSS AFB-RADIO: June 1, ILS glide slope and lclzr inop. (7-31)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
TECUMSEH ARPT: Arpt clsd Sun & holiday 0600-1800 due drag races - open for lndgs by acft circling fld twice. (6-21)
WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.
WHITE CLOUD-RADIO: VOR shut down - modernization.(7-3) Durg shutdown following MEA authorized: V26 2000' Lansing to White Cloud Int 040 radial Muskegon. V26-55, 8800' Green Bay to White Cloud Int. VOR navigation not avail. V193 White Cloud to GR(Grand Rapids). V193 White Cloud to Traverse City. (7-9)
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)
**BRAINERD ARPT: N/S rnwy skis only winter months. (7-8)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
DULUTH ARPT: Ramp const W of admin bldg. Men and equip. on or adj to ramp. Caution crossing arpt perimeter road lndg rnwy 3. (7-22)
DULUTH-SKY HARBOR ARPT: New arpt reported: Lctd 4.5 mi SE; elev 609'; 1 rnwy; lngst rnwy & facs 22-S5; F3 fuel; remarks - skis winter. (7-12)
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**FAIRMONT MUN ARPT: 500' (1710' MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)
**MADISON ARPT: Two 200' lgtd twrs 1700' apart erected 19.3 n mi SSW (217°T) at lat 44-44-00, long. 96-27-30. (6-21)
MINNEAPOLIS-CRYSTAL ARPT: Caution -extensive const -men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22)
MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution - men & equip. on fld. (7-22)
MINNEAPOLIS -ST PAUL INTNL(WOLD-CHAMBERLAIN FLD)-TOWER: July 1, PAR shut down until approx Sept 1. ASR-2 shut down until approx Nov 19- relctn. (8-12) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22/11R and associated taxiways. Rnwy 8-26 open for daylgt use only. (8-12)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)
**ROCHESTER-LOBB FLD: 162' (1191' MSL) lgtd twr erected 2.1 n mi E(108°T) at lat 43-59-18, long. 92-24-52. (8-13) Rnwy 9-27 discontd -has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 -unmrkd day or ngt. (4-29)
ROSEMOUNT-SOUTHPORT ARPT: Caution -const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
**ST.PAUL-HOLMAN FLD: 263' (1163' MSL) lgtd twr erected 7 n mi NNW(343°T) at lat 45-03-00, long. 93-06-30. (7-15)
**ST.PAUL-LAKE ELMO ARPT: Four 306' (1320' MSL) lgtd twrs erected 3.1 n mi SSE(166° T) at lat 44-56-38, long. 92-55-52. (5-20)
TWO HARBORS: Work in progress on const 2500'x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)
CORINTH ARPT, 7, MEM-TPA: Clsd until further notice. (7-22)
CROSBY MUN ARPT: Until about Sept 1, men and equip. resurfacing rnwy. Land to one side of fresh material. (7-15)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)
**GREENWOOD MUN ARPT: 400' (764' MSL) lgtd twr erected 9 n mi ENE (75° T) at lat 33-32-38, long. 90-00-59. (8-8)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No.4 for takeoff on rnwy 32 and 36.(6-11)
INDIANOLA -SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)
McCOMB-PIKE CO.ARPT,8C,MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution -all arwys and Int based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5)
MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope shut down until approx Aug 29. (5-1)
MERIDIAN-KEY FLD: VOR airborne rcvr check point inop. (3-19) Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiways running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough-use with caution. Men & equip. on fld days. (7-5)
OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type "P";34-23N,89-33W; lctd 1 mi N; elev 445'; 1 rnwy (E/W) 4000'x100' asphalt; BL4; remarks -unattended. Caution - men and equip. on fld. No service avail. Telephone service on fld. (5-14)
RIPLEY ARPT: Clsd - construction. (5-16)
**WALLS-TWINKLE TOWN ARPT: Reactivated. Formerly carried as Sanders Fld. Type "P" lat 34-56, long. 90-09; lctd 1.8 S; elev 210'; 3 rnwys; lngst rnwy & facs 43-U; F4 fuel.(2-12)
MISSOURI: BLUE SPRINGS-RADIO: VOR shut down until approx Aug 30 - modernization. (7-16) Durg shutdown, temp MEA's to be utilized are listed on page 34.
BUFFALO ARPT: Caution - const of paved rnwy in progress. (8-13)
**CAPE GIRARDEAU MEMORIAL ARPT: 313' (1143' MSL) lgtd twr erected 13 n mi WNW (298° T) at lat 37-19-05, long. 89-19-09. (7-11)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: Arpt reported: 38-08N, 90-33W; lctd ENE; elev 675'; 1 rnwy-2500' -turf; fuel avail. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at/or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
**FARMINGTON ARPT: Twin 443' (1883' MSL) lgtd twrs, 25' apart being erected 17.1 n mi SSE(170° T) at lat 37-29-17, long. 90-20-50. (6-17)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.
JOPLIN ARPT-RADIO: ILS glide slope inop indefinitely -all other components remain in opern. (7-3)
JOPLIN ARPT: NE/SW rnwy clsd due construction. (7-9)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23)

MISSOURI: KANSAS CITY-STATELINE ARPT: Slow arpt tfc alt 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

LEXINGTON ARPT: 383' (1238'MSL) lgtd twr being erected 9.5 n mi SE (153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE (159°T) at lat 39-10-27, long. 93-54-55. S twr (998'MSL), middle twr (972'MSL) and N twr (858'MSL). S twr only, lgtd. (5-2)

MACON-RADIO: About Sept 30, VOR class will be changed to BVOR. (7-3)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.

OSAGE BEACH-LINN CREEK-GRAND GLAIZE MEM'L ARPT: E/W rnwy being surfaced. Rnwy clsd and marked on each end. Caution - do not lnd on rnwy. (8-16)

**POPLAR BLUFF-EARL FIELDS MEM'L ARPT: 293' (715'MSL) lgtd twr erected 3.6 n mi W (273°T) at lat 36-46-34, long. 90-24-23. (6-26)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'MSL. (12-30)

ST JOSEPH-ROSECRANS MEM'L ARPT-RADIO: April 29, ILS, lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)

ST JOSEPH-ROSECRANS MEM'L ARPT: Effective 0800C July 29, 1600' apch end rnwy 22 will be reopened. Concurrently, 1700' apch end rnwy 31 will be clsd to all operns. Areas will be flagged and lgtd, day and ngt - caution. N/S instrument rnwy clsd. (7-16)

*ST LOUIS-LAMBERT FLD-TOWER: July 26, VHF/DF cmsnd using the following freqs:
** 118.3, 119.5, 121.5, 122.1, 126.18, 120.3, 126.7, 135.9, 122.5 mc. FLD: 311' (1000'MSL) lgtd tower erected 5 n mi SSW (206°T) at lat 38-40-36, long. 90-24-09. (7-19) Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft, caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high lctd N end of fld approx 200' E of taxistrip 34, 600' N of taxistrip 7. Const in progress on power line on 100' steel twrs approx 5/8 mi E. (7-25)

ST LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'MSL. (4-22)

ST LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: Sept 8 and 22, Oct 6 and 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow bndry mrkrs. (5-2)

**TARKIO-PETERSON ARPT: 291' (1430'MSL) lgtd relay twr erected 12.5 n mi WNW (308°T) at lat 40-34-32, long. 95-34-25. (6-14)

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new administration building. Ramp area and section of E/W taxiway immediately N of present administration building perm clsd. (4-8) Configuration "A" apch light system on rnwy 9 operating dusk-dawn commissioned. Do not land short of threshold lgts. (7-23)

BOSEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

BUTTE-RADIO: DME and VOR coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

GREAT FALLS ARPT: Rnwy 02-20 clsd for repairs until about Oct 1. (7-10)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

HUNTLEY, BCN SITE 21, HLN-MSP: On or about July 31, bcn will be converted from 6 rpm to 12 rpm. (7-22)

LEWISTOWN-RADIO: VOR flgt-checked for en route airways use only at minimum instrument alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) About Aug 29, LFR will be decmsnd. About Sept 29, BH fac will be cmsnd on 224 kc. During this period, arwy Green 2 from Boseman to Billings will be unusable. (8-7)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'. About Aug 19, VOR/DME will be shut down until approx Sept 9 - modernization. During this period the following arwys will be unusable. IFR operns V2 Mullan Pass to Drummond. V231 may be used using MSO LFR. Upon recmsng VOR freq will be 111.8 mc; DME channel 38. (7-17)

MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6) Rnwy 11-29 clsd for const. Intsxn of 11-29 open for traffic on rnwys 7-25 and 16-34. Until about Oct 20, rnwy 7-25 clsd to acft over 26,000 lbs gross wt.

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution E crs LFR has multiple spread 7° at 35 n mi; W crs has multiple spread 7° at 30 n mi which progresses outwards with distance. (8-1)

ST IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

WOLF POINT ARPT: NW/SE rnwy clsd for const and surfacing. Arpt clsd to all operns sunset-sunrise. (7-15)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BRUNING-STATE ARPT: NE/SW taxi clsd.

**HUMBOLDT ARPT: 316' (1493'MSL) lgtd twr erected 4 n mi NNW (337°T) at lat 40-13-55, long. 95-58-17. (6-21)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL CENTER: About Setp 15, RAPCON will be cmsnd. Trans and rcvg 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 255.4, 243.0, 263.0, 270.6, 289.4, 335.8 and 379.4 mc. Rcvg only: 122.5 mc. Terminal Radar Arrival and Departure ATC service will be provided Omaha Mun Arpt and Offutt AFB. (7-29)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway avail to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000'MSL.

SIDNEY-RADIO: Soon, VOR will be shut down until approx Sept 27 - modernization.

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at minimum terrain clearance altitude. (5-18)

NEVADA: LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (8-12) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flight within a 300 n mi radius should be on alert for special NOTAMS which will restrict flight in certain areas in the interest of safety.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000; 130°-140°, 35 n mi at 13,000; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Sept. 6. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int - RNO, V6 Tahoe Int-LOL, V6N AUN Int-RNO, V28, V113, V150 West Point Int - RNO. (7-19)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flight-checked on arwy radials only. (12-14) August 15, VOR shut down - corrections to antenna system. Durg this period, the following arwys will be affected: V6 EKO-LCU, V32N EKO-BVL, V269 LWL-TWF unusable. (8-15)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flight call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flight call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (6-14) About Sept. 9, VOR/DME will be shut down until approx Sept 27 - modification and freq change from 117.4 to 108.2 mc. (8-5)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

KEENE-DILLANT-HOPKINS ARPT: Caution - const of 500' extension S end rnwy 02-20. Use rnwy 14-32 whenever possible. (5-20)

**MANCHESTER-GRENIER FLD: Arpt now civil fld. Prefix (AF, NG). Airline stop. Type "P"; lctd 4 mi S; elev 233'; 3 rnwys; longest rnwy & facs - h70-BL4-S2; F4 Fuel; remarks 2-way rdo required. FEE. (6-28)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - nights - green range lights are set so touchdown area is 300' beyond range lights SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 526 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. (8-2)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylight hours. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

**CAMDEN-CENTRAL ARPT: Abandoned. (7-1)

MILLVILLE ARPT: Non-military glider operns week-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16) Trenching paralleling portions N/S NW/SE rnwys in sod area - mrkd. Use rnwys. Taxiways thru trench area clsd - mrkd.

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.

NEWARK ARPT: 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from

NEW JERSEY: 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered nights. (1-25) ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operating at terminal, NATCC preferential runway system in effect. Unusable landing area runway 29 marked with red lights. Earth mound 1250' E of threshold lights runway 29 with obstruction lights 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N closed to all operations from old run-up block westbound to approach end runway 11. Construction - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equipment on field. MILITARY: Closed to military aircraft except on official business. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle right turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. N/W/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail nights only on special req. Equip. on fld -days. Const adj to all paved surfaces. Helicopter lndg area now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution-exten jet operns durg VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)

*ALBUQUERQUE-KIRTLAND AFB-TOWER: July 22, trans & rcvrs 120.7, 121.1, 123.9, 134.1, 136.8, 137.88, 142.02, 270.6, 289.4, 335.8, 363.8 mc cmsnd. (8-2) UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

**CORONA ARPT, 7, ABQ-BGS: Lngst rnwy (NW/SE) 5200'. (2-1)

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. Soon VOR will be shut down until approx Sept. 30 - modernization and relctn. Durg this period the following arwys will be unusable for IFR opern: V60 San Jose Int-Conchas Dam Int. V19 Santa Fe-Raton. V19E Las Vegas-Raton. V190 Las Vegas-Dalhart. (7-18)

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

*PINON-RADIO: July 27, VOR cmsnd. Freq: 110.4 mc. Ident: PIO. Lctd lat 32-31-44, long. 105-18-20. Elev: 6578' MSL. Monitor. category (3). Class: VORW.

NEW MEXICO; RATON-CREWS FLD: Rnwy 2-20 lgts inop. Caution-weeds. (8-16)

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)

BETHPAGE-GRUMMAN ARPT: Hrs of opern 0700-1830E, Mon-Sat only. (10-25)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

BUFFALO ARPT-TOWER: About Sept. 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) ILS lndg mins straight in rnwy 23 will be 300-** 3/4 until obstns are removed in apch area. (8-8) FLD: FEE. (11-1)

CALVERTON-PECONIC RIVER ARPT: Hrs of opern 0800-2400, Mon-Sat only. (10-25)

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution-men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5)

**GENEVA-SCENIC AIRE PARK ARPT: Closed. (11-29)

GLEN FALLS-WARREN CO. ARPT: 91 octane not available. (6-11)

HEMPSTEAD-RADIO: In Sept., LFR will be shut down - modernization. (4-25)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor, cagegory temp changed to (3). (5-10)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-60°, 26 n mi at MOCA. (6-14)

ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equipment along side and on rnwy until about Sept. 1, Mon thru Sat between 0800-1700 EDT. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for landing instructions. (6-4)

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'.

LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)

MASSENA-RADIO: About Aug 26, VOR will be shut down until approx. Sept. 13- modification. About Aug 20, J fac will be temp converted to BMH. Freq 242kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. To be returned to J fac, freq 242 kc on completion of VOR modification. Durg VOR shut down, following arwys affected over Canadian Territory: V29 MSS to JH unusable. V98 MSS to UL substitute MSS MH direct UL VOR MEA 2000'. V98 MSS to QC unusable. V104 MSS to Vars Int. unusable. Subject flgt check of MSS MH intend to establish temp ADF direct route 360°T from MSS to point of interception E course OW LFR MEA 2000'. (7-17)

**MIDDLEBURG-VALLEY AIRPARK: ABANDONED. (3-4)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearing unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia, New York, and Newark Arpt, New Jersey.

NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 9, trans & rcvr 123.6 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16)

NEW YORK: NEW YORK(IDLEWILD) ARPT: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution-use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185° MSL ctl twr is highest arpt structure. Caution- taxi A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10) Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L, and 13L-31R. (8-2)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Soon left-hand row apch lgtg system serving rnwy 4 will be decmsnd. Simultaneously national standard centerline apch lgtg system, configuration "A", 3000' long will be cmsnd. Caution-use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9- flagged by day and lighted at night. (7-30)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and take-off. Caution-ship tfc in area. (9-27)

NIAGARA FALLS-ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end of rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat altitude.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. About Sept. 23, VOR/DME will be shut down until approx Oct 14- modification & freq chg to 111.8 mc. (8-16)

ROCHESTER-RADIO: Soon, VOR/DME will be shut down until approx Aug 30 - modification and freq changed from 117.8 to 114.5 mc. (6-21)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and and/or a ceiling of less than 1000'. (3-3)

ROCKDALE-RADIO: VOR operg test basis. Freq: 108.4 mc. Ident: RKA. Lctd lat 42-27-58, long. 75-14-23. (7-25)

ROME-GRIFFISS AFB-RADIO: USAF VHF/DF unreliable 360°-90° below 4000'; 215°-270°, below 6500'; 270°-284° below 6000';284°-315° below 5000'; 315°-360° below 4000'.

NEW YORK: ROMULUS-SPECIAL NOTICE: Heavy ammunition demolitinn approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL.
SPITFIRE LAKE: No seaplane facilities avail. (7-30)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)
SYRACUSE-HANCOCK FLD: VOR ground rcvr check point unusable (4-16) Thru Sept 1, Air National Guard trng. Jet acft operg thruout period. Two-way rdo rqrd all acft.
UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Light acft operg in vcnty of Marcy durg daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14)
WESTHAMPTON BEACH-SUFFOLK CO AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)
WHITE PLAINS-WEST CHESTER COUNTY ARPT: First 400' rnwy 23 not visible from ctl tower.
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CHARLOTTE-RADIO: LF rng, 284 kc has interference from Greenville, S.C. LF rng 281 kc. Caution advised. (8-1)
CHARLOTTE-DOUGLAS ARPT: All acft opertating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of tower or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Sept 26 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (6-4)
**ELKIN-RENDEZVOUS ARPT: Abandoned. (6-24)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)
HICKORY-RADIO: VOR radials 150° thru 160° out of tolerance account roughness and bends.
KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Closed to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying ot Manager, Serv-Air Aviation Corp. Two-way rdo rqrd. (6-17)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNE; elev: 220'; number of rnwys: 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicularlparking and tfc W ramp. (1-10)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance -roughness and bends. (6-14) Concurrently with VOR shut down for modernizatinn the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL; V128 RDU-LaGrange 3500' MSL; V3 RDU-LBT H fac 3300' MSL; V3W RDU-SOP 3000' MSL; V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 ans 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested.
SALISBURY ARPT: Closed for construction. (7-6)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unltdg overhead high vpltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. Caution - men and equip. on fld. (7-2)
NORTH DAKOTA: BISMARCK ARPT: 243' (2140' MSL) lgtd twr being erected 3.1 n mi NNW (350° T) at lat 46-49-31, long. 100-46-08. (8-14)
FARGO-RADIO: VOR 104° arwy-radial has course oscillations beyond tolerance but flyable.
FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and
NORTH DAKOTA: smaller acft for lndg and take-off. (6-4)
**MINOT INTNL ARPT: Formerly carried as PORT O'MINOT. (6-21)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
WILLISTON-SLOULIN ARPT: Caution - const. Portions of rnwy 11-29 and taxi strips clsd at times - mrkd days and lgtd nights. (5-14)
OHIO: AKRON ARPT: Due non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio acrobatic -- camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
**ALLIANCE ARPT: Formerly carried as Birtalan. Now "P" fld. (7-22)
CANTON-MARTIN ARPT: Clsd until firther notice. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type: "P"; 40-30N, 82-52W; lctd 1.5 NNE; elev: 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CHARDON-RADIO: About Aug 29, VOR will be cmsnd. Freq: 117.5 mcs. Ident: CXR. Lctd lat 41-31-06, long. 81-09-48. Monitoring category (1). Mag. var.: 4°W. Elev: 1315' MSL. Voice and monitoring from Cleveland ATCS. Class: BVOR. (7-19)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) About Sept. 9, Union, Ky. and Sulphur, Ky. Fan Mrkrs will be perm decmsnd. (7-15) VOR 045° radial V5 out of tolerance due heavy visual and aural interference. (7-26)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of tnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr. Rnwys 9-27 and taxiway SW clsd due const. Caution - ctc twr for taxi patterns. (7-15)
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 210°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) ILS glide slope shut down until approx Sept 20 - construction in immediate area. (6-21) Lndg minimums utilizing ILS for tnwy 5R will be 400-1 durg const on rnwy 5L-23R. (8-16) FLD: Two-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main term. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 5R-23L. Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads T. Rnwy 5L-23R clsd for const until about Sept. 17. Rnwy 9L-27R clsd for W lndgs only. Rnwy 18L-36R clsd for maintenance until about Sept 17. Cranes with 25' booms operg 600' E of apch end rnwy 27R during daylight hrs, booms lowered and equip. lgtd at ngt. Open ditch 600' E of apch end rnwy 27R with 25' piles dirt E side lgtd at ngt. (8-16).
CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27- turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9- turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc on East taxistrip between hangars 1 and 4. Rnwy 12 open for take-off. Landing on rnwy 12 restricted to aircraft less than 5000 lb gross weight. Rnwy 30 open for landing. Take-off rnwy 30 restricted to acft less than 5000 lbs gross weight. Men and equip. working on installation of centerline lighting system in area up to 2500' off E end rnwy 27. Soon, a 2900' hi-intensity centerline approach lighting system configuration "A" serving rnwy 27 will be commissioned. (8-2)

OHIO: DAYTON-RADIO: VOR out of tolerance beyond 10 n mi from stn from 90° clockwise to 240°- interference. DME coverage 150°-220°, 30 n mi at 2400'. About Aug 29, VOR/DME will be cmsnd. Freq: 115.0 mc. Ident: DAY. DME channel 70. Lctd lat 40-00-59, long. 84-23-50. Monitor category (l). Mag variation: 0°. Elev: 990'MSL. Voice and monitoring from Dayton ATCS. Class: BVOR. Concurrently, existing Dayton fac will be decmsnd. (7-26)

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. Caution in apchg rnwy 6-24. Const area 500' NE end and 1000' SW end. Lndg should be made beyond green threshold lgts. End pavement rnwy 24 mrkd by row of red lgts for ngt opern. Rnwy 6-24 clsd 0700-1800 E Mon-Fri xcpt during instrument wea. (7-15)

DAYTON-MONTGOMERY CO. ARPT: Clsd - const. (8-6)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°, below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)

ELYRIA-RADIO: About Aug 20, H fac will be decmsnd. (8-15)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to (3). (5-10)

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red arwy 19. Nearly continuous AA firing June 17 thru Sept 30, 1957, Mon-Fri xcpt holidays 0800-1730 EST. (6-18)

**LEBANON-J & J ARPT: New arpt; type P; lat: 39-27, long. 84-15; lctn 3 NW; RR SW; elev: 880'; 1 rnwy 2100' (N/S) turf; 80 oct fuel. Remarks - S blkd. Right tfc N. (11-18) N end N/S strip being extended. Graded areas soft when wet. (8-8)

**LORAIN-SKY PORT: Clsd. (8-7)

MANSFIELD-RADIO: VOR out of tolerance from 3 - 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15) All fld lgts and beacon inoperative. Fld clsd between sunset-sunrise. (8-14)

MIDDLETOWN-RADIO: June 6, H fac operg test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

**MINGO JUNCTION-GRANTONIC ARPT: Abandoned. (4-4)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev: 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard-surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (7-16)

PORTSMOUTH-SCITO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (- (7-16)

SIDNEY-RADIO: About Aug 29, VOR will be cmsnd. Freq: 108.2 mc. Ident: SIE. Lctd lat 40-17-15, long. 84-02-35. Monitor. Category (l). Mag var.: 1°W. Elev: 1080'MSL. Voice and monitoring from DAY ATCS. Class: BVOR. (7-19)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

STADIUM-RADIO: About Oct 24, MHW fac will be cmsnd. Freq: 219 kc. Ident: SUM. Lctd lat 41-29-29, long. 81-43-33. (8-16)

TIVERTON-RADIO: About Aug 29, VOR will be cmsnd. Freq: 110.2 mc. Ident: TVT. Monitor category (3). Lctd lat 40-27-30, long. 82-07-42; Mag. var.: 3°W. Elev: 1330' Class: VORW. (7-19)

TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

OHIO: WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260° 280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000'MSL all quads. (10-24) About Sept 9, T/R 125.5 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE ARPT: Caution - const 1500' S of tetrahedron. (5-14)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BEAVER CITY ARPT: Clsd due men and equip on fld and rnwys unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

GUYMON ARPT: N/S rnwy open - caution - equipment on fld. (6-14)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16) Bcn inoperative. (7-2)

NORMAN-WESTHEIMER ARPT: NE/SW rnwy clsd until about Nov 15. (8-5)

**OKMULGEE ARPT: Rnwy lgts perm discont'd. (6-24)

PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn mrkd and lgtd. (8-1)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800'MSL. (5-20)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-off to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off wt. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: Sept 15 and 29. (3-14)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

EUGENE-RADIO: VOR has occasional severe scalloping, making crs line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Sept 1, for resurfacing existing portion and new const 1500' ext. Work in progress and excavations along E edge, taxiway 12, hazard mrkd. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (7-17)

HERMINSTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E long. 119-29-20; S lat 45-49-40; W long. 119-30-47.

**KLAMATH FALLS-KINGSLEY FLD: Formerly carried as KLAMATH FALLS. (6-12)

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE; Caution in Deschutes River, Willow Creek area, const - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'; (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pat when arpt tfc is NW or W, left pat when arpt tfc is SE or E. (4-16).

NEWBERG-RADIO: VOR flgt-checked for en route Victor arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)

**NEWPORT ARPT: No rnwy lgtg avail. Severe washout on arpt surface - lctd 21' S of ctr intsxn, max depth 100'. (7-26)

OREGON: NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°,86°,114°,161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. About Sept 9, VOR will be shut down until approx Oct 5 - modernization. Durg shut down the MEA on V27 between Crescent City and Newport is 13,000'; The MEA on V121 between North Bend and Eugene is 9000'. North Bend Int. (ONP 163° mag Eug 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable. (8-19)

PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions 1:1 ratio. (6-7)

PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)

PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)

PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. About Sept 9, VOR will be shut down until approx Oct 14-modernization. Durg this time Arwy V25 Klamath Falls-The Dalles will be unusable for IFR opern. (8-3)

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)

SILVER LAKE ARPT: New arpt reported: lat 43-07, long 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy; 3200' gravel; remarks - Ctn - fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES ARPT: Rnwy lgts 7-25 inop. Drag races on rnwy 7-25 0800-1700P Aug 25 - caution. (6-24)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Men with 20' high drilling equip. operg in area 1000' S of apch end rnwy 2. Obstn lgtd at ngt. Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-9)

**BAKERSTOWN, BCN SITE 2, PIT-ERI: Resumed opern - operd by Penn State. (8-2)

**BERWICK-CENTRE ARPT: Closed. (7-19)

BRISTOL-3M ARPT: Caution - const equip. o n S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosi ve demolition approx 6.9 n mi NW, Mon-Fri. 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.

**CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed (7-19)

**CONNEAUT LAKE ARPT: Reinstated; Type: L; lat 41-35, long. 80-20; lctd: 2 mi SW; elev: 1250'; 2 rnwys; lngst rnwy & facs: 18(S3); rmks: SE bldg. (6-6)

**DONEGAL, BCN SITE 15, DCA-CLE: Resumed opern - operd by Penn State. (8-2)

**EAST SPRINGFIELD, BCN SITE 8, CLE-ALB: Resumed opern - operd by Penn State.(8-9)

**EDINBORO, BCN SITE 10, PIT-ERI: Resumed opern - operd by Penn State. (8-9)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)

FITZGERALD-RADIO: About Sept 16, VOR will be shut down until approx Oct 6 - modification and freq change from 117.0 mc to 108.2 mc. (8-5)

**FORRESTVILLE, BCN SITE 5, PIT-ERI: Resumed opern - operd by Penn State. (8-2)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual in strument conditions.

**GETTYSBURG-DOERSOM'S ARPT: Reinstated. Type "L"; lat 39-50, long. 77-16; lctd 2 mi NW; elev 590'; 2 rnwys; longest rnwy & fac 30-S5; F2 fuel; remakrs - Rgt tfc rnwy 5.

PENNSYLVANIA: HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. (3-6) Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

**HAYS MILL, BCN SITE 12A, DCA-CLE: Resumed opern - operd by Penn State. (8-9)

HAZELTON-RADIO: Privately owned. H fac opern test basis. Freq: 212 kc. Ident: HZL. Lctd: lat 40-58-49, long. 75-53-41. Bear. & dist to fld: 285°, 4.5 n mi. (6-29)

**HOOKSTOWN, BCN SITE 21, DCA-CLE: Resumed opern-operd by Penn State. (8-2)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

**KARTHUS-PINE GLEN ARPT: Closed. (7-19)

LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy clsd until further notice due const of paved strip NW/SE. E/W strip of about 1800' avail. while const in progress. (2-27) Clsd to transient tfc Sept 20, 21. (8-8)

**LINESVILLE-MERRY'S PYMATUNING ARPT: Clsd. (7-19)

**MEADVILLE, BCN SITE 9, PIT-ERI: Resumed opern - operd by Penn State. (8-9)

**MILLBROOK, BCN SITE 40, MDW-LGA: Resumed opern-operd by Penn State. (8-2)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

**NEW KINGSTOWN-TAYLOR ARPT: Rnwy 2-20 perm clsd. (6-28)

**NEW LEBANON, BCN SITE 7, PIT-ERI: Resumed opern - operd by Penn State. (8-9)

**NIXON STATION, BCN SITE 3, PIT-ERI: Resumed opern - operd by Penn State. (8-2)

**NORTH EAST, BCN SITE 11, CLE-ALB: Resumed opern-operd by Penn State. (8-9)

PHILADELPHIA AREA-SPECIAL NOTICE: All acft avoid flying over Playhouse and Robin Hood Dell in Fairmount Park Section 7 mi NNE of Intn'l Arpt between hrs 1330-2200 until Sept 15 - music festivals. (6-18)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICES: (1) Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24) (2) Jet penetration JA-JAl - 320 ADF via Newcastle OM suspended due shutdown Philadelphia Radar. Jet tfc operg on IFR flgt plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or lnd Newcastle Arpt. (7-1)

PHILADELPHIA INTN'L ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000'SW rnwys 4&9,flagged days,lowered ngts. 125' pile driver approx. midway btwn rnwys 4&35 on river's edge,mrkd days,ngts. All trans acft will park at the executive term,transportation & services avail, load & unload stops at Pier C, only avail for 3 min. Acft reqr customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgts p-line 950' W apch end rnwy10. 140' boom 1000'W apch end rnwy 10 flagged days,lowered ngts. Extensive const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp & rnwy 33,opposite twr. Excavations all areas. Use paved surfaces only. Men & equip on fld daily.(8-9)

**PHILIPSBURG-ALBERT ARPT: Closed. (7-19)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW(336°T) at lat 40-27-47,long.80-00-17.(7-17) Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlgt standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock lctd SE corner of fld E of apch end rnwy 30. Due non-visibility,twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, & last 1/2 mi final apch rnwy 5. Caution-non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown.(3-1) Aug 9,ASR-2 shut down until approx Aug 23-modernization. FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PENNSYLVANIA: PITTSBURGH-GREATER PITTSBURGH (RIVER) -RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

PUNXSUTAWNEY ARPT: N/S rnwy clsd const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

**QUAKERTOWN-GRANTS ARPT: Closed. (7-19)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

**RICHBORO-WEIR'S ARPT: Closed. (7-19)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; Sl facs; F1 fuel. (7-19)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: Aug 1, VOR operg test basis only. Freq: 108.2 mc. Ident: TWR. Lctd lat 40-33-16, long. 76-35-49.

TYRONE-RADIO: June 30, VOR placed in opern. Freq: 110.0 mc. Ident: TON. Lctd at lat 40-44-05, long. 78-19-56. (6-30)

**TYRONE-SPEEDWAY ARPT: Closed. (7-19)

**UNIONVILLE, BCN SITE 4, PIT-ERI: Resumed opern - operd by Penn State. (8-2)

WASHINGTON ARPT: Clsd due const until about Sept 1. (4-2)

**WEST MIDDLETOWN, BCN SITE 13, CMH-PHL: Resumed opern - operd by Penn State.

WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip. on rnwy and fld. (4-1)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12)

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: 40-03N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; Sl facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: ANDERSON ARPT: Rnwy 5-23 clsd due resurfacing. During time working at rnwy intsxns and at ngt all rnwys clsd to all operns. Ngt operns and rnwy lgts on req basis only. (8-2)

**BENNETTSVILLE ARPT: Permanently closed. (7-8)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long 79-58-00.

CHARLESTON-RADIO: VOR operg test basis. During test opern the following temp fligt opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to GHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int. direct 4000'. V3W SAV to CHS and V-3E CHS to FLO not usable. CAE Int, temp designated AGS 070, CLT 185°, North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int. FLO 183, MYR 236; Lake Moultrie Int. FLO 198, MYR 247; following Ints not usable: Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, Kildare and Azalea. (7-15)

CHARLESTON AFB/MUN ARPT-TOWER: ILS glide slope not usable from MM inbound to rnwy. (6-26) About Oct. 1, ILS glide slope, MM and LMM will be shut down until approx Oct 31 - relctn. (8-2) FLD: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) On or about Sept 1, rnwy 15-33 will be clsd for approx 60 days for rnwy extension and widening. (8-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid fligt in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys. (6-14)

SOUTH CAROLINA: MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully fligt-checked. (10-9)

NORTH - SPECIAL NOTICE: Until approx Sept 15, extensive mil acft operg vicinity North AF Aux using F-101, T-33, and B-66 type acft - caution advised. (7-18)

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

EDGEMONT-SPECIAL NOTICE: D emolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

**MARTIN ARPT: New arpt: Type P; lat 43° - 10', long. 101°-43'; lctd: 0.5 SE; riv S; elev 3293; 1 rnwy (NW/SE) 2400' x 200' turf; unattended. (9-24)

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

**WINNER ARPT: 172'(2152'MSL) lgtd twr being erected one half n mi SSW (205°T) at lat 43-22-56, long. 99-51-36. (6-29)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing fligt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-fligt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)

CHATTANOOGA-RADIO: Aural signal similar to Daisy FM being rcvd 17 to 22 n mi NW of LF rng. LFR operg as homing fac. (5-8) About Aug 29, LF rng (341 kc) andthe Daisy FM will be decmsnd. (8-2)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe mjltiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS inop 0700-1730 week days until approx Sept. 29. (7-29) About Sept. 1, freq 123.9 and 305.4 mc will be cmsnd for departure ctl. Normal clearance limits will be Rutledge Int, Piedmont Int., Douglas Int., Tallassee Int., Sweetwater Int., Norris Int., and Knoxville VOR. (8-2) About Sept 3 VHF/DF will be shut down until approx Sept 24. (8-19) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS-SPECIAL NOTICE: Effect. Aug 31, Caution Area "A" (C-520) will be estab. Description: lat 34-34-00, long 89-12-00; lat 34-17-00, long. 88-34-00; lat 33-40-00, long. 89-40-00; lat 33-47-00, long. 89-47-00; lat 34-22-00, long. 89-31-00. Estab. Altitude: 10,000' MSL to 30,000' MSL. Activity Conducted: Intensive training activity (aerobatics, tow targets, camera gunnery). Time of Use: Daily, sunrise to sunset. Controlling Agency: NAS Memphis, Tennessee. (7-16)

MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi; 180°-270°, 35 n mi at MEA. Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V16 BNA LFR direct Smithville VHF Int. via CSV 284° MEA 3500'; V16 Smithville Int. to CSV VOR via CSV 284° MEA 5000'. V140 DYR VOR to McEwen Int. via DYR 083° MEA 5000'; V140 McEwen Int. to BNA VOR via BNA 266° MEA 3500'. Min hold alt at McEwen 3500'; V140 BNA VOR to Hartsville Int. via BNA 056° MEA 3500'; V140 Hartsville Int. to Highway Int. via BNA 056° MEA 7000'; V7 BNA LFR to Lewisburg Int. MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 closed for an indefinite period. Runway 2R-20L closed to all traffic as a runway - use as a taxiway. (12-28)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

TENNESSEE: SEWANEE-UNIV. OF THE SOUTH ARPT: Clsd until about Sept. for const.
TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)
TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ADDISON ARPT: Arpt reported: Type"L"; longest rnwy 2000'; remarks-work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)
ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) FLD: Neon apch lgt system removed due const. (6-24)
**ATHENS ARPT: Abandoned - land use changed. (3-15)
AUSTIN-RADIO: About Aug 29, H fac will be cmsnd. Freq: 281 kc. Ident: AUS. Lctd at lat 30-22-36, long. 97-40-55. Simultaneously, LF rng and Z mrkr will be perm decmsnd.
AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down-relctn. (4-15) During this period, ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L.
BEAUMONT-JEFFERSON CO. ARPT-TOWER: About Sept. 1, ILS will be cmsnd. Lclzr freq: 109.5 mc, Ident: BUJ. Glide slope freq: 332.6 mc. Apch bear.: 113°. LMM freq: 206 kc. Ident: UJ. LOM freq 236 kc, Ident: BU. MM lctd 0.4 mc, OM 4.8 mi from apch end rnwy. (7-19) FLD: Rnwy 11-29 clsd - construction. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)
BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR weather exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)
BIG SPRING-RADIO: April 8, VOR shut down until approx Aug 29-relctn to lat 32-23-06, long. 101-29-00 and freq change to 114.3 mc. (8-5) Durg this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEAs remain as charted. Following intsxns use prescribed bearings from BGS LFR: Rowena Int. 105°; Jack Int. - 108°; Sterling Int. -131°; King Int. -186°; Johnson Int. -203°; Mustang Int. -266°. (4-5)
BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.
**BROOME-STRINGER RANCH ARPT: Now private arpt. (6-20)
COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)
**COMMERCE-HILLCREST ARPK: Abandoned. (7-23)
CORSICANA-ALLISON RANCH ARPT: Clsd due to exten const on rnwys. (4-23)
DALLAS-RADIO: Radial 325°-345°, out of tolerance due to severe scalloping. (2-21) About Aug 29, H fac will be cmsnd. Freq: 341 kc. Ident: DAL. Lctd lat 32-49-07, long. 96-51-30. Simultaneously with cmsng of H fac LF rng & Z mrkr will be perm decmsnd. H fac will oper without voice for approx 3 days. (7-19)
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgts. Ctc control twr for detailed taxi instructions. (11-14)
**ELECTRA ARPT: 163'(1346'MSL) lgtd twr erected 2.2 n mi SE(138°T) at lat 34-02-15, long. 98-56-27. (7-26)
**EL PASO INTNL ARPT-SPECIAL NOTICE: Unscheduled acft arriving from or departing to Mexico prior to 6:00 am or after 6:00 pm and on all holidays subject to overtime payment to U.S. Public Health Authorities. (7-11)
EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Traffic make left hand apch to rnwys 26, 22 TEXAS: and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.
FT. WORTH-SPECIAL NOTICE: 70'(1059'MSL) lgtd boom erected atop Continental Nat'l Bank Bldg. at lat 32-45-06, long. 97-19-45 and will remain until approx. Sept. 11. (7-11)
FORT WORTH-RADIO-SPECIAL NOTICE: Soon, Radar Tfc Ctl Procedures (Arrival & Departure) will be inaugurated at Carter Fld(Ft. Worth Apch Ctl.). Radar tfc ctl will be used within the jurisdiction of Ft. Worth Apch Ctl. Major arpts included are Carter Fld, Hensley Fld, Meacham Fld, and Carswell AFB. Radar Arrival Control: For No. 1 ILS/LOM DF to Carter; No. 1 ILS/LFR to Meacham and GCA to rnwy 17 at Hensley, Feeder fixes will be Haslet MH/Int; Saginaw Int/Ft. Worth LFR; Lucas Int, and Grand Prairie MH/Int. For ILS No. 2 and Grand Prairie MH DF apchs to Carter: Stadium/ Russell Int apchs to Meacham, and GCA apchs to rnwy 35 at Hensley, Feeder fixes will be Grand Prairie MH; Britton VOR; Lucas Int; Russell/Stadium Int. The Newark MH/Int will be used as feeder fix for all GCA apchs to Carswell AFB. Radar Departure Control: Departing acft from Carter, Hensley, and Meacham Arpts shall normally be cleared short of destination to one of the following clearance limits consistent with type of arwy navigation and destination routing: Alvord Int; Princeton Int; Sulphur Springs MH/VOR; Greenville Int.; Edgewood Int; Sabine Int; Kaufman Int; Kemp Int; Ennis Int; Lipin Int; Mineral Wells MH/VOR; Clifton Int; Rio Vista Int; Joshua Int; Ft. Worth VOR; St. Jo Int; and Mill Int. All departure routes depicted on current Dallas-Ft. Worth Term Area L/MF departure chart and VOR departing chart. Radio call Arrival Ft. Worth Apch Ctl, departures Ft. Worth Departure Ctl. (7-11)
FT. WORTH-CARTER FLD-TOWER: Soon, radar arrival and departure control will be inaugurated. (7-11) FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly marked.
FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx. September 5. (8-2)
**FT. WORTH-SAGINAW ARPT: 2600' N/S hard surface strip completed. First 300' rnwy 36 not usable acct p-line not yet removed. (7-13)
GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgr hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)
HARLINGEN-HARVEY RICHARDS ARPT: About Aug 15, 994'(1049'MSL) lgtd twr will be erected 5 n mi SW(225°T) at lat 26-08-56, long. 97-49-18. (7-20)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: DUE to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints. remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26) About Sept. 5, Arcola FM lctd on SW corner LFR will be decmsnd. (8-2)
**HOUSTON-BEALINE ARPT: Formerly carried as H & H Guest Ranch. (7-12)
HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)
HOUSTON INTNL ARPT-TOWER: July 29, VHF/DF cmsnd. Freqs: 120.7, 121.5, 122.1, 126.18, 126.7, 132.0, 135.9, 137.88, 118.1, 118.3, 118.7 mcs. (7-31) FLD: About Aug 21, radar departure control will be implemented. (7-23) Tetrahedron replaced by lgtd wind sock-lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: open for tk-offs to E only; no lndgs. (3-11)
**HOUSTON-SAM HOUSTON ARPT: Permanently closed. (7-15)

TEXAS: JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KELLY AFB-RADIO: VOR restricted for civilian use - erratic crs displacement.
KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)
LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on crs. (8-3)
LONGVIEW-GREGG CO ARPT-TOWER: About Sept 1, CAA twr will be cmsnd. Trans: 118.1, 121.9, 257.8, 348.6, mc; rcvg: 118.1, 121.9, 257.8, 348.6, 122.5 mc. Will oper as combined stn/twr. Call: Gregg Co. Twr. Class: C(g). (8-5) FLD: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)
LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Nov 1. (8-1) About Aug 19, MM and LMM will be shut down until approx No. 1. (8-1) FLD: N 1000' rnwy 17-35 clsd to all acft until about Oct 1, for major const and extension of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (8-1)
LUFKIN-RADIO: DME coverage: 017°, 2400', 34 n mi; 032°, 2400', 35 n mi; 090°, 2000' 20 n mi; 170°, 1600', 40 n mi; 190°, 1600', 40 n mi; 310°, 2500', 25 n mi. (5-8)
MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs sun. Fld will be clsd by a white X both ends of strip. Acft desiring to lnd circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd to take-off and lndg. (11-26)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)
**ODESSA-ECTOR CO. ARPT: 353' (3549'MSL) twr erected 12.5 n mi WSW (258°T) at lat 31-52-04, long. 102-37-41. (7-31) Rnwy 7-25 clsd. (5-16)
**PORT ISABEL ARPT: Now Navy facility. (7-24)
ROCK SPRINGS-RADIO: About Aug 29, VOR will be cmsnd. Freq: 109.0 mc. Ident: RSP. Lctd lat 30-00-30, long. 100-18-30. Monitoring category (1). Monitored from Junction. Class: VORW. (8-6)
ROCKPORT-ARANSAS CO. ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be closed on short notice. (2-10)
SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025°-045° beyond 35 n mi at MEA 10,800'.
**SAN ANGELO-MATHIS FLD: 420' (2870'MSL) lgtd twr erected 17.5 n mi NNW (355°T) at lat 31-39-35, long. 100-30-23. (7-29) 130' lgtd drilling derrick erected 2.5 mi E.(8-8)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green arwy #5 approx 13.4 n mi WSW of Texarkana LFR.
TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320'MSL. (7-10)
TULIA ARPT: 353' (4022'MSL) lgtd twr being erected 13 n mi NW (325°T) at lat 34-44-00, long. 101-55-13. (8-1)
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev: 1720'; 1 strip - 2800' long. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
WACO ARPT: Caution - men and equip on fld 0800-1700C every Fri. (7-31)
WEATHERFORD-GAARE ARPT: Clsd until further notice. (7-9)
UTAH: BLANDING ARPT: Clsd until about Sept 19 due const. (7-19)'
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'. Soon, VOR will be shut down until approximately Sept 12 - modification. During this period the following arwys will be affected: V8 MMM-HVE MEA 16,000'. V8S MMM-HVE unusable. Bryce Canyon compulsory reporting point temp redesignated as MM 043 mag radial; HVE 225 mag radial; MLF 124 mag radial. (7-30)
**BRYCE CANYON ARPT, 45, LAX-DEN: Aviation fuel no longer avail. (8-15)
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage
UTAH: 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) About Sept 15, VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. During this period the following arwys will be affected: V21 between MMM-DTA. V21W between MM and DTA will be unusable. (8-16)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR crs scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL; 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000'MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355°-95° and 185°-235° from stn unreliable below 15,000'MSL. Area 95°-135° from stn unreliable all alt. (4-25)
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi at 13,000'MSL from 145°-155°, 35 n mi and 275°-295°, 30 n mi. Crs roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1) June 24, VOR shut down until approx Aug 22 - modernization. During this period the following arwys will be affected: V21 Delta-Salt Lake City MEA 12,000'; V253 Utah Lake-Timpie Int and V235 Utah Lake-Ft Bridger unusable. (8-5)
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt. Aero Comm (tel CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Varre-Montpelier Arpt anytime (tel CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbnd headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbnd headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: BROOKE-RADIO: May 23, VOR operg test basis. Freq 109.2 mc. Ident: BRV. Lctd: lat 38-20-10, long. 77-21-10. Class: VORW.
CAMP PENDLETON: Aug 11 thru Aug 25, during daylgt hrs, a temp Controlled Firing Area established within the following described area: beginning at lat 36-47-00, long. 75-58-45; thence to lat 36-49-09, long. 75-58-45; thence to lat 36-49-09, long. 75-55-44; thence to lat 36-47-17, long. 75-57-04; thence to point of beginning. Altitude: Surface to 41,000' MSL. Activities Conducted: Anti-acft firing at towed target. Controlling Agency: Virginia National Guard. Wea min shall be ceiling at least 8000' and visibility 5 mi or better. (7-30)
CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C. O. Camp Picket, Va. Frequent parachute dropping exercises involving personnel in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd and mrkd with white "X". Rnwy 8-26 limited to acft not over 5 tons. (6-29)
★CAPE CHARLES-RADIO: Aug 1, VOR cmsnd. Freq: 112.4 mc. Ident: CCV. Lctd lat 37-20-54, long. 76-00-00. Monitor. category (3). Elev: 10'MSL. Class: VORW. (8-1)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all alts all times.
FREDERICKSBURG-SHANNON ARPT: Rnwy 4-22 clsd to all opern for resurfacing. Rnwy 13-31 open daylgt tfc. Caution advised lndg rnwy 31. Arpt clsd to ngt opern. (8-16)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and rngs controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)
★HOPEWELL-RADIO: Aug 1, VOR cmsnd. Freq: 109.4 mc. Ident: HPW. Lctd lat 37-19-45, long. 77-07-03. Elev: 68'MSL. Monitor. category (1). Monitored and ctld from Richmond ATCS. Class: BVOR. (8-1)
INDEPENDENCE-COX ARPT: Clsd until further notice. (7-1)

VIRGINIA: LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taixways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat. alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when desitned for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180°, 35 n mi at 3000'; 180°-120°, 35 n mi at 5000'.

**NEWPORT NEWS-P. HENRY ARPT: Hi-intensity rnwy lgts on rnwy 6-24 in opern. Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: About Sept. 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) About Aug 20, VHF/DF will be cmsnd. Freqs: 118.1, 118.5, 119.9, 121.1, 121.5, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88 mcs. Coverage 1500' within a 40 mi radius. (7-26) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operation arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area durg VFR opern. (5-15)

**RICHLANDS ARPT: Longest rnwy now 1600'. (7-22)

RICHMOND-BYRD FLD: Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg two-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due tp non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only - all other soft. Lndg FEE for multi-eng executive and non-scheduled acft. (7-24)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution.

**TIMBERVILLE-SHEN-ROCK ARPT: Abandoned. (8-3)

WAVERLY ARPT: Unattended until further notice - no services avail. - land at own risk.

WINCHESTER ARPT: New arpt reported. Lctd 18 mi N; elev: approx 900'; 1 rnwy; 3500' long. (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. Aug 1, VOR shut down until approx Sept. 1 - modernization. Durg this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C. LFR and Tulalip VHF Int. will be unusable. (8-1)

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP CO ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

HOQUIAM-RADIO: VOR/DME shut down. Durg this period the following arwys will be unusable: V27 Shelton Int - Newport VOR, V204 Hoquiam VOR - Olympia VOR - Astoria Int.

MOSES LAKE-LARSON AFB-SPECIAL NOTICE: Effect. Aug 29, Caution Area C-250 will be rescinded. (7-16)

MT. CATHERINE, BCN SITE 4, SEA-HLN: Inop due power cable trouble. (10-26)

NEAH BAY-RADIO: About Aug 20, Z mrkr will be shut down for approx 5 days - modernization. (8-2)

WASHINGTON: OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oreg intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON-ARPT: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only. (3-11)

SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 27 mi xcpt V2, V2S, V4, V4S and G2 are unreliable MEA beyond 30 mi. (7-3) FLD: Taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1) N 1000' rnwy 16-34 clsd for extension and grading. (7-8) Rnwy 2-20 clsd for resurfacing. (7-23)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

★SPOKANE-AIR ROUTE TRAFFIC CONTROL CENTER: ARTC cmsnd. Freqs: 120.5, 121.5, 301.4, 243.0 mcs. (7-22)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy. Equip. on fld.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. June 24, ILS LOM and LMM shut down - relctn. (7-3) FLD: Rnwy 16-34 clsd for const. Interim taxiway to apch end rnwy 25 clsd to 4-eng acft. (7-16)

**TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (8-8)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 122-32-00W; elev: 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (6-5)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. About Aug 26, VOR will be shut down until approx Sept 9 - modernization. (8-15)

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area marked by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER COUNTY ARPT: Caution - const of new taxi strip and parking area.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

**CHARLESTON-HILLTOP ARPT: Formerly carried as Bollinger. (3-26)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. About Sept. 9, trans & rcvr 125.9 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (8-6) FLD: Aircraft fuel and servicing avail. 0700-2400E daily. Other hrs by prior arrangement. (2-19)

WEST VIRGINIA: ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (8-2)

MARTINSBURG-RADIO: DME coverage 50° -95°, 35 n mi at 2500';95°-150°,35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstruction lighted. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD CO. ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.

WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution-extension soft following rainy periods. Ctc Greenbrier Unicom for info. (7-15)

WISCONSIN: BELOIT-PRAIRIE ARPT: About Sept 1, four 186'(956'MSL) lgtd twrs will be erected on a N-S plane 6.2 n mi S(189°T) at lat 42-27-34, long. 89-01-43. (8-12)

**KENOSHA ARPT: Permanently closed. (8-12)

LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (8-13)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip-(E/W) 2640' x 200'; 87 oct gas; remarks-unattended. (1-14)

MADISON-TRUAX FLD: 253'(1238'MSL) lgtd twr will be erected 4 n mi NE(57°T) at lat 43-11-00, long. 89-15-13. (7-29) Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe.

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intensions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500'MSL at 40 n mi all azimuths. (6-7) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15)

OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld-use rnwys only. Use only

WISCONSIN: N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 316'(1350'MSL) lgtd twr being erected 4.8 n mi NNE(31°T) at lat 43-14-25, long. 88-39-49. (7-29)

WEST BEND-SKY RANCH ARPT: 184'(1217'MSL) lgtd twr being erected 3.2 n mi E(107°T) at lat 43-27-18, long. 88-15-06. (7-29)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs.

** FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16) Rnwy 3-21 extended 1000' each end 150' wide. Extensions not lgtd. 4 portal lgts each side each extension 1000' from rnwy ends. (8-1)

GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

**NEWCASTLE-MONDELL ARPT: Clsd to all acft over 12,500 lbs. Caution-men and equip. working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate rufness btwn OM & LFR. About Sept 15, VOR will be shut down until approx Jan 15, 1958-conversion to a VORTAC fac. During this period the following arwys will be unusable: V-6 & V-6N between FBR and CKW; V-4 between MLD and RKS; V-4 and V4N between RKS and CKW. (8-15)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy-area mrkd by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx. 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution-1800' S end N/S rnwy clsd-const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept. 30. (4-11)

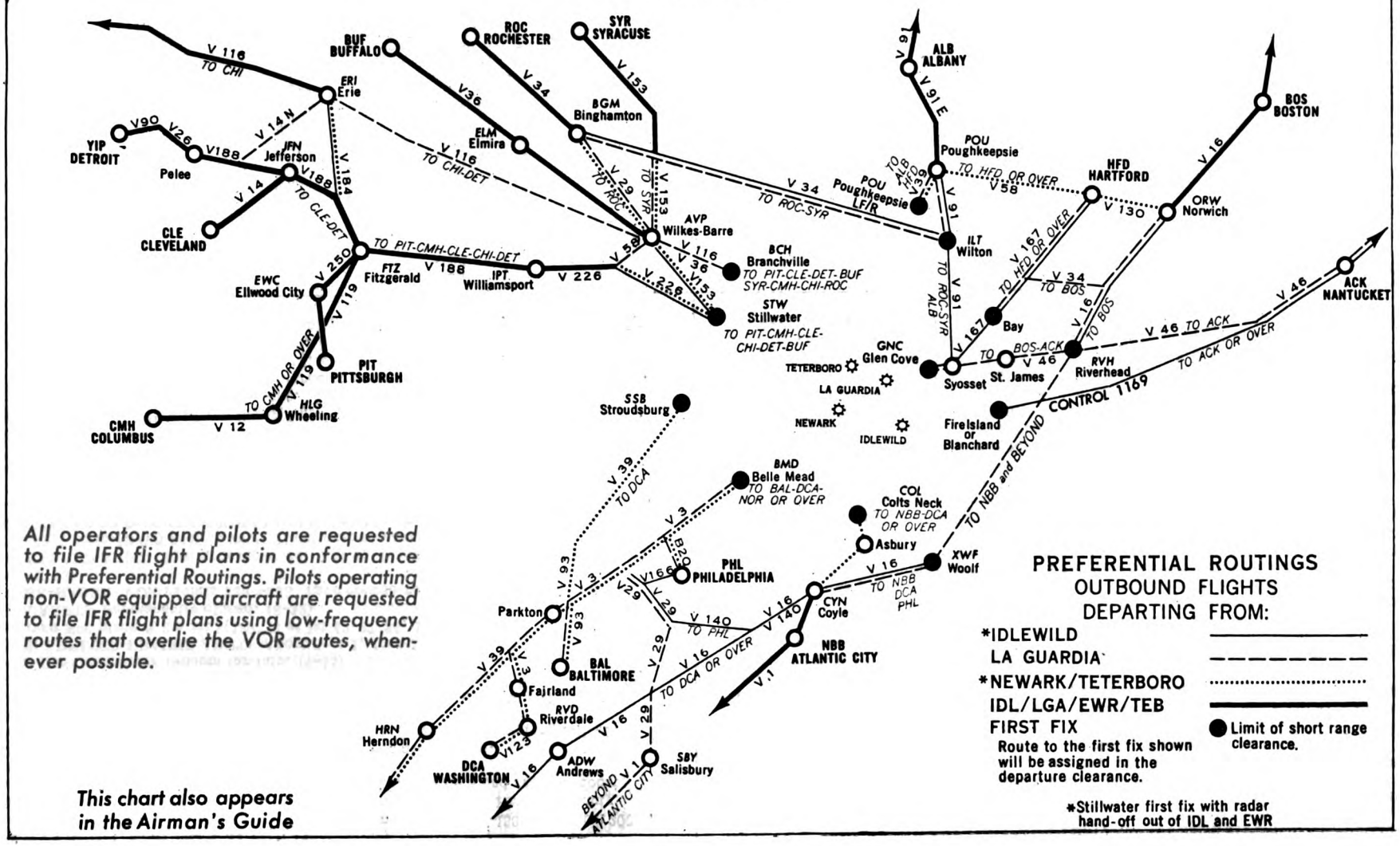
PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles, 2,3,4 & 5 on N departure ramp not fully visible from twr-caution. Lgtd temp steel twr, 110'MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)

NEW YORK ARTC CENTER

PREFERENTIAL ROUTES

Published at Washington, D. C. by the
Coast and Geodetic Survey
AUGUST 7, 1957



All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.

PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:

- *IDLEWILD
- LA GUARDIA
- *NEWARK/TETERBORO
- IDL/LGA/EWR/TEB
- FIRST FIX — Route to the first fix shown will be assigned in the departure clearance.

● Limit of short range clearance.

*Stillwater first fix with radar hand-off out of IDL and EWR

This chart also appears in the Airman's Guide

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

CHICAGO, ILL. - O'HARE INTN'L ARPT: TVOR-22, Amdt. 3, Effect. 14 Sept. 57: In 2nd line of text, "Minimum altitude over Int. on final approach course", change intersection description to read "(Int. R-032 ORD and R-146 EEL or Radar Fix)", in lieu of "(Int. R-212 ORD and R-149 EEL or Radar Fix)".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES													CEILING AND VISIBILITY MINIMUMS			
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.		Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
												→	Surveillance approach			
0	360	15	3000#										T-dn	300-1	300-1	200-½
240	220			25	3000								C-dn	400-1	500-1	500-1½
220	240			25	4000								S-dn-2L, 20R*, 23	400-1	400-1	400-1
													A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.

2000' when radar provides 3 mi separation from radio and TV towers 8 mi SW, 5 mi W and 9 mi NW of airport.

* Maintain at least 1400' until 2.5 mi of runway end.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

Runway 2L: Climb to 2000' on N crs ILS or on crs of 015 from LOM within 20 mi., or when directed by ATC, turn right, climb to 3000' on NE crs LFR within 20 mi.

Runways 20 or 23: Climb to 2500' on S crs ILS within 20 mi, or when directed by ATC, climb to 3000' on SW crs LFR within 20 mi.

AIR CARRIER NOTE: Takeoff with less than 200-½ on Runwy 15, NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Nashville,Tenn	Berry Field 606'	Nashville Radar	1, Amdt.1, 21 Sept 57	Orig, 31 Aug 57 or com. of facility

TRANSITION														CEILING AND VISIBILITY MINIMUMS			
From						To						Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
From	To	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt	Dst	Alt						
006	020	5	1600	10	2500	15	3000	20	3000	25	3000			Surveillance Approach			
020	095	5	1600	10	2500	15	4000	20	5500	25	6500			T-dn	300-1	300-1	200-½
095	112	5	1600	10	2000	15	2000	20	5500	25	6500			C-dn	500-1	500-1	500-1½
112	125	5	1600	10	2000	15	2000	20	2000	25	4000			S-dn 16-34	400-1	400-1	400-1
→ 125	150	5	1600	10	1700	15	2000	20	2000	25	4000			S-dn 2-20	500-1	500-1	500-1½ ←
→ 150	205	5	1600	10	1700	15	2000	20	2000	25	4000			A-dn	800-2	800-2	800-2
205	250	5	1900	10	1900	15	2000	20	2000	25	2000						
250	290	5	1900	10	1900	15	2000	20	3500	25	3500						
290	305	5	1900	10	1900	15	2000	20	2000	25	3000						
→ 305	328	5	1600	10	1600	15	2000	20	3000	25	3000						
→ 328	006	5	1600	10	1600	15	2000	20	3000	25	3000						

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

→ Runways 2 &34 climb to 2000' on NW crs Seattle LFR 297° Outbnd within 25 miles of station.

→ Runways 16 & 20, climb to 2000' on 158° Outbnd crs Seattle LOM within 8 mi of station. Alternate Missed Approach: All runways, when requested by ATC, climb to 2000' on R-230 SEA-VOR within 20 mi of station.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Seattle, Wash	Seattle-Tacoma Int. 424'	Seattle-Tacoma Radar	1, Amdt 2, 21 Sept 57	1, 17 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Baton Rouge LFR	BTR-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-d	800-1	800-1	800-1½
				C-n	800-1	800-1	800-2
			→	S-d-4			800-1
			→	S-n-4			800-2
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 244 Outbnd, 064 Inbnd, 1200 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 064-7.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.6 mi, climb to 1400' on R-064 within 20 mi., or when directed by ATC, turn right, climb to 2000' on R-085.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Baton Rouge, La	Ryan 70'	BVOR BTR	1, Amdt 3, 28 Sept 57	2, 7 Sept 57

				T-dn	300-1	300-1	200-½
				C-dn	1000-3*	1000-3*	1000-3#
				S-dn-27	1000-3*	1000-3*	1000-3*
				A-dn	1000-3	1000-3	1000-3

*500-1 authorized only when aircraft is equipped with dual VOR receivers or VOR and LFR receivers, and when position over Int. ELX R-266 and SBN R-356 or Int. ELX R-266 and N crs SBN LFR can be determined.
#500-1½ authorized only when aircraft is equipped with dual VOR receivers or VOR and LFR receivers, and when position over Int. ELX R-266 and SBN R-356 or Int. ELX R-266 and N crs SBN LFR can be determined.

Procedure turn N side of crs, 086 Outbnd, 266 Inbnd, 2100' within 10 miles.
Minimum altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 266-13.3
Minimum altitude over Int ELX VOR R-266 and SBN VOR R-356 or Int ELX R-266 and N crs SBN LFR, 1600'
Crs and distance, Int ELX VOR R-266 and SBN VOR R-356 or Int ELX R-266 and N crs SBN LFR, 266-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 13.3 miles (3.3 miles from Int R-266 ELX and R-356 SBN), climb to 2000' on ELX R-266 within 20.0 miles, proceed to ELX VOR and contact SBN ATCS for further instructions.
ADVISORY NOTE: Close flight plan with South Bend radio at minimum approach altitude or by long distance phone immediately upon landing.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Benton Harbor, Mich.	Ross Field 642'	VOR ELX	1, Orig, 28 Sept 57	None

Mermaid Int (via R-228 PMM VOR)	R-266 ELX (Final)	048	1600	T-dn	300-1	300-1	200-½
Int R-271 ELX & R-328 SBN VOR	R-266 ELX (Final)	148	1600	C-dn	400-1	500-1	500-1½
(via R-328 SBN)				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 266 Outbnd, 086 Inbnd, 1900' within 10 miles.
Minimum altitude over Int R-266 ELX & R-338 SBN, 1600'
Crs and distance, Int R-266 ELX & R-338 SBN, 086-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles, climb to 2000' on R-266 ELX, proceed to ELX, contact SBN ATCS for further instructions.
ADVISORY NOTE: Close flight plan with South Bend radio at minimum approach altitude or by long distance phone immediately upon landing.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Benton Harbor, Mich	Ross Fld 642'	VOR ELX	2, Orig, 28 Sept 57	None

Procedure CANCELLED, effective 21 Sept 57

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Dayton, Ohio	Dayton 1008'	BVOR DAY	1, Amdt 2 1 Apr 54	1 25 Aug 51

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition*	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
LCH RBn	LCH VOR	Direct	1300	T-dn	300-1	300-1	200-½
Radar vectoring position	LKC VOR (Final)	326-5.0	700	C-dn	500-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar Terminal Area transition altitude 1500' within 25 miles. Radar may be used to position aircraft for a final approach, within 5 miles of LCH VOR, with the elimination of a procedure turn.

Procedure turn E side crs, 146 Outbnd, 326 Inbnd, 1300' within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 326-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, climb to 1500' on R-326 within 20 miles, or when directed by ATC, turn right, climb to 1500' on R-015 within 20 miles.

★ City and State: Lake Charles,La | Airport Name & Elev.: Lake Charles AFB 19' | Fac. Class & Ident.: BVOR LCH | Procedure No. & Eff. Date: 1,Amdt 1,28 Sept 57 | Sup. Amdt. No. Dated: Spec.Proc.,Amdt Orig,3 Oct 55.

Myrtle Beach RBN	MYR-VOR	direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn N side of crs, 042 Outbnd, 222 Inbnd, 1200' within 10 miles.
Minimum Altitude over facility on final approach crs, 700'
→ Crs and distance, facility to airport, 222-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.3 miles, climb to 1200 on R-222 within 20 miles

★ City and State: Myrtle Beach,S.C. | Airport Name & Elev.: Myrtle Beach AFB/Mun.25' | Fac. Class & Ident.: BVOR MYR | Procedure No. & Eff. Date: 1, Amdt 2, 28 Sept 57 | Sup. Amdt. No. Dated: 1, 16 Aug 54

Shreveport LFR	SHV-VOR	direct	1700	T-dn	300-1	300-1	300-1
				C-d	1000-1	1000-1	1000-1½
				C-n	1000-1½	1000-1½	1000-1½
				A-dn			

Procedure turn E side of crs, 339 Outbnd, 159 Inbnd, 1700 within 10 miles, beyond 10 mi NA. (Non-standard due to traffic.)
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 158-13.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, climb to 1600' on R-094 within 20 miles.
NOTE: No weather available at this airport.
AIR CARRIER NOTE: Air carriers not authorized use of this procedure.
CAUTION: 480' MSL TV tower located 1.6 miles S of airport.

★ City and State: Shreveport,La | Airport Name & Elev.: Downtown 179' | Fac. Class & Ident.: BVOR SHV | Procedure No. & Eff. Date: 1, Amdt 3, 28 Sept 57 | Sup. Amdt. No. Dated: 2, 9 Oct 54

				T-d	4000-3	4000-3	4000-3
				*T-n	→ 4000-5	4000-5	4000-5
				C-d	4000-3	4000-3	4000-3
				#C-n	4000-5	4000-5	4000-5
				A-d	4000-3	4000-3	4000-3
				#A-n	4000-5	4000-5	4000-5

*Night take-offs authorized Runway 34 only.
#Night landing authorized Runway 16 only.

→ Procedure turn S side crs, 200 Outbnd, 020 Inbnd, 5000' within 10 miles.
Minimum Altitude over facility on final approach crs, 4600'
Crs and distance, facility to airport, 020-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.0 miles, climb to 6000' on R-020 within 10 miles of UKI VOR.

★ City and State: Ukiah, Calif | Airport Name & Elev.: Ukiah 615' | Fac. Class & Ident.: VORW UKI | Procedure No. & Eff. Date: 1, Amdt 3, 28 Sept 57 | Sup. Amdt. No. Dated: 2, 17 Dec 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Lake Charles VOR	Lake Charles RBn	Direct	1300	T-dn	300-1	300-1	200-½
Radar vectoring position	Lake Charles RBn (Final)	352-5.0	800	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude 1500' within 25 mi. Radar may be used to position aircraft for final approach within 5 miles of Lake Charles RBn with the elimination of a procedure turn.
Procedure turn S crs, 172 Outbnd, 352 Inbnd, 1300' within 10 mi. Beyond 10 mi. NA.
Minimum altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 003-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, climb to 1500' on crs of 340° within 20 mi.

★ City and State: Lake Charles,La | Airport Name & Elev.: Lake Charles AFB 19' | Fac. Class & Ident.: MH LCH | Procedure No. & Eff. Date: 1,Amdt Orig,28 Sept 57 | Sup. Amdt. No. Dated: LFR Spec.Proc.No.1, Orig, 5 Jul 55

Myrtle Beach VOR	MYR-RBn	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn W side of crs, 201 Outbnd, 021 Inbnd, 1200' within 10 mi. Beyond 10 mi NA. (nonstandard due to warning area)
Minimum Altitude over facility on final approach crs, 600'
Facility on Airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 1400' on crs of 055 within 20 mi.

★ City and State: → Myrtle Beach, S C | Airport Name & Elev.: Myrtle Beach AFB-MUN 25' | Fac. Class & Ident.: BMH MYR | Procedure No. & Eff. Date: 1, Amdt 2, 28 Sept 57 | Sup. Amdt. No. Dated: 1, 16 Apr 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Shreveport VOR	SHV-LFR	Direct	1700	T-dn	300-1	300-1	300-1
Dixie MHW	SHV-LFR (Final)	Direct	1100	C-d	600-1	600-1	600-1½
				C-n	600-1½	600-1½	600-1½
				A-dn			

Procedure turn E side NW crs, 326 Outbnd, 146 Inbnd, 1900 within 10 miles. Beyond 10 mi NA. (Non-standard due to traffic)
→ Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 152-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.6 miles, turn left, climb to 1700' on E crs (087) and proceed to Minden Int.
NOTE: No weather or communications available at this airport
CAUTION: 480' MSL TV Tower located 1.6 mi S of airport. 1446' MSL and 1403' TV antennas located approx. 12 miles WNW of SHV LFR.
AIR CARRIER NOTE: Air carrier use not authorized

★ City and State: Shreveport,La | Airport Name & Elev.: Downtown 179' | Fac. Class & Ident.: SBRAZ SHV | Procedure No. & Eff. Date: 1, Amdt 8, 28 Sept 57 | Sup. Amdt. No. Dated: 7, 5 Nov 55

Shreveport VOR	SHV-LFR	Direct	1700	T-dn	300-1	300-1	200-½
Dixie MHW	SHV-LFR (Final)	Direct	1100	C-d	600-1	600-1	600-1½
Radar Terminal area transition	altitudes- bearings are from			C-n	600-2	600-2	600-2
radar site with azimuths progressing clockwise:				A-dn	800-2	800-2	800-2
→ 000	089	within	1700				
→ 090	269	40	1500				
→ 270	359	miles	2400				

Procedure turn E side NW crs, 326 Outbnd, 146 Inbnd, 1900 within 10 miles. Beyond 10 mi NA. (Non-standard due to traffic.)
→ Minimum altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 196-7.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 7.8 miles, turn left, climb to 1400 on crs of 135°, intercept & proceed S on S crs of SHV LFR within 20 miles.
CAUTION: 1446' and 1403' TV antennas located approximately 11 mi WNW of SHV LFR

★ City and State: Shreveport,La | Airport Name & Elev.: Greater Shreveport 251' | Fac. Class & Ident.: SBRAZ SHV | Procedure No. & Eff. Date: 1, Amdt 6, 28 Sept 57 | Sup. Amdt. No. Dated: 5, 2 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Baton Rouge LFR	LOM	direct	1200	T-dn	300-1	300-1	200-½
Baton Rouge VOR	LOM	direct	1500	C-dn	400-1	500-1	500-1½
				S-dn-13 ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→ Procedure turn W side of NW crs, 306 Outbnd, 126 Inbnd, 1300 within 10 mi. Beyond 10 mi NA.
→ Minimum Altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 700 ADF
Crs and distance, LOM to airport, 126°-3.8
→ Altitude of G.S. and distance to approach end of rny at OM 1300-3.8, at MM 240-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF) climb to 1500 on SE crs ILS (126) within 20 miles, or when directed by ATC, turn left, climb to 2000' on R-085 BTR VOR, or turn left, climb to 1500' on NE (054) crs BTR LFR.
NOTE: 400-¾ required when glide slope not utilized. Approach lights not installed.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Baton Rouge,La	Ryan 70'	ILS-IBTR, LOM-BT	ILS-13,Amdt 4,28 Sept 57	3, 7 Sept 57

Comb ILS & ADF

				T-dn	300-1	300-1	200-½
				C-dn	600-1¼	700-1½	700-2
				S-dn-19* ILS	300-¾	300-¾	300-¾
				ADF	500-1	500-1	500-1
Chattanooga VOR	ILS LOM	direct	2300				
Chicamauga Int	CQN MHW	direct	2200	A-dn ILS	600-2	700-2	700-2 ←
Whitwell Int	CQN MHW	direct	3400	ADF	800-2	800-2	800-2
Bridgeport Int	CQN MHW	direct	3400				
Coalmont Int	CQN MHW	direct	3400				
Georgetown Int	CQN MHW	direct	2900				
Crandall Int	CQN MHW	direct	2900				

Take-off on rnys 14-32 N.A. with less than 300-1.
Procedure turn E side of N crs, 015 Outbnd, 195 Inbnd, 2500 within 10 mi of CQN. (Nonstandard due to terrain)
Minimum altitude at G.S. int inbnd 2500 ILS; minimum altitude over CQN MHW inbnd final 2500 ADF; over LOM inbnd final 1900 ADF
Altitude of G.S. and distance to approach end of rny at CQN, 2500'-7.7; at OM, 1900'-4.1; at MM, 890'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 3300' on S crs ILS or 7.7 mi after passing CQN RBn (ADF), climb to 3300' on crs of 195° within 20 mi.
NOTE: *500-¾ required when glide slope not utilized. No approach lights.
AIR CARRIER NOTE: Application of sliding scale to straight-in minima NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chattanooga,Tenn	Lovell Fld 682'	ILS-ICHA, MHW-CQN	ILS-19,Amdt 5, 21 Sept 57	Proc.No.1,Amdt 4, 4 May 57

Comb ILS & ADF

Radar transition to ILS NE crs	to be conducted in accordance			T-dn	300-1	300-1	200-½
with established surveillance	patterns for Runway 23R			C-dn ILS	400-1	500-1	500-1½
				ADF	700-1	700-1	700-1½ ←
→ Stadium RBn	4 mile Radar fix (Final)	Direct	1600	S-dn-23R ILS	400-1	400-1	400-1
				A-dn ILS & ADF	800-2	800-2	800-2

→ Procedure turn N side NE crs, 054 Outbnd, 234 Inbnd, 2500' within 10 miles of Stadium RBn.
→ No glide slope or markers. Minimum altitude over Stadium RBn inbnd final, 2000' ADF. Minimum altitude to 4 mile
→ fix 2000' without Stadium RBn. Descend to landing minimums after passing 4 mile fix, as determined by surveillance radar.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4 mi after passing radar fix or 8 mi after RBn, climb to 2200' (or at higher altitude when requested
→ by ATC) on SW crs ILS or 234° from Stadium RBn to LOM. No glide slope and no altitude information given on
→ final approach between ASR 4 mi fix and airport unless requested.
NOTE: The following radar transition altitudes are applicable to all procedures; S, NW, and N quadrants of Cleveland LFR within 10 mi 2000', within 30 mi 3000' in SE quadrant within 30 mi 3000' in all quadrants in accordance with established radar patterns.
CAUTION: 1970' TV towers approximately 6 mi ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	ILS CLE	ILS-23R, Amdt 4, 21 Sept 57	Proc.#2, 3, 12 Nov 55

Comb. ILS-ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Dallas VOR	LOM	direct	1800	T-dn	300-1	300-1	200-½
Ross Ave. Int	LOM	direct	1800	C-dn	400-1	500-1	500-1½
Farmers Branch Int	LOM	direct	1600	S-dn-13 ILS	200-½	200-½	200-½
Little Elm Int.	LOM	direct	1600	ADF	400-1	400-1	400-1
DAL RBn	LOM	direct	1800	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Radar terminal area transition altitude: 2000** within 20 miles.
**Radar control must provide 1000' clearance when within 3 mi or 500' clearance when within 3-5 mi of radio towers - 1108 msl 20 mi N; 1221 msl 10 mi WNW; and TV tower 2349' msl 17 mi SSW of airport.
Procedure turn N side NW crs, 307 Outbnd, 127 Inbnd, 2000 within 10 mi. NA beyond 10 mi.
Minimum altitude at G.S. int inbnd, 2000' ILS, minimum altitude over LOM inbnd final 1400' ADF
Altitude of G.S. and distance to appr end of rny at OM 1920-4.2, at MM 775-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles of LOM (ADF) climb to 2000 on SE crs ILS (127) within 20 miles or, when directed by ATC, turn left, proceed to DAL VOR, climbing to 2000', or when under positive radar contact, climb to 2000'** on crs as directed by ATC.
CAUTION: 1221' R.T. 5.6 mi WNW of LOM. 695' tank 1.7 mi SE runway 31. Procedure turn non-standard due ATC.
MAJOR CHANGE: Deletes final transition.

★ City and State: Dallas, Tex | Airport Name & Elev.: Love Field 485' | Fac. Class & Ident.: ILS-IDAL, LOM-DA | Procedure No. & Eff. Date: 13, Amdt 4, 28 Sept 57 | Sup. Amdt. No. Dated: 3, 29 Aug 57

Comb ILS & ADF

Bayton VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	LOM	Direct	3000	C-dn	400-1	500-1	500-1½
W crs Columbus LFR & ILS NE crs or brng 236 to LOM	LOM	Direct	2300	S-dn-6* ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Liberty Int	LOM	Direct	2300	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
West Alexandria Int ILS#	LOM (Final)	Direct	2300				
West Alexandria Int ADF	LOM (Final)	Direct	1700				

* 400-¾ required with glide slope inoperative.
# Int W crs Wright Patterson LFR & SW crs ILS or brng 056 to LOM.
Procedure turn W side SW crs, 236 Outbnd, 056 Inbnd, 2300' within 10 mi.
Minimum altitude at glide slope int inbnd: 2300' ILS. Min. Alt. over LOM inbnd final - 1700' ADF.
Alt. of glide slope & distance to approach end of rny at OM - 2270'-3.8; at MM - 1235-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF), climb to 2200' on 360 crs from Tipp City MHW within 10 mi.

★ City and State: Dayton, Ohio | Airport Name & Elev.: Dayton 1008' | Fac. Class & Ident.: ILS-DAY, LOM-DA | Procedure No. & Eff. Date: ILS-6, Amdt 12, 21 Sept 57 | Sup. Amdt. No. Dated: Proc.No.1,Amdt 11, 17 Nov 56

Comb. ILS-ADF

Dayton VOR	TPC MHW	Direct	2200	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	TPC MHW	Direct	2200	C-dn	400-1	500-1	500-1½
Springfield MHW	TPC MHW	Direct	2300	S-dn-24 ILS	400-1	400-1	400-1
Int W crs Columbus LFR & ILS NE crs or 236 brng to Tipp City MHW	TPC MHW (Final)	Direct	1700	ADF	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs (back crs ILS) 056 Outbnd, 236 Inbnd, 2200' within 10 mi of Tipp City MHW
No glide slope or markers, Alt. over Tipp City MHW 1700'. Distance Tipp City to Rny 24, 4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 2300' on SW crs ILS or 236 brng Outbnd from Tipp City MHW within 10 mi.
NOTE: Provision for inoperative ILS components not applicable.

★ City and State: Dayton, Ohio | Airport Name & Elev.: Dayton 1008' | Fac. Class & Ident.: ILS-DAY, MHW-TPC | Procedure No. & Eff. Date: ILS-24, Amdt 2, 21 Sept 57 | Sup. Amdt. No. Dated: Proc.No.2,Amdt.1,1 Apr 54

Comb. ILS-ADF

→ Louisville VOR	LOM	Direct	2100	T-dn	300-1	300-1	200-½
Bourbon Int	LOM	Direct	2100	C-dn	500-1	500-1	500-1½
Elizabeth Int	LOM	Direct	2100	S-dn-01* ILS	200-½	200-½	200-½
				ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

* 400-¾ required with glide slope inoperative.
Procedure turn W side S crs, 190 Outbnd, 010 Inbnd, 2100' within 6 mi. NA beyond 6 mi to avoid Godman Restricted Area.
Minimum altitude at glide slope int inbnd, 2000' ILS. Min. alt. over LOM inbnd final - 1600' ADF.
→ Altitude of glide slope & distance to approach end of rny at OM 1870-4.9; at MM 665-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi after passing LOM (ADF), turn left as soon as practical, climbing to 2600' on R-309 LOU within 20 mi, or when directed by ATC, turn right as soon as practical, climbing to 2200' and proceed to LOU VOR at 2200'.
CAUTION: Obstruction 1060' 4 mi N of Standiford Field.

★ City and State: Louisville,Ky | Airport Name & Elev.: Standiford 497' | Fac. Class & Ident.: ILS-SDF, LOM-SD | Procedure No. & Eff. Date: ILS-01, Amdt 16,28 Sept 57 | Sup. Amdt. No. Dated: Proc.No.1,Amdt 15,6 Jun 57

Comb. ILS-ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
MSP-LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
MSP-VOR	LOM	Direct	2500	C-dn	500-1	500-1	500-1½
Hastings FM - ILS	Glide slope int (Final)	Direct	2200	S-dn 29L			
				ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Hastings FM - ADF	LOM (Final)	Direct	1700	A-dn ILS	600-2	600-2	600-2
Stanton Rbn via crs 360	SE ILS crs (Final)	Direct	2200	ADF	800-2	800-2	800-2
Jordan FM	LOM	Direct	2200				
→ Houlton Int	LOM	Direct	2300				
Diamond Bluff Int ILS	Glide slope int (Final)	Direct	2200				
Lakeville Int	LOM	Direct	2200				
Prior Int	LOM	Direct	2200				
Stanton RBN	Brng 295 to LOM	Direct	2200				
White Bear Int	LOM	Direct	2500				
→ Elmo Int	LOM	Direct	2300				
Radar transitions as directed by ATC	Radar site	within 25 mi	2600				

Procedure turn E side SE crs, 115 Outbnd, 295 Inbnd, 2200' within 10 mi.
Minimum altitude at glide slope int inbnd - 2200' ILS. Min. alt. inbnd final - 1700' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2084-4.0; at MM - 1038-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi (ADF), climb to 2600' on NW crs MSP-LFR to Hamel FM, or if directed by ATC:
(1) Make left climbing turn, climb to 2500' on crs of 241 and proceed to Jordan FM.
(2) Make left climbing turn, climb to 2200' and return to LOM.
CAUTION: Tower 1223' MSL 3 mi W of Hastings FM.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Minneapolis,Minn.	Minneapolis- 840'	ILS-MSP, LOM-MS	ILS-29L, Amdt 9, 28 Sept. 57	Proc.No. 1, Amdt 8, 10 Aug 57

St. Paul International (Wold Chamberlain Field) Comb. ILS-ADF

Shreveport LFR	LOM	direct	1500	T-dn	300-1	300-1	200-½
Shreveport VOR	LOM	direct	1900	C-dn	400-1	500-1	500-1½
Dixie MHW	LOM	direct	1900	S-dn-13*ILS	200-½	200-½	200-½
Blanchard Int	LOM (Final) ILS	direct	1400	ADF	400-1	400-1	400-1
Forbing Int	LOM	direct	1400	A-dn ILS	600-2	600-2	600-2
Lucien Int	LOM	direct	1400	ADF	800-2	800-2	800-2
Caddo Lake Int	LOM	direct	2400				
Blanchard Int	LOM (Final) ADF	direct	900				
Radar Terminal area transition azimuths progressing clockwise:	altitudes - bearings are from Radar site with						
→ 000	089	within	1700				
→ 090	269	40	1500				
270	359	miles	2400				

*400-¾ required when glide slope not utilized.
→ Procedure turn W side of NW crs, 315 Outbnd, 135 Inbnd, 2400' within 10 mi.
Minimum Altitude at G.S. int inbnd, 1400 ILS, minimum altitude over LOM 900 ADF
Altitude of G.S. and distance to appr end of rny at OM 1400-3.7, at MM 455-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.7 mi after passing LOM (ADF) climb to 1400' on R-135 within 20 mi, or when directed by ATC:
→ 1. Turn right, climb to 1400' on heading 195°, intercept and proceed outbnd on SW crs BAD LFR within 20 mi,
→ 2. Turn right, intercept and climb to 1400' on R-180 SHV VOR within 20 mi.
CAUTION: 1446' and 1403' TV antennas approx 11 mi NNW of LOM.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Shreveport,La	Greater Shreveport 251'	ILS-ISHV, LOM-SH	ILS-13,Amdt 6,28 Sept 57	Proc.No.1,Amdt 5,2 Feb 57

Comb ILS & ADF

Shreveport LFR	Forbing Int	direct	1500	T-dn	300-1	300-1	200-½
→ Shreveport VOR	Forbing Int	direct	1700	C-dn	400-1	500-1	500-1½
Barksdale LFR	Forbing Int	direct	1400	S-dn-31	400-1	400-1	400-1
Blanchard Int	Forbing Int	direct	1400	A-dn	800-2	800-2	800-2
Minden Int	Forbing Int	direct	1700				
Caddo Lake Int	Forbing Int	direct	2400				
Radar Terminal area transition with azimuths progressing clockwise:	altitudes - bearings are from Radar site						
→ 000	089	within	1700				
→ 090	269	40	1500				
→ 270	359	miles	2400				

Procedure turn S side SE crs, 135 Outbnd, 315 Inbnd, 1400 within 10 mi of Forbing Int. (Non-standard due to traffic)
→ No Glide Slope. 900' at Forbing Int, 315-5.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.0 mi after passing Forbing Int, climb to 2400' on NW crs of ILS within 20 miles, or when directed by ATC,
→ turn left, climb to 1500' on 230° crs from LMM within 20 mi
→ NOTE: Procedure authorized only when aircraft is equipped to receive ILS and LFR simultaneously.
CAUTION: 1446' & 1403' TV antennas approx 11 mi NNW of LOM.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Shreveport,La	Greater Shreveport 251'	ILS ISHV	ILS-31, Amdt 3, 28 Sept 57	Proc.No.2,Amdt 2, 2 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Augusta LFR	Augusta VOR	Direct	1700	T-d	400-1	400-1	400-1
				n	500-1	500-1	500-1
				C-d	700-1	700-1	700-1½
				n	700-1½	700-1½	700-1½
				S-dn-17	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 348 Outbnd, 168 Inbnd, 1800' within 10 mi.
Minimum altitude over facility on final approach crs, 1100'
Course and distance, breakoff point to app. end of rnwy 17, 171°-1.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a climbing right turn to 1800' outbnd on R-232 Augusta VOR within 10 miles.
AIR CARRIER NOTE: Night operations restricted to Runways 17-35

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Augusta, Me.	State 357'	BVOR AUG	TerVOR-17, Amdt.1, 21 Sept 57	Orig, 24 July 54

Augusta LFR	Augusta VOR	Direct	1700	T-d	400-1	400-1	400-1
				T-n	500-1	500-1	500-1
				C-d	600-1	600-1	600-1½
				C-n	600-1½	600-1½	600-1½
				S-dn-26	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 086 Outbnd, 266 Inbnd, 1600' within 10 miles.
Minimum altitude over facility on final approach crs, 1000'
Crs and distance, breakoff point to app. end of rnwy 26, 260°-1.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1800' on R-232 Augusta VOR within 10 mi.
AIR CARRIER NOTES: Night operations restricted to Runways 17-35. Straight-in minimums Not Authorized on Rnwy 26.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Augusta, Me.	State 357'	BVOR AUG	TerVOR-26, Amdt 1, 21 Sept 57	Orig, 24 July 54

Augusta LFR	Augusta VOR	Direct	1700	T-d	400-1	400-1	400-1
				n	500-1	500-1	500-1
				C-d	600-1	600-1	600-1½
				n	600-1½	600-1½	600-1½
				S-dn-35	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

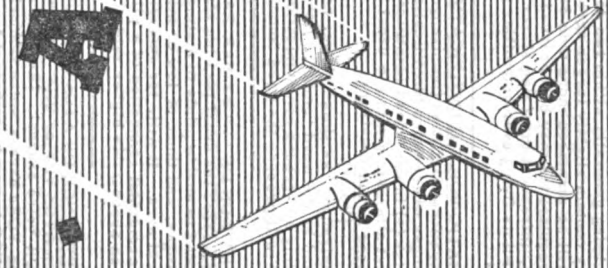
Procedure turn E side of crs, 174 Outbnd, 354 Inbnd, 1600' within 10 mi.
Minimum altitude over facility on final approach crs, 1000'
Crs and distance, breakoff point to app. end of rnwy 35, 351°-1.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a climbing right turn to 2300' on R-070 Augusta VOR within 10 mi.
AIR CARRIER NOTE: Night operations restricted to Runways 17-35

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Augusta, Me.	State 357'	BVOR AUG	TerVOR-35, Amdt 1, 21 Sept 57	Orig, 24 July 54

U. S. GOVERNMENT PRINTING OFFICE : 1957

SPECIAL NOTICE
On Top IFR Operations
See page 8

AIRMAN'S GUIDE



How to use this Guide - page 2

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VOL.12, NO. 13 **SEPTEMBER 3, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

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CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) — .-.. --- -... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control station. Where there is no control tower or communications station, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.75, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 20 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

ATC PROCEDURES - APPROACH CONTROL: On page 66 of FIM, Volume 10, dated June 15, 1956, the following note should be added preceding the last paragraph:

"NOTE: A clearance for a specific type of approach (ILS, ADF, or Straight-in Approach) to an aircraft operating on an IFR flight plan does not necessarily mean that priority will be given over other traffic for a landing. Often because of local traffic or runway in use, it may be necessary for the controller, in the interest of safety, to provide a different landing sequence."

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude

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INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport"

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone

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TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective September 26, 1957:

Section 610.15 Green Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Millville,N.J. LFR	Beachwood,N.J. LF/RBN	1500
Beachwood,N.J. LF/RBN	Peconic,N.Y.LFR	1500
Peconic,N.Y.LFR	Salem INT,Conn.	1500
Salem INT,Conn.	Boston,Mass.LFR	2000

Section 610.106 Amber Civil Airway 6 is amended to delete:

FROM	TO	MEA
Columbus,Ohio LFR	A beam Mansfield, Ohio LF/RBN	2600
A beam Mansfield Ohio LF/RBN	Brighton INT,Ohio	2500
Brighton INT,Ohio	Elyria,Ohio LF/RBN	2200

Section 610.208 Red Civil Airway 8 is amended to delete:

FROM	TO	MEA
Lockbourne INT, Ohio	Zanesville,Ohio LF/RBN	2400
Zanesville,Ohio LF/RBN	Bergholz,Ohio LF/RBN	2500
Bergholz,Ohio LF/RBN	Butler,Pa. LF/RBN	2500

Section 610.213 Red Civil Airway 13 is amended to delete:

FROM	TO	MEA
Wilkes-Barre,Pa. LFR	Stewart,N.Y. LF/RBN	3500

Section 610.213 Red Civil Airway 13 is amended by adding:

FROM	TO	MEA
Crystal Lake,Pa. LF/RBN	Stewart,N.Y. LF/RBN	4000
Stewart,N.Y. LF/RBN	Poughkeepsie,N.Y. LFR	3000

Section 610.217 Red Civil Airway 17 is amended to delete:

FROM	TO	MEA
McKeesport,Pa. LF/RBN	Johnstown,Pa. LF/RBN	4500

Section 610.223 Red Civil Airway 23 is amended by adding:

FROM	TO	MEA
St.James INT,N.Y.	Grumman INT,N.Y.	1600

Section 610.227 Red Civil Airway 27 is added to read:

FROM	TO	MEA
Nenabank INT, Alaska	Nenana,Alaska LFR	3000
Nenana,Alaska LFR	Wolf INT,Alaska	4500

Section 610.261 Red Civil Airway 61 is amended to delete:

FROM	TO	MEA
Johnstown,Pa. LF/RBN	Flint Stone INT, Md.	4500

Section 610.261 Red Civil Airway 61 is amended by adding:

FROM	TO	MEA
Columbiana INT, Ohio	Butler,Pa.LF/RBN	2500

Section 610.262 Red Civil Airway 62 is amended to delete:

FROM	TO	MEA
Mt.Pleasant INT, Pa.	Johnstown,Pa. LF/RBN	4500
Johnstown,Pa. LF/RBN	Altoona,Pa.LFR	4500

Section 610.285 Red Civil Airway 85 is amended to delete:

FROM	TO	MEA
Columbiana INT, Ohio	Butler,Pa.LF/RBN	2500
Butler,Pa.LF/RBN	Apollo INT,Pa.	3000
Apollo INT,Pa.	Altoona,Pa.LFR	4500

Section 610.605 Blue Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Waxahachie INT, Tex.	*Duncanville,Tex. LF/RBN	2800

*2200 - MCA Duncanville LF/RBN,S-bound

Section 610.615 Blue Civil Airway 15 is amended to delete:

FROM	TO	MEA
Huntington,W.Va. LF/RBN	Columbus,Ohio LFR	2500

Section 610.626 Blue Civil Airway 26 is amended to read in part:

FROM	TO	MEA
Summit,Alaska LFR	*Wolf INT,Alaska	9500

*6000 - MCA Wolf INT, S-bound

Healy,Alaska FM	Wolf INT,Alaska N-bound only	6500
Wolf INT,Alaska	Fairbanks,Alaska LFR	3000

Section 610.639 Blue Civil Airway 39 is amended to delete:

FROM	TO	MEA
Flat Woods INT, W.Va.	Morgantown,W.Va. LFR	4000
Morgantown,W.Va. LFR	Mt.Pleasant INT, Pa.	3600
Mt.Pleasant INT, Pa.	New Alexandria, Pa. LF/RBN	3600

Section 610.643 Blue Civil Airway 43 is amended to read:

FROM	TO	MEA
Healy,Alaska FM	*Nenana,Alaska LFR N-bound	6500
	S-bound	9500

*6000 - MCA Nenana LFR, S-bound

Nenana,Alaska LFR	Fairbanks,Alaska LFR	3900

Section 610.1001 Direct Routes, U.S. is amended by adding:

FROM	TO	MEA
Key West,Fla.LFR	Tamiami,Fla. LF/RBN	1300

Section 610.6003 VOR Civil Airway 3 is amended to delete:

FROM	TO	MEA
Flat Rock,Va.VOR	Potomac INT,Va.	*3000

*1500 - MOCA

Section 610.6003 VOR Civil Airway 3 is amended by adding:

FROM	TO	MEA
Flat Rock,Va.VOR	Brooke,Va.VOR	1600
Brooke,Va.VOR	Washington,D.C. TVOR	1500

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Burton INT,S.C.	Charleston,S.C. VOR	1400

Section 610.6004 VOR Civil Airway 4 is amended to delete:

FROM	TO	MEA
Boise,Idaho VOR	Glenns Ferry INT, Idaho	
Via S alter.	Via S alter.	8500
Glenns Ferry INT, Idaho	Twin Falls,Idaho VOR	
Via S alter.	Via S alter.	8500
Twin Falls,Idaho VOR	Burley,Idaho VOR	
Via S alter.	Via S alter.	6700

Section 610.6006 VOR Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Sacramento,Calif. VOR	*Auburn INT,Calif.	
Via N alter.	Via N alter.	3500

*7500 - MCA Auburn INT, NE-bound

Auburn INT,Calif.	Blue Canyon INT,Calif.	
Via N alter.	Via N alter. NE-bound	11000
	SW-bound	7000
Blue Canyon INT, Calif.	Mt.Lola INT,Calif.	
Via N alter.	Via N alter.	11000

Section 610.6007 VOR Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Evansville,Ind. VOR	*Decker INT,Ind.	1900

*8000 - MRA

Section 610.6008 VOR Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Mansfield,Ohio VOR	*Mt.Hope INT,Ohio	2500

*3000 - MRA

Section 610.6009 VOR Civil Airway 9 is amended to read in part:

FROM	TO	MEA
Jackson,Miss.VOR	Greenwood,Miss.VOR	1700
Via W alter.	Via W alter.	1700
Greenwood,Miss. VOR	Hernando INT, Miss.	*2400

*1800 - MOCA

Hernando INT, Miss.	Memphis,Tenn.VOR	1500
Greenwood,Miss. VOR	Memphis,Tenn.VOR	
Via E alter.	Via E alter.	*2900

*1600 - MOCA

Section 610.6012 VOR Civil Airway 12 is amended to read in part:

FROM	TO	MEA
Winslow,Ariz.VOR	Zuni,N.Mex.VOR	9000

Section 610.6013 VOR Civil Airway 13 is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR	*Conroe INT,Tex.	
Via W alter.	Via W alter.	**2000

*4000 - MRA
**1800 - MOCA

Conroe INT,Tex.	Lufkin,Tex.VOR	
Via W alter.	Via W alter.	*2000

*1800 - MOCA

Section 610.6014 VOR Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Florida INT,Ind.	*Coldwater INT, Ind.	**4300

*3000 - MRA
**2800 - MOCA

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Goldsmith INT, Tex.	Pipe Line INT,Tex.	
Via N alter.	Via N alter.	*5000

*4300 - MOCA

El Paso,Tex. VOR	*Hueco Mt. INT, Tex.	8000

*8800 - MRA

Hueco Mt. INT, Tex.	Salt Flat,Tex.VOR	8000

Section 610.6016 VOR Civil Airway 16
is amended to delete:

FROM	TO	MEA
Wink,Tex.VOR Via N alter.	Goldsmith INT,Tex. Via N alter.	4400
Goldsmith INT, Tex. Via N Alter.	Midland,Tex.VOR Via N alter.	4300

Section 610.6021 VOR Civil Airway 21
is amended to delete:

FROM	TO	MEA
Pocatello,Idaho VOR Via W alter.	Dubois,Idaho VOR Via W alter.	7500

Section 610.6622 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
Greenville INT, Fla. Via N alter. *3000 - MRA **1200 - MOCA	*Quitman INT,Ga. Via N alter.	**3500

Section 610.6032 VOR Civil Airway 32
is amended to read in part:

FROM	TO	MEA
Bonneville,Utah VOR	Timpie INT,Utah W-bound	10000
	E-bound	11000
Timpie INT,Utah	Stansbury INT,Utah W-bound	10000
	E-bound	11000

Section 610.6035 VOR Civil Airway 35
is amended to delete:

FROM	TO	MEA
Pittsburgh,Pa. VOR *4000 - MCA	*New Alexandria INT,Pa. New Alexandria INT,E-bound	3000
New Alexandria INT,Pa.	Philipsburg,Pa. VOR	4000

Section 610.6035 VOR Civil Airway 35
is amended by adding:

FROM	TO	MEA
Johnstown,Pa.VOR	Tyrone,Pa.VOR	4500
Tyrone,Pa.VOR	Philipsburg,Pa. VOR	4500

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
Macon,Ga.VOR *2200 - MRA	*Wayside INT,Ga.	2000
Wayside INT,Ga. *3500 - MRA	*Eatonton INT,Ga.	2000
Eatonton INT,Ga. *3500 - MRA	*Madison INT,Ga.	2000
Madison INT,Ga.	Athens,Ga.VOR	2000
Athens,Ga.VOR	Royston,Ga.VOR	2000

Section 610.6036 VOR Civil Airway 36
is amended to delete:

FROM	TO	MEA
Buffalo,N.Y.VOR Via S alter. *4000 - MOCA	Angelica INT,N.Y. Via S alter.	*4500
Angelica INT,N.Y. Via S alter.	Elmira,N.Y.VOR Via S alter.	4000

Section 610.6037 VOR Civil Airway 37
is amended to read in part:

FROM	TO	MEA
Hadley INT,Pa. *3000 - MOCA	Erie,Pa.VOR	*4000

Section 610.6038 VOR Civil Airway 38
is amended to delete:

FROM	TO	MEA
Findlay,Ohio VOR Via S alter. *3000 - MRA **2400 - MOCA	*Richwood INT,Ohio Via S alter.	**3000
Richwood INT,Ohio Via S alter. *2400 - MOCA	Appleton,Ohio VOR Via S alter.	*3000

Section 610.6038 VOR Civil Airway 38
is amended to read in part:

FROM	TO	MEA
Findlay,Ohio VOR *3000 - MRA	*Marion INT,Ohio	2400
Marion INT,Ohio	Appleton,Ohio VOR	2400

Section 610.6039 VOR Civil Airway 39
is amended to delete:

FROM	TO	MEA
Herndon,Va.VOR	Lisbon INT,Md.	2500
Lisbon INT,Md. *2500 - MOCA	Hereford INT,Md.	*3000

Section 610.6039 VOR Civil Airway 39
is amended by adding:

FROM	TO	MEA
Herndon,Va.VOR	Westminster,Md. VOR	2500
Westminster,Md. VOR *4000 - MRA	*Fleetwood INT,Pa.	2500
Fleetwood INT,Pa.	Allentown,Pa.VOR	2500

Section 610.6043 VOR Civil Airway 43
is amended to read in part:

FROM	TO	MEA
Tiverton,Ohio VOR *3000 - MRA **2500 - MOCA	*Mt.Hope INT, Ohio	**3000
Mt.Hope INT,Ohio *2500 - MOCA	Youngstown,Ohio VOR	*3000

Section 610.6044 VOR Civil Airway 44
is amended to read in part:

FROM	TO	MEA
Centralia,Ill. VOR *8000 - MRA **2300 - MOCA	*Decker INT,Ind.	**8000

Section 610.6053 VOR Civil Airway 53
is amended to read in part:

FROM	TO	MEA
Peotone,Ill.VOR	Midway INT,Ill.	2300

Section 610.6055 VOR Civil Airway 55
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR Via W alter. *2500 - MRA **2200 - MOCA	*Union City INT,Ind. Via W alter.	**2500
Union City INT, Ind. Via W alter. *2200 - MOCA	Ft.Wayne,Ind.VOR Via W alter.	*2500
Dayton,Ohio VOR *3000 - MRA **2200 - MOCA	*Dawn INT,Ohio	**3000
Dawn INT,Ohio *3000 - MRA **2200 - MOCA	*Coldwater INT, Ohio	**3000
Coldwater INT, Ohio *2200 - MOCA	Ft.Wayne,Ind.VOR	*3000

Section 610.6065 VOR Civil Airway 65
is amended to read in part:

FROM	TO	MEA
Int. 231 T Kans.City,Mo.VOR & 178 T rads. St. Joseph VOR	St.Joseph,Mo.VOR	2400

Section 610.6066 VOR Civil Airway 66
is amended by adding:

FROM	TO	MEA
Atlanta,Ga.VOR	Athens,Ga.VOR	2300
Athens,Ga.VOR *1900 - MOCA	Union INT,S.C.	*3000
Union INT,S.C.	Charlotte,S.C.VOR	2000

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
Pipe Line INT, Tex.	Midland,Tex.VOR	4200

Section 610.6069 VOR Civil Airway 69
is amended to read in part:

FROM	TO	MEA
Big Run INT,Ill.	Midway INT,Ill.	2100

Section 610.6072 VOR Civil Airway 72
is amended to read in part:

FROM	TO	MEA
Binghamton,N.Y. VOR *4500 - MRA	*Sidney INT,N.Y.	3500
Sidney INT,N.Y.	Rockdale,N.Y.VOR	3500
Rockdale,N.Y.VOR	Albany,N.Y.VOR	4500
Youngstown,Ohio VOR *4000 - MRA	*Hadley INT,Pa.	3500
Hadley INT,Pa.	Titusville INT, VOR	3500

Section 610.6092 VOR Civil Airway 92
is amended to read in part:

FROM	TO	MEA
Mansfield,Ohio VOR *3000 - MRA	*Mt.Hope INT,Ohio	2500

Section 610.6093 VOR Civil Airway 93
is amended to read in part:

FROM	TO	MEA
Lancaster INT, Pa. *4000 - MRA	*Fleetwood INT,Pa.	2500
Fleetwood INT,Pa.	Allentown,Pa.VOR	2500
Hiram INT,Me. *3000 - MOCA	Augusta,Me.VOR	*4000

Section 610.6104 VOR Civil Airway 104
is amended to read in part:

FROM	TO	MEA
U.S. Canadian Border	Massena,N.Y.VOR	1500

Section 610.6105 VOR Civil Airway 105
is amended to read in part:

FROM	TO	MEA
Prescott,Ariz.VOR *12000 - MRA	*Peacock INT, Ariz.	11000
Peacock INT,Ariz. *13200 - MRA	*Hackberry INT, Ariz.	11000

Section 610.6106 VOR Civil Airway 106
is amended to read in part:

FROM	TO	MEA
Johnstown,Pa.VOR *4500 - MOCA	Reedsville INT, Pa.	*8000
Reedsville INT, Pa. *4000 - MOCA	Selinsgrove,Pa. VOR	*8000

Section 610.6124 VOR Civil Airway 124
is amended to delete:

FROM	TO	MEA
Burley,Idaho VOR	Pocatello,Idaho VOR	7000

Section 610.6128 VOR Civil Airway 128
is amended to read in part:

FROM	TO	MEA
Midway INT,Ill.	Peotone,Ill.VOR	2300

Section 610.6133 VOR Civil Airway 133
is amended by adding:

FROM	TO	MEA
Walnut Grove INT, W.Va.	Parkersburg,W.Va. VOR	3000

Section 610.6140 VOR Civil Airway 140
is amended to read in part:

FROM	TO	MEA
Montebello,Va.VOR	Remington INT,Va.	6000
Remington INT,Va.	Herndon,Va.VOR	3000

Section 610.6144 VOR Civil Airway 144
is amended to read in part:

FROM	TO	MEA
Findlay,Ohio VOR *3000 - MRA	*Marion INT,Ohio	2400
Marion INT,Ohio	Appleton,Ohio VOR	2400
Midway INT,Ill.	Peotone,Ill.VOR	2300

Section 610.6153 VOR Civil Airway 153
is amended to read in part:

FROM	TO	MEA
Wilkes-Barre,Pa. VOR *4500 - MRA	*Sidney INT,N.Y.	4000
Sidney INT,N.Y. *4500 - MRA **3500 - MOCA	*Georgetown INT, N.Y.	**4500
Georgetown INT, N.Y. *3500 - MOCA	Syracuse,N.Y.VOR	*4500

Section 610.6155 VOR Civil Airway 155
is amended to delete:

FROM	TO	MEA
Gordonsville,Va. VOR *4000 - MRA	*Casanova INT,Va.	3000
Casanova INT,Va.	Front Royal,Va. VOR	4000

Section 610.6155 VOR Civil Airway 155
is amended by adding:

FROM	TO	MEA
Gordonsville,Va. VOR	Remington INT,Va.	3000

Section 610.6156 VOR Civil Airway 156
is amended by adding:

FROM	TO	MEA
Gordonsville,Va. VOR	Richmond,Va.LFR	2000

Section 610.6157 VOR Civil Airway 157
is amended by adding:

FROM	TO	MEA
Richmond,Va.LFR	Brooke,Va.VOR	1500

Section 610.6162 VOR Civil Airway 162
is amended to read in part:

FROM	TO	MEA
Reinholds INT, Pa. *4000 - MRA	*Fleetwood INT,Pa.	2500
Fleetwood INT,Pa.	Allentown,Pa.VOR	2500

Section 610.6164 VOR Civil Airway 164
is amended to delete:

FROM	TO	MEA
Bradford,Pa.VOR	Stonyfork INT,Pa.	4500

Section 610.6164 VOR Civil Airway 164
is amended by adding:

FROM	TO	MEA
Buffalo,N.Y.VOR	Wellsville,N.Y. VOR	4500
Wellsville,N.Y. VOR	Stonyfork INT,Pa.	4500

Section 610.6170 VOR Civil Airway 170
is amended to read in part:

FROM	TO	MEA
Selinsgrove,Pa. VOR	Tower City,Pa.VOR	4000
Tower City,Pa.VOR	West Chester,Pa. VOR	3500

Section 610.6173 VOR Civil Airway 173
is amended to read in part:

FROM	TO	MEA
Big Run INT,Ill.	Midway INT,Ill.	2100

Section 610.6191 VOR Civil Airway 191
is amended to read in part:

FROM	TO	MEA
Big Run INT,Ill.	Midway INT,Ill.	2100

Section 610.6210 VOR Civil Airway 210
is amended to read in part:

FROM	TO	MEA
Cowan INT,Ind. *2500 - MRA	*Union City INT, Ind.	2400
Union City INT, Ind. *3000 - MRA	*Dawn INT,Ohio	2400
Dawn INT,Ohio	Sidney,Ohio VOR	2400
*Union Pass INT, Ariz. *15000 - MRA **13200 - MRA	**Hackberry INT, Ariz.	16000
Hackberry INT, Ariz.	Valle,Ariz.VOR	16000
Valle,Ariz.VOR	Farmington,N.Mex. VOR	16000
Farmington, N.Mex.VOR	Pueblo,Colo.VOR	16000

Section 610.6222 VOR Civil Airway 222
is amended to read in part:

FROM	TO	MEA
Ft.Stockton,Tex. VOR *4400 - MOCA	Junction,Tex.VOR	*8000

Section 610.6238 VOR Civil Airway 238
is amended by adding:

FROM	TO	MEA
Phillipsburg,Pa. VOR	Coburn INT,Pa.	4000
Coburn INT,Pa. *4000 - MOCA	Tower City,Pa. VOR	*4500

VOR Civil Airway 238 - cont'd.

FROM	TO	MEA
Tower City,Pa. VOR	West Chester,Pa. VOR	3500
West Chester,Pa. VOR	Woodstown,N.J.VOR	1800

Section 610.6246 VOR Civil Airway 246
is amended to read in part:

FROM	TO	MEA
Dayton,Ohio VOR *3000 - MRA **2500 - MOCA	*Spring Hills INT,Ohio	**3000
Spring Hills INT,Ohio *3000 - MRA **2500 - MOCA	*Marion INT,Ohio	**3000
Marion INT,Ohio *2500 - MOCA	Mansfield,Ohio VOR	*3000

Section 610.6249 VOR Civil Airway 249
is amended to read in part:

FROM	TO	MEA
DeLancey,N.Y.VOR	Rockdale,N.Y.VOR	5000
Rockdale,N.Y.VOR	Oneida Co.,N.Y. ILS/OM	4000

Section 610.6252 VOR Civil Airway 252
is amended to read in part:

FROM	TO	MEA
Binghamton,N.Y. VOR	Huguenot,N.Y.VOR	4000

Section 610.6253 VOR Civil Airway 253
is amended by adding:

FROM	TO	MEA
Twin Falls,Idaho VOR	Boise,Idaho VOR	8500
Mountain Home, Idaho FM	Boise,Idaho VOR NW-bound only	7600

Section 610.6253 VOR Civil Airway 253
is amended to read in part:

FROM	TO	MEA
Tooele INT,Utah *13000 - MOCA	Timpie INT,Utah	*15000

Section 610.6258 VOR Civil Airway 258
is amended by adding:

FROM	TO	MEA
Roanoke,Va.TVOR	Penhook INT,Va.	5000

Section 610.6262 VOR Civil Airway 262
is amended to read in part:

FROM	TO	MEA
Big Run INT,Ill.	Midway INT,Ill.	2100

Section 610.6266 VOR Civil Airway 266
is amended by adding:

FROM	TO	MEA
Waverly INT,Va. *1300 - MOCA	Elizabeth City, N.C.VOR	*3000

Section 610.6267 VOR Civil Airway 267
is amended to delete:

FROM	TO	MEA
Daytona Beach, Fla.VOR Via E alter. *3000 - MRA	*Crescent Lake INT, Fla. Via E alter.	1200
Crescent Lake INT,Fla. Via E alter. *1300 - MOCA	Roy INT,Fla. Via E alter.	*3000

Section 610.6267 VOR Civil Airway 267
is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR *1300 - MOCA	Roy INT,Fla.	*3000

Section 610.6269 VOR Civil Airway 269
is amended by adding:

FROM	TO	MEA
Twin Falls,Idaho VOR	Burley,Idaho VOR	6700
Burley,Idaho VOR	Pocatello,Idaho VOR	7000
Pocatello,Idaho VOR	Dubois,Idaho VOR	7500

Section 610.6276 VOR Civil Airway 276
is amended by adding:

FROM	TO	MEA
Ellwood City,Pa. VOR *3500 - MOCA	Creekside INT, Pa.	*4500
Creekside INT,Pa.	Tyrone,Pa.VOR	4000
Tyrone,Pa.VOR	Tower City,Pa.VOR	4000
Tower City,Pa. VOR *4000 - MRA	*Fleetwood INT,Pa.	4000
Fleetwood INT,Pa. *2500 - MOCA	Yardley,Pa.VOR	*4000

Section 610.6277 VOR Civil Airway 277
is amended to read in part:

FROM	TO	MEA
*Plain City INT, Ohio *3500 - MRA **3000 - MRA	**Spring Hills INT,Ohio	2400
Spring Hills INT,Ohio	Sidney,Ohio VOR	2400

Section 610.6279 VOR Civil Airway 279
is added to read:

FROM	TO	MEA
Columbus,Ohio LFR	Findlay,Ohio VOR	2500

Section 610.6280 VOR Civil Airway 280
is added to read:

FROM	TO	MEA
El Paso,Tex.VOR *8800 - MRA	*Hueco Mt. INT, Tex.	8000
Hueco Mt. INT, Tex.	Pinon,N.Mex.VOR	8800
Pinon,N.Mex.VOR	Roswell,N.Mex.VOR	8800

Section 610.6282 VOR Civil Airway 282 is added to read:

FROM	TO	MEA
Cofield,N.C.VOR	Elizabeth City, N.C.VOR	1300

Section 610.6602 VOR Civil Airway 1502 is amended by adding:

FROM	TO	MEA
Lansing,Mich.VOR	Salem,Mich.VOR	2900

Section 610.6612 VOR Civil Airway 1512 is amended to read in part:

FROM	TO	MEA
*Union Pass INT, Ariz. *15000 MRA **13200 - MRA	**Hackberry INT, Ariz.	16000
Hackberry INT, Ariz.	Valle,Ariz.VOR	16000
Valle,Ariz.VOR	Farmington,N.Mex. VOR	16000

Section 610.6616 VOR Civil Airway 1516 is amended to read in part:

FROM	TO	MEA
Valle,Ariz.VOR	Farmington,N. Mex.VOR	16000

Section 610.6618 VOR Civil Airway 1518 is amended to read in part:

FROM	TO	MEA
Locustgrove INT, Va.	Washington,D.C. TVOR	1500

Section 610.6620 VOR Civil Airway 1520 is amended to read in part:

FROM	TO	MEA
Biscoe INT,Ark. *3000 - MRA **1700 - MOCA	*Hughes INT,Ark.	**2500
Hughes INT,Ark. *1700 - MOCA	Memphis,Tenn.VOR	*2500
Locustgrove INT, Va.	Washington,D.C. TVOR	1500

Section 610.6622 VOR Civil Airway 1522 is amended to read in part:

FROM	TO	MEA
Locustgrove INT, Va.	Washington,D.C. TVOR	1500

✓RESTRICTED AREA AMENDMENT: The following Restricted Area Amendment shall become effective October 11, 1957:

(Part 608 - Restricted Area - Amendment 207)

(1) Section 608.39, the White Sands Restricted Area Number 1(formerly called White Sands Proving Grounds), New Mex., area (R-209 formerly D-209) amended Oct. 31, 1951 in 16 F.R. 11066, is redesignated as follows: Name and Location (chart): White Sands, New Mex. Restricted Area No 1 (R-209) (Roswell, Albuquerque); Description by Geographical Coordinates: beginning at lat 34-15-45, long. 106-40-30; thence to lat 34-17-00, long. 106-12-00; thence to lat 34-17-00, long. 106-04-00; thence to lat 32-50-00, long. 106-04-00; thence to lat 32-36-00, long. 106-06-00; thence to lat 32-25-00; long. 106-06-00; thence to lat 32-00-00, long. 106-21-00; thence to lat 32-00-00, long 106-34-00; thence to lat 32-18-00, long. 106-34-00; thence to lat 32-18-00, long. 106-39-00; thence to lat 33-13-00, long. 106-52-00; thence to point of beginning; Designated Altitudes: unlimited; Time of Designation: continuous; Controlling Agency: Holloman AFB, Alamogordo, New Mex.

(2) Section 608.39, the White Sands, New Mex., Restricted Area Number 2 (R-521) is added to read: Name and Location: White Sands, New Mex., Restricted Area No. 2 (R-521) (Roswell, Albuquerque); Description by Geographical Coordinates: That airspace W of White Sands Restricted Area No. 1 (R-209), described above, which is bounded by an arc of 33 and one half statute mi radius centered at N lat 33-46-45, W long. 106-46-00; Designated Altitudes: from 20,000 ft MSL to unlimited; Time of Designation: unlimited, except at such time as released to ARTC Center by Controlling Agency; Controlling Agency: Holloman AFB, Alamogordo, New Mex.

(3) Section 608.39, the White Sands, New Mex., Restricted Area Number 3 (R-522) is added to read: Name and Location (chart): White Sands, New Mex. Restricted Area No. 3 (R-522) (Roswell, Albuquerque); Description by Geographical Coordinates: beginning at lat 34-17-00, long. 106-04-00; thence to lat 34-17-00, long. 105-51-00; thence to lat 33-57-00, long. 105-27-00; thence to lat 32-45-00, long. 105-27-00; thence to lat 32-45-00, long. 105-59-00; thence to lat 32-36-00, long. 106-00-00; thence to lat 32-36-00, long. 106-06-00; thence to lat 32-50-00, long. 106-04-00; thence to point of beginning; Designated Altitudes: from 16,000' MSL to unlimited; Time of Designation: unlimited, except at such time as released to Albuquerque ARTC Center by Controlling Agency; Controlling Agency: Holloman AFB, Alamogordo, New Mexico.

(4) Section 608.62, the Dillingham, Territory of Hawaii, area (R-333) formerly Mokuleia, Territory of Hawaii, area amended April 27, 1956 in 21 F.R. 2719, is redesignated as follows: Name and Location (chart): Dillingham, Territory of Hawaii Restricted Area (R-333) (Hawaiian Islands); Description by Geographical Coordinates: beginning at lat 21-34-45, long. 158-17-20; thence to lat 21-35-20, long. 158-19-40; thence N and E along a line 3 s mi from the shoreline of Oahu to lat 21-37-50, long. 158-08-50; thence to lat 21-35-30, long. 158-11-30; thence to lat 21-35-15, long. 158-14-30; thence to point of beginning; Designated Altitudes: 40,000'MSL; Time of Designation: as published in NOTAMS (Firing Notices) during the hrs 0700-1700; Controlling Agency: Commanding General, USARPAC.

(5) Section 608.62, the Kaena Point, Territory of Hawaii, area (R-317) amended October 31, 1951 in 16 F.R. 11066, is rescinded.

✓ON REQUEST REPORTING POINTS: The following on-request reporting points are designated, cancelled or corrected, and shall become effective September 26, 1957:

DESIGNATED:

(1) GRAND PRAIRIE, TEX. (VHF) INTSXN - the intsxn of the 233°M radial of the Dallas, Tex. VOR and the 355°M radial of the Britton, Tex. VOR.

CANCELLED:

(1) NEWPORT, R. I. (VHF) INTSXN - the intsxn of the 085°T radial of the Riverhead, N. Y. VOR and the 252°T radial of the Nantucket, Mass. VOR and the 127°T radial of the Norwich Conn. VOR. (changed to compulsory)

(2) ROSSVILLE, TENN. (VHF) INTSXN - the intsxn of the SW crs of the Chattanooga, Tenn LFR and the 280°M radial of the Chattanooga, Tenn. VOR.

CORRECTED: (the following corrections are to Airguide Vol. 12, #12, page 35, dated 20 August 1957)

(1) Item 2 under Designated: disregard Anderson Int - should read: CLOVERPORT, TENN (VHF) INTSXN - the intsxn of the 061°M radial of the Memphis, Tenn. VOR and the 159°M radial of the Dyersburg, Tenn. VOR

(2) Item 27 under Designated: correct spelling should read: OUACHITA, ARK. (VHF) INTSXN - the intsxn of the 025°M radial of the Texarkana, VOR and the 244°M radial of the Cabot, Ark. TVOR.

(3) Item 28 under Designated: REEDSVILLE, PA. (VHF) INTSXN - the intsxn of the 287°M radial of the Tower City, Pa. VOR and the 320°M radial of the Harrisburg, Pa. VOR.

(4) Item 33 under Designated: SPRING HILLS, OHIO (VHF) INTSXN - the intsxn of the 110°M radial of the Sidney, Ohio VOR and the 064°M radial of the Dayton, Ohio VOR.

(5) Item 3 under Redesignated: BRIGHTWOOD, VA. (VHF) INTSXN - the intsxn of the 004°M radial of the Gordonsville, Va. VOR and the 061°M radial of the Montebello, Va. VOR.

(6) Item 6 under Redesignated: DECKER, IND. (VHF) INTSXN - the intsxn of the 229°M radial of the Scotland, Ind. VOR and the 010°M radial of the Evansville, Ind. VOR.

(7) Item 8 under Redesignated: FABIUS, N.Y. (VHF) INTSXN - the intsxn of the 023°M radial of the Binghamton, N.Y. VOR and the 162°M radial of the Syracuse, N.Y. VOR.

(8) Item 10 under Redesignated: GEORGETOWN, N.Y. (VHF) INTSXN - the intsxn of the 033°M radial of the Binghamton, N.Y. VOR and the 162°M radial of the Syracuse, N.Y. VOR

(9) Item 12 under Redesignated: HACKBERRY, ARIZ. (VHF) INTSXN - the intsxn of the 028°M radial of the Needles, Calif. VOR and the 288°M radial of the Prescott, Ariz. VOR.

(10) Item 16 under Redesignated: MIDDLEBURG, N.Y. (VHF) INTSXN - the intsxn of the 336°M radial of the Poughkeepsie, N.Y. VOR and the 268°M radial of the Albany, N.Y. VOR.

(11) Item 17 under Redesignated: MISSION, VA. (VHF) INTSXN - the intsxn of the 307°M radial of the Gordonsville, Va. VOR and the 061°M radial of the Montebello, Va. VOR.

(12) Item 26 under Designated: PEACOCK, ARIZ. (VHF) INTSXN - the intsxn of the 044°M radial of the Needles, Calif. VOR and the 288°M radial of the Prescott, Ariz. VOR.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.

2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.

3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

HOLDING PATTERNS: The following holding patterns have been designated, redesignated or cancelled, and shall become effective September 26, 1957:

DESIGNATED:

(1) BIG SPRING, TEX. (VOR) - direction of holding - N on 360°M radial; direction of turns - left; time - 2 mins; min alt 3700'.

(2) OCEANSIDE, CALIF. (Rbn) - direction of holding - NW on 121°M inbnd brng (301°M outbnd); direction of turns - right; time - 1 min; min alt 4000'.

(3) SURF, CALIF. (LF) INTSXN - direction of holding - N on N crs of the San Diego, Calif. LFR; direction of turns - right; time - 2 mins; min alt 3000'.

(4) LA JOLLA, CALIF. (LF) INTSXN - direction of holding - N on N crs of the San Diego Calif. LFR; direction of turns - right; time - 2 mins; min alt 2500'.

(5) LEMON GROVE CALIF. (LF) INTSXN - direction of holding - E on E crs of the San Diego, Calif. LFR; direction of turns - right; time - 1 min; min alt 4500'.

(6) JAMUL, CALIF. (Rbn) - direction of holding - E on E crs of the San Diego, Calif. LFR; direction of turns - left; time - 1 min; min alt 6000'.

(7) OCEANSIDE, CALIF. (VOR) - direction of holding - NW on 301°M radial; direction of turns - right; time - 1 min; min alt 4000'.

(8) OCEANSIDE, CALIF. (VOR) - direction of holding - W on 265°M radial; direction of turns - right; time - 1 min; min alt 3000'.

(9) SURF, CALIF. (VHF) INTSXN - direction of holding - N on 325°M radial of the San Diego, Calif. VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(10) LA JOLLA, CALIF. (VHF) INTSXN - direction of holding - N on 325°M radial of the San Diego, Calif. VOR; direction of turns - right; time - 2 mins; min alt 2500'.

(11) WILLOW, ALASKA, (LF) INTSXN - direction of holding - S on 152°M inbnd bearing (332°M outbnd) Anchorage, Alaska LFR; direction of turns - left; time - 2 mins; min alt 2500'.

REDESIGNATED:

(1) DELTA ISLAND, ALASKA (LF) INTSXN - direction of holding - SW on NE crs Kenai, Alaska LFR; direction of turns - left; time - 2 mins.

(2) SUSITNA, ALASKA (LF) INTSXN - direction of holding NE on NE crs Kenai, Alaska LFR; direction fof turns - right; time - 1 min; min alt 2500'.

CANCELLED:

(1) WILLOW, ALASKA (LF) INTSXN - direction of holding - N on 152°M inbnd bearnig (332°M outbnd) Anchorage, Alaska LFR; direction of turns - right; time - 2 mins; min alt 2500'

(2) SUSITNA, ALASKA (LF) INTSXN - direction of holding - SE on NW crs Anchorage, Alaska LFR; direction of turns - right; time - 1 min; min alt 1500'.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

FME	Fort Meade, Md., Meade AAF	(assignment)
NPI	Port Isabel, Tex., NAAS	(assignment)
4BF	Bonners Ferry, Idaho, REP	(assignment)
BW	Bridgewater, N. S.	(assignment)
DJ	Cap des Rosiers, Que.	(assignment)
DW	Riviere du Loup, Que.	(assignment)
FH	Heath Point, Anticoati Island, Que.	(assignment)
FJ	Ocean Falls, B. C.	(assignment)
FK	Kaladar, Ont.	(assignment)
FP	Point-au-Baril, Ont.	(assignment)
GK	Scraggy Lake, N. S.	(assignment)
HH	Havre St. Pierre, Que.	(assignment)
IU	Little Current, Ont.	(assignment)
IY	Sullivan Bay, B.C.	(assignment)
IZ	Puntzi Lake, B. C.	(assignment)
NF	Lac la Ronge, Sask.	(assignment)
NJ	Shelburne, N. S.	(assignment)
NW	New Carlisle, N. S.	(assignment)
NY	Langley, B. C.	(assignment)
RF	Ross Bay, Newfoundland	(assignment)
SP	Point St. Peter, Que.	(assignment)
UW	Mid-Baffin, N. W. T.	(assignment)
UX	Hall Lake, N. W. T.	(assignment)
UZ	Cape Hooper, N. W. T.	(assignment)
WZ	Lake of Two Rivers, Ont.	(assignment)

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top", is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Dallas New Orleans San Antonio WAC 137 WAC 409

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Casper	8-26-57	Washington	8-16-57	WAC 118	8-13-57
Chicago	8-19-57	Philadelphia Local	8-14-57	WAC 310	8-21-57
Norfolk	8-26-57	Pittsburgh Local	8-13-57	WAC 358	8-22-57
Savannah	8-13-57	RC 2216	8-14-57		

Instrument Flight Charts
released since August 12, 1957

AL 12	VOR/ILS rnwy 35	Kirtland AFB/Mun Arpt, N. Mex.
AL 29	RNG/VOR	Augusta State Arpt, Maine
AL 61	RNG/VOR/ADF/ILS rnwy 17L	Rio Grande Valley Intnl Arpt, Tex.
AL 203	RNG/ADF/ILS rnwy 4/VOR/ILS rnwy 22	Indianapolis (Weir Cook) Arpt, Ind.
AL 222	ILS rnwy 15	Lake Charles AFB/Mun Arpt, La.
AL 322	RNG/VOR	Sky Harbor Arpt, Ariz.
AL 329	RNG	Portland Arpt, Maine
AL 367	RNG/VOR	Mathis Fld, Tex.
AL 430	RNG	Tucson Arpt, Ariz.
AL 628	ADF/VOR	Barkley Arpt, Ky.
AL 635	RNG/VOR	Minot Intnl Arpt, N. Dak.
AL 860	ADF	Mansfield Arpt, Ohio
AL 948	ADF/ILS rnwy 6	MacArthur Fld, N. Y.
AL 965	ADF/ILS rnwy 25	Ontario Intnl Arpt, Calif.

RF 4, 5, 35, 37
RF Terminal Area - Atlanta, Dallas-Ft. Worth, Dayton, Detroit, Kansas City-Topeka, Los Angeles-Burbank
RF-VOR Terminal Area - Cincinnati, Cleveland, Dayton, Indianapolis, Louisville, Pittsburgh
RF Dates of Latest Prints
RF Index

NEW CHARTS

AL 222 ADF - Lake Charles, La. - Lake Charles AFB/Mun Arpt
AL 720 ADF - London, Kentucky - London Arpt
RF 21, 22, 23, 24, 25, 26

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) Month and day item was reported.

** New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

* New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)

AUBURN-OPELIKA ARPT: Lgt g facs inop. (7-6)

BESSEMER-DURHAM ARPT: Caution -auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are mrkd. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution- all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are re-cmsnd at new lctns. (4-18) Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27)

BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down-relocation. (8-7)

** FLD: Operg 2-way rdo rqrd day and night. (8-26) Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)

EVERGREEN-RADIO: VOR radials 320° thru N unusable acct severe scalloping and bends.

EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL; Rnwy and threshold lgts inop. (2-6)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

* HUNTSVILLE ARPT-TOWER: Trans & rcvr 346.8 mc changed to 348.6 mc. (8-19)

MOBILE-RADIO: June 19, VOR arwy radials flight-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)

MOBILE-BATES FLD-TOWER: June 19, ILS not to be used for automatic apch below 300'. Glide slope inop-equip. and const vcnty transmitter bldg. (8-22) FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10) Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft.

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD-TOWER: About Sept. 9, trans & rcvr 119.7 mc will be cmsnd and trans & rcvr 119.5 will be decmsnd. (8-28) FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx. 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing.

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2)

ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emergency only. (4-23)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA.

FT. HUACHUCA-SPECIAL NOTICE: Caution-extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flight within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn(FHU 410 kc) and TVORW(FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

ARIZONA: GILA BEND-RADIO:. VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (6-24)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

**KINGMAN ARPT: Fld lgts activated for 25 mins by 3 pulses of mike button on 121.7 mc when within 10 mi radius. (7-17)

PHOENIX AREA-SPECIAL AIR TRAFFIC RULES: Aircraft operg under VFR or VFR conditions shall not be operd Mon thru Fri from 0600M to 1800M on Green Arwy #5 and Victor Arwy 16 W of Phoenix in the areas described below except at the altitudes prescribed therefor unless special permission is obtained from Air Traffic Control. From 112°28' to 112°35', which is the area between north-south lines drawn thru the Perryville FM and the town of Buckeye, between 700' above the surface and 5000'MSL, regardless of weather conditions. Further, when the reported ceiling at Phoenix is less than 8000', acft shall not be operd at alts above 2000' MSL and below 4000' MSL in the area between 112°16' and 112°28', which is the area between north-south lines drawn thru the town of Tolleson and Perryville FM. When the reported ceiling at Phoenix is 8000' or more, acft shall not be operd at alts above 7000' MSL and below 9000' MSL in the area between 112°10' and 112°28', which is the area between north-south lines drawn thru the town of Tolleson and the east edge of Glendale and the Perryville FM. (8-15)

PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial approach from Perryville FM 4000, from Tolleson Int. 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000' in standard pattern within 15 mi. VOR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed approach: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int - Int GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (6-14)

**PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for tk-off, xcpt prior permission arpt manager. (12-7) Functioning 2-way rdo rqrd. Men & equip. along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'.

**SALOME ARPT, 27B, LAX-PHX: Caution - puncture vines. (6-18)

SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000';050°-060°, 22 n mi 11,000';060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000';225°-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'.

TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends- caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi at MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

**CAMDEN-HARRELL FLD: WNW/ESE rnwy perm closed. (8-12)

**JONESBORO ARPT: 250' AGL lgtd twr erected 7 n mi SE(140°T) at lat 35-44-30, long. 90-33-06. (8-23)

PINE BLUFF-RADIO: VOR shut down until approx Sept 15. During shutdown, VOR flgts. authorized to use PBF homing fac in lieu VOR xcpt V-16S TXK to PBF unusable. Ints and alts as charted. (8-30)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700'MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on field. (4-26)

CALIFORNIA: ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA excpt 030° -040°, 11,000' 040°-060°, 12,000'; 060°-090°, 13,500'. Operg test-basis. This corrects AIRGI Vol.12,No.12.
BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BECKWOURTH-PLUMAS CO. ARPT: Clsd due rnwy resurfacing. (6-24)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)
BRAWLEY ARPT: Rnwy 12-30 clsd. Use parallel dirt rnwy. (7-26)
✱BURBANK-LOCKHEED AIR TERMINAL-TOWER: Aug 16, ILS glide slope angle changed to 3°. Cross OM at 4600' MSL.
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)
DIXON ARPT: Closed. (8-30)
EL MONTE-EL MONTE-L.A.ARPT: 2500' rnwy clsd during Aug. (7-25)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked. About Sept. 19, VOR will be shut down until approx Oct 17 - modernization. Durg this period the following arwys will be unusable for IFR opern: V23 Red Bluff -Talent Int.; V23E Fort Jones - Klamath Junction Int. The Bray Int. will be unusable.(8-7)
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)
FRESNO AIR TERMINAL-TOWER: About Sept 9,ILS glide slope will be shut down until approx Oct 9-relctn.(9-2) FLD: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing & descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const & equip both ends rnwy 29-11 & adj taxiways.
✱GLENDALE-GRAND CENTRAL ARPT-TOWER: Effect. Aug 26, twr hrs opern 0700-1530,
** Mon-Fri. (8-22) FLD: NW/SE taxi strips southwest side of field permanently closed. Exten. construction in progress. Field closed to all aircraft at sunset. (10-5)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000';340°-040°, 12,000';040°-070°, 8000';070°-100°, 7000';100°-280°, 4000'. (9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const.(8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230° true. (5-6) FLD: Several 230' MSL portable oil derricks NW, W, & S of fld. No fuel servicing avail .for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P wk-days only due 100' booms in apch area. First 800' rnwy 30 adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)
LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23) LF rng shut down - conversion to H fac, with voice. Freq & ident remain the same. Voice controlled by ATCS. (7-19) The following arwys will be unusable durg shutdown LF rng: Amber 1 BUR-LGB, Amber 6 CAV-LAX, Green 5 LAX-RIV, Red 65 OCN-LAX. The following LF reporting points will also be unusable: Avalon, San Pedro, Malibu and La Havra. (7-30) Concurrent with cmsng of H fac the idents of following FM's will be: Hollywood Hills & Downey-dot dash; La Habra-dash dot. (8-13)
✱LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi.(4-19) VHF/DF rcvs: 119.9, 120.3, 121.5, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9 mcs. (8-15) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip. crossing rnwy. During VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt.Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000'E of rnwy pavement.(6-21) Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend 1200'-3000' from end rnwy 25L.(7-11)
LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.
MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)
MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)
MONTEREY-PENINSULA ARPT-RADIO: Soon, ILS will be cmsnd. Lclzr freq: 110.1 mc, ident: MRY. Lctd 1000' SE on a centerline of NW/SE rnwy. Glide slope freq: 334.4 mc. Lctd 825' from apch end NW/SE rnwy and 236' N of centerline of rnwy. Glide angle 3.0°. Apch bear.: 84°. LMM freq: 260 kc, ident: RY. MM lctd 0.60 mi from apch end rnwy. LOM freq: 278 kc, ident: MR. OM lctd 5.14 mi from apch end rnwy. Disregard spurious signals.
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling obstructions of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000';350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)
OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. (8-6) FLD: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this aree. Non-rdo acft rqrd to req permission from twr foreclearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd giving rnwy visibility observations rnwys 27 L & R. (8-22)
OCEANSIDE-RADIO: July 10, VOR shut down until approx Oct 1 - modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAC VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN during shutdown period. (7-9)

CALIFORNIA: ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exervise ctn acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area.

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jetc VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29) Until about Aug 29, men & equip. working on rnwy 9-27. (7-12)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: Men and equip. working turf areas adj concourses B and D. All acft and equip. should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Mrkd day and ngt. (3-26) Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm. (5-18) Do not use for taxiing painted green line 1100' long which connects centerline of W end of rnwy 28R-10L with taxiway A then veers N across adjoining run-up mat toward turf. This is a temp experimental hi-speed exit taxi line. (6-13) Taxiway E from S edge of rnwy 28R-10L to taxiway A clsd. Taxiway B from taxiway D to taxiway G clsd. Taxiway F from W edge of rnwy 1L-19R to taxiway A clsd. Men and equip. operg turf areas between taxiways A & B S of term ramp area and S end of rnwys 1L-19R and 1R-19L. (8-26)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylight hrs W end rnwy. (5-17)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)

**SANTA MARIA-HANCOCK ARPT: No services. Unattended. (7-26)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail. only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)

SHOSHONE ARPT: Until about Sept. 9, strip clsd for paving. (8-9)

STOCKTON ARPT-TOWER: About Sept. 5, CAA twr will be cmsnd. Trans : 278 kc; 118.7, 121.5, 126.18 mcs. Rcvs: 3023.5 kc; 118.7, 121.5, 122.5, 126.18 mcs. Trans & rcvs 121.9 mcs for mobile gnd traffic. Class: C(g). (8-29) FLD: Rnwys 11L-29R, 11R-29L, and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail. with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated range apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (8-12)

CALIFORNIA: THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355°, at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts: BL4; fuel: F2.

COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)

COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21.

**CORTEZ-UTE ARPT: Delete name. Combined with Montezuma Co. Arpt. (12-17)

CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)

DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 2-way rdo rqrd. (9-12) 200' open ditch N side W end rnwy 8R-26L - flag mrkd day hrs, flashing red ngt hrs. (3-26)

EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)

GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about Jan 1, 1958 for reconst of rnwy and installing rnwy lgts. (8-20)

PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)

PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S- lat 38-18-00; W-long. 104-22-50. (4-30)

CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE and extreme SW ends of dike lgtd.

NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)

SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev: 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 270°-286°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Extensive glider activity weekends and evenings. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Rnwy 4 S of intsxn with rnwy 10-28 clsd. (1-18)

NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwy and taxi strip only.

**REHOBOTH BEACH-REHOBOTH AIRCRAFTERS ARPT: Lngst rnwy 3300'. (2-7)

WILMINGTON-NEW CASTLE CO ARPT: Due to limited visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page3 for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice.

WASHINGTON-RADIO-SPECIAL NOTICE: Effective June 1, all inbound aircraft to Washington National Airport make initial contact with Washington Approach Control regardless of weather as follows: from a westerly direction on 118.3 mcs in the general areas: Herndon, Plains, Remington, Quantico; from an easterly direction on 126.5 mcs in the general areas: Beltsville, Shady side, Andrews, Charlotte Hall. (4-25)

WASHINGTON-RADIO: LF range SE course bends 4 to 9 n mi from station; 17 to 22 n mi from station, multiples 3° to 3.5° S.

DIST. OF COLUMBIA: WASHINGTON-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT-TOWER: About Sept 9, trans and rcvr 119.4 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A" 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and lctn, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)

**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat, Sun, holdiays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy Rnwy 10-28 clsd - indications of drag races. (4-29)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution. 175' (202'MSL) lgtd twr being erected 4.7 n mi WNW (296°T) at lat 28-22-01, long. 80-45-13. (8-16)

CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF equip acft while VOR unusable. MEAs remain as charted. (8-13)

CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun feature usable throughout entire service area. (2-13) DME operg test-basis only. (2-14)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip on fld. (3-9)

FT MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument apchs in progress up to 20,000'. Tfc operg in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch crs 248° usable to 9 n mi. (4-27)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail on req to Key West Rdo. (7-23)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 0730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI-RADIO: VOR radials 298° and 226° unusable - excessive roughness. (8-14)

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans and rcvrs 121.5, 243.0, 269.0, 291.6 mc inop. (7-19)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with

FLORIDA: safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-off and lndg will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect length of rnwy now 8200'. Lndg and take-off shall be conducted W of adjusted threshold xcpt as necessary to meet gross weight restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

MILTON "T" FLD: 254' (343'MSL) lgtd twr being erected 2.5 n mi W (279°T) at lat 30-38-29, long. 87-02-40. (8-21)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn. FLD: Rnwy 28L-10R clsd for ngt lndg and take-off to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilors will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

**PENSACOLA ARPT: 22f (234'MSL) lgtd twr erected 7 n mi SSW (204°T) at lat 30-24-47, long. 87-14-44. (8-21) Rnwy 3-21 clsd temp for maintenance. (7-18)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

✱ST PETERSBURG-PINELLAS COUNTY INTNL ARPT-TOWER: Hrs of opern: 0600-0200E. FLD: Effective Oct 1, rnwy 13-31 will be perm clsd - will become parking area for AF C-119 acft. (8-29)

TALLAHASSEE-RADIO: VOR radials 110°-150° out of tolernace acct excessive roughness. LFR may be substituted on arwy V97 Clam Int to TLH. MEA remains as charted. (8-13)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of alt due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument apchs in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

TAMPA-INTNL ARPT: Two 225' (285'MSL) twrs being erected 8 n mi ENE (69°T) at lat 28-01-38, long. 82-22-27. (8-21) N/S rnwy clsd for resurfacing until about Sept 15. Taxiways crossing rnwy 18-36 N of NW/SE intsxn clsd to taxiing acft. (7-17) 35' high bldg lctd 300' SW apch end rnwy 32 obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility of 1 mi required for all operns on rnwy 14-32. (7-24)

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under const - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. In unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: Mar 25, VOR shut down - modernization. During modernization shutdown VOR flgts are authorized to use the Alma LFR in k lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-21) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

GEORGIA: ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun Arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area now activated. All jet type acft operg on IFR flight plans at or above 25,000' or 1,000' on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather and other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwys 33R-15L & 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until January 31, 1958. (5-6)

ATLANTA-FULTON CO. ARPT: Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylight hours only. (8-29)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to night operns until further notice.

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000' MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

**SWAINSBORO-EMANUEL CO. ARPT: Formerly carried as Thompson. Longest rnwy & facs now h42-L4. (7-19)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

GRANGEVILLE-IDAHO CO. ARPT: Caution - E/W rnwy clsd; NE/SW rnwy soft on edges.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

STREVELL ARPT: All lights inop. (6-29)

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT - SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

AURORA ARPT: N/S rnwy clsd due const. No lights. (8-20)

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CENTRALIA ARPT: Closed - const. (5-20)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with right or left turns depending on tfc. (4-13)

CHICAGO AREA - SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)

CHICAGO-RADIO: Multiples NW course LFR. (11-9)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lights to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N termin bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance light installed on each side of green threshold lights on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th Street & Cicero Avenue - adj to arpt.). (7-17) 200' (790'MSL) lgtd smoke stack being erected 3 n mi NNW (359°T) at lat 41-49-30, long. 87-45-00. (8-28)

CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept 23, rcvr 122.5 will be changed to 122.6 mc. (3-22) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial contact with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)

CHICAGO HEIGHTS-GOVERNOR'S ARPT: About Sept. 15, 180' (958'MSL) lgtd twr will be erected 5 n mi ESE (121°T) at lat 41-25-17, long 87-38-36. (8-27)

DANVILLE-VERMILLION CO. ARPT: Caution - men and equip. on fld. (10-11)

DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylight hours. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL.

**FLORA ARPT: New arpt: Type P; lat 35-40, long. 88-27; lctd 1 mi E; elev: 469'. 1 rnwy 2500' (N/S) turf; 80 octane fuel. (1-30)

GALESBURG MUN ARPT: Caution - truck on fld. (2-25)

GILMAN ARPT: Closed. (10-11)

HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

**LOCKPORT-LEWIS-LOCKPORT ARPT: 215'(865'MSL) lgtd twr erected 2.3 n mi SSW (217°T) at lat 41-34-02, long. 88-07-10. (7-25)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MATTOON-COLES CO. MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-QUAD CITY ARPT: About Sept. 15, 998'(1778'MSL) lgtd twr will be erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (8-26)

MT VERNON ARPT: Work in progress daylgt hrs. N/S rnwy clsd. NE/SW rnwy lgtd. (9-2)

MOMENCE ARPT: About Sept. 1, 290'(960'MSL) lgtd twr will be erected 11.2 n mi ESE (121°T) at lat 41-02-41, long 87-30-30. (8-8)

MORRIS ARPT: 338'(855'MSL) lgtd chimney being erected 7.3 n mi E(111°T) at lat 41-23, long. 88-16. (7-3)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15)

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)

SALEM-SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)

SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)

SPRINGFIELD-CAPITAL ARPT-TOWER: June 4, ILS lclzr and glide slope shut down until approx Sept. 15. (8-2) FLD: Until about Sept 15, const work in progress on 1000' overrun each end rnwy 4-22. Rnwy 4-22 clsd to all operns xcpt for taxiing. (8-2)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long.87-21,87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip.on fld. Rnwys may be clsd as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-15)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
**GREENFIELD-POPE FLD: Reinstated; Type P; lat 39-47,long. 85-44; lctd: 2 mi ENE; elev: 910; 2 rnwys; lngst rnwy 3000'; storage; 80/87 oct fuel; S blkd; p-line. (12-21)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-PADIO: Following experimental facs operd intermittenly by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc,Ident IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld. channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)
INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr being erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution - new rnwy 4-22 under const. Men and equip. on field adjacent to rnwys. (6-5)
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150'(922.9' MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)
MADISON-SPECIAL NOTICE: Frequent violentions of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
RICHMOND-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 116.1 mc. Ident: RID. Lctd lat 39-45-17, long. 84-50-19. Mag. var.: 0°. Monitoring category (3). Elev: 1134' MSL. Class: VORW. (8-26)
**SHELBYVILLE MEM'L ARPT: New arpt; type P; lat 39-35, long. 85-48; lctd: 3 mi NW; elev: 800'; 2 rnwys; lngst rnwy 3460'; major repairs avail; 80/87 oct; N,E,W blkd. (12-21)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration - during summer months. (3-22)
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: **ALBIA-AIRWAY IMPLEMENT CO. ARPT: Closed permanently. (8-8)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27, S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
**CEDAR RAPIDS ARPT: Calm wind rnwy cancelled - tetrahedron determines tfc direction.
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
DUBUQUE-RADIO: About Sept. 1, VOR class will be BVOR. (7-3)
FORT DODGE-RADIO: Soon, VOR class will be changed to BVOR. (8-13)
**ONAWA ARPT: New arpt. Type "L"; lctd 0.5 mi SW; elev 1059'; 1 rnwy (NW/SE); longest rnwy and facs 24-L4; F1 fuel; remarks - unattended. P-line and trees NW. (8-15)
OSAGE ARPT: New arpt reported: Type "L"; lctd 0.5 mi E; elev 1150'(est); 1 rnwy(N/S) - sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)
**OSAGE-REX ARPT: Land use changed. (8-23)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
SHELDON ARPT: Clsd for const - machinery on fld. (5-3)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4- relctn of lclzr.(5-9) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution- men and equip. working all hrs. First 1000' NW end NW/SE rnwy clsd. Rnwy being extended. (6-5)
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress -men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)
WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: **ANTHONY MUN ARPT: Formerly carried as Anthony, 24, AMA-MKC. (7-23)
ARKANSAS CITY-STROTHER AUX # 2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi en route alt. (5-29)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GOODLAND ARPT: VOR airborne rcvr check point (084°) unusable. (4-10)
GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600'AGL;hvy acft 1000' AGL.
** HILL CITY ARPT: 155'(2363'MSL) lgtd twr erected approx. 1 n mi W(271°T) at lat 39-22-10, long. 99-50-47. (8-16)
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
LYONS ARPT: 300' (2023'MSL) lgtd twr being erected 2.3 n mi E(110°T) at lat 38-20-05, long. 98-11-09. (8-16)
OLATHE NAS-RADAR APPROACH CONTROL: Effect. Sept 2, rcvr 3023.5 kc will be perm decmsnd. (8-1)
**OTTAWA-CONARD ARPT: Abandoned. (2-12)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45,long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
RUSSELL ARPT: Caution -ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const in progress. Men and equip. on fld. (7-1)
TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S, and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18)About 1 Oct., two 158'(1067'MSL) lgtd steel stacks will be erected 3 n mi ESE(119°T) at lat 39-03,long. 95-34 & being completed approx 15 May, 1959. (6-10)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&E by appointment; 80/87 oct fuel. (4-9)

KANSAS: WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21) About Sept 3, VOR/DME will be shut down until approx Oct 1 - modernization. Durg this period, the following MEAs are affected: Anthony VOR - Milton Int. - Int R035 ANY and R116 HUT (Wichita Int. Temp) 4000'; Int R035 ANY and R115 HUT - Int R145 SLN and R233 EMP (De Graff Int. Temp) 5000'; Int R145 SLN and R233 EMP - Cassoday Int. 5000'. (8-28)

WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. About Sept. 27, 168'(1498'MSL) lgtd twr will be erected 2.1 n mi W(283°T) at lat 37-39-50, long. 97-28-30. (8-29)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to enterling ctl zone. T/R 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)

WICHITA-McCONNELL AFB-RADAR APPROACH CONTROL: About Sept. 2, rcvr 3023.5 kc will be perm decmsnd. (8-1)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 miles from station. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

HARLAN ARPT: Caution - high grass. (7-3)

**HOPKINSVILLE ARPT: Unattended. (7-3)

HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to field: 040°, 4.4 n mi. (4-19)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

LEXINGTON-BLUE GRASS ARPT-TOWER: Soon, ILS sill be cmsnd. Lclzr freq: 110.1 mc. Ident: LEX. Lctd 200' from NE end NE/SW rnwy 4. Elev: 970.5' MSL. Glideslope freq: 334.4 mc. Lctd 250' NW centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965'MSL. Glide angle 2.6°. Apch bear.: 41°. LMM freq: 203 kc; Ident: EX. Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750'(0.73 s mi) from SW end NE/SW rnwy. Elev: 891' MSL. LOM will be relctd HW fac, cmsnd Aug 15. Freq: 242 kc. Ident: LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930'MSL. (8-5) FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24) 553'(1624'MSL) lgtd twr being erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26)

LONDON ARPT: Gas avail. on call daylgt hrs - expect delay. (7-25)

LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° interference. (6-14) About Oct 14, VOR will be shut down until approx Nov 4 - freq change from 112.1 mc to 114.8 mc and conversion to VORTAC. (8-28)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: About Sept. 9, trans & rcvr 124.5 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. 3000' hi-intensity apch lgtg system avail. as conf A or B serving rnwy 1. Apch lgtg system conf B will be operd only upon pilot's req & then alwys in conjunction with conf. A. Conf A operd under normal operns.

SOMERSET-PULASKI CO. ARPT: Clsd const.-- Emerg lndgs W side rnwy only. (7-24)

YORK-RADIO: DME coverage 35 n mi at 2500'MSL. VOR/DME shut down until approx. Sept. 12 - freq change from 116.0 to 108.6 mc.

LOUISIANA: ALEXANDRIA-MYERS ARPT # 2: Tfc pat. 300'. Apch from E with caution-jet acft operg in vicinity. (6-26)

BATON ROUGE-RYAN ARPT: 1800' NE end rnwy 4-22 clsd for repairs -flared. 4200' avail from const SW. (8-28)

BOGALUSA ARPT: Caution -obstn lgtd twrs being erected 1800' from N end of N/S rnwy.

**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)

MANY-HART ARPT: Use with caution. (7-18)

LOUISIANA: MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating **will be conducted** daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius **centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility** 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min. reception alt revised as follows: **V-18 Shreveport, La. to** Monroe, La. 2000'MSL; V-18 N Shreveport to Monroe 2500'MSL; **V-18 Monroe to Jackson,** Miss. 1600'MSL; V18 S Monroe to Jackson 2400'MSL. VOR has **scalloping and bends be**yond tolerance between 20°-40° and between 310°-335°. (9-28)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance **acct scalloping and bends.**

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off **on rnwys. Acft trans**porting any items listed in Part 49 of CAR are prohibited from **lndg without permission.**

NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard **surface rnwys and taxiways** because of incomplete and soft shoulders. Turf extremely **hazardous.**

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: **AUBURN-LEWISTON ARPT: Rnwy 13-31 perm clsd. **(8-13)**

AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n **mi at MOCA.**

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

HOULTON-RADIO: VOR shut down until approx Sept. 6 - modification and freq change from 112.3 mc to 108.2 mc. (7-1)

HOULTON ARPT: Rnwy 1-19 closed to night operations due dismantling of runway lights.

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3, in SW quad from 110° to 140°. Final apch radial of 001° is 3-1/2° off mag course. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)

PHILLIPS-PLEASANT VALLEY FARMS ARPT: Ctn-300' WSW end of strip under const.

**PORTLAND ARPT: Rnwy 10-28 perm clsd. New rnwy 11-29(5000')opened. 20' embankment 200' from apch end rnwy 33 marked by obstruction lgt 250' from apch end and in line with S edge rnwy 33. (7-17)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operations.

SANFORD ARPT: Caution-drag races will be held on following dates: Sept 8, 29, Oct. 13. Rnwys 8-26 and 14-32 will be clsd during daylgt hours on these dates. (6-7)

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)

★BALTIMORE-MARTIN ARPT-TOWER: Hrs of opern: 0700-1600 Mon, Fri, Sat & Sun; 0700-2230, Tues, Wed & Thurs. (8-22) FLD: Const-men and equip. on fld. Extensive ditching, grading and paving operations in progress entire airport area. Two-way radio required. (3-20) Runways 18-32 and 10-28 closed. Ditching through runways at intersection 18-36 and 10-28. (8-15)

**BALTIMORE-PIER 6 HELIPORT: 39-18N, 76-36W; lctd Pier 6, Pratt St; elev 10'; size 240' x 100'; air marked; no lights; no service. (6-27)

CAMBRIDGE ARPT: Airport reported - 1.5 miles SE; elevation 20'; latitude 38-32-02, longitude 76-01-45; services minor repairs; 80/87 octane. Unicom 122.8 mc; one runway (NW/SE) 2500' x 100'. (12-10)

GRANTSVILLE-RADIO: VOR usable distance 20 nautical miles from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temporary operating monitoring category (3). (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S runway closed - parked military aircraft. Taxi strips leading to City hangar remain open to transient traffic. Caution-provide proper clearance over U.S. 11 when approaching to land W on E/W runway. Run-way marked to show where 40 to 1 approach clearance line intersects runway. Entire runway available at pilots' discretion.

LAYTONSVILLE-DAVIS ARPT: Caution - construction extending runway 500' at ENE end.

RISING SUN-FARMINGTON ARPT: Airport reported - 3 miles SE; elevation 140'; lat 39-40, long. 76-00; services minor repairs; 80 octane; one runway (NE/SW) 2000' x 200'.

SALISBURY-RADIO: VOR has flyable bends and roughness on airway V1 to the NE at lower altitudes. (7-1)

WHITE MARSH-QUINN ARPT: Airport reported - one mile SW; elevation 200'; latitude 39-24, longitude 76-25; services minor repairs; 80 octane; one runway(E/W) 2460 x 200'.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev: 70'; 1 rnwy (N/S) 2300' sod; hangars, reparis; fuel & oil; remarks - rdo rcvr only. (5-16)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)

BOSTON-BEDFORD (HANSCOM) ARPT-TOWER: About Sept. 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: New tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Caution - rnwys 11-29 and 5-23 under extensive const. Thru Sept. 15, lndg area avaio. for lgt acft is taxiway parallel to rnwy 5-23 (2500' x 50' paved surface marked with yellow flags 200' apart on sides and ends). Open drainage ditch perpendicular to shoulder of pavement approx midpoint of lndg area mrkd with red flags. Tree line 100' SW end 75' high. No touch-and-go lndgs permitted. Daylgt operns only. All pilots must contact Hanscom Twr before lndg or take-off. Arpt clsd to all mil acft thru Sept. 15. Limited mil operns on prior approval Commander AFZRC. 24-hr notice rqrd - include acft number, type, gross wt, and ETA. (7-31)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 35 00'; 270°-330°, 3000'; 330°-025°, 2500'. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft - caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St. section of Orient Hgts under the conditions existing at the time. (2-27) Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use. (8-23)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylight hours. Const of highway near apch ends of rnwys 13 and 15. (2-6)

CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)

COTUIT: Restricted Area (R-79) to be used day and night only when ceiling 2000' and visibility 3 miles or better. Effective 0001 local time July 1, 1957 to 2400 local time Oct. 1, 1957. (6-7)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

HYANNIS-BARNSTABLE ARPT: Major const in prggress. Men and equip. on all fld areas durg daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15)

**MARTHA'S VINEYARD ARPT: 640' (700' MSL) lgtd twr erected 7.8 n mi WSW (251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: HH fac shut down intermittently during daylight hours. (8-14) About Sept. 30, VOR will be shut down until approx Oct 18 - modification and freq chg from 117.0 mcs to 108.2 mcs. (8-16)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

ORANGE-ARPT: Clsd 1:00 pm to 6:00 pm Sept. 15 and Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during clsd period. (5-22)

MICHIGAN: **ANN ARBOR ARPT: Two 170' (1044' MSL) lgtd twrs erected 169' apart, 2 n mi ESE (134°T) at lat 42-12-17, long. 83-42-19. (8-22)

BATTLE CREEK-KELLOGG FLD: Men and equip. on fld - days. Trees above obstn lgts on SE edge fld. (3-29) Work on erecting 126' high (1056' MSL) water twr at 42-18N, 85-14W (on fld) - twr will be mrkd, painted, and lgtd. (5-6)

**BAY CITY-CLEMENTS ARPT: 260' (846' MSL) water twr & 350' (936' MSL) chimney being erected 6.9 n mi NNE (24° T) at lat 43-38, long. 83-50 & being completed approx Nov. 1. Both lighted. (4-18)

BELLAIRE-ANTRIM CO ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)

CAMP LUCAS-SPECIAL NOTICE: May 9, to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Mich. (5-8)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage limited to 39 n mi all azimuths at min en route alt.

DETROIT CITY ARPT: Due to non-visibility twr unsable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-WAYNE MAJOR ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area NW of rnwy 5-23 and NE of rnwy 14-32 avail. (6-27) Hangar const in sod area SW of apch end rnwy 14 old arpt daylight hours. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area marked yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work marked by flags and flares. Men and equip. on or adj to ramp and rnwys. (6-24) Four 70' twrs being erected 400' E and N of Goddard Rd inside of W boundary. (8-14)

DETROIT-WILLOW RUN ARPT-TOWER: About Sept. 30, TVOR will be shut down until approx Oct 14 - modernization. (8-26) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lights. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

GREENVILLE ARPT: Clsd for const. (4-18)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake, under const. (9-16)

INDIAN RIVER-CAMPBELL ARPT: About Sept 10, 308' (1174' MSL) lgtd twr will be erected 5.9 n mi SE (153° T) at lat 45-19-30, long. 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° right after safe altitude to avoid dense residential area. (11-14)

**KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16) Rnwy 18-36 perm clsd.

**L'ANSE-MUZZY'S LODGE ARPT: Closed. (7-25)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. 1/3 SE end rnwy 14-32 clsd; approx 2200' NW end usable, mrkd. (10-29) Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Day and ngt marking. (6-18)

MANISTIQUE-SCHOOLCRAFT CO. ARPT: About Sept. 10, 308' (1053' MSL) lgtd twr will be erected 2.1 n mi WSW (248° T) at lat 45-57-30, long. 86-13-51. (8-22)

MARQUETTE-COUNTY ARPT: Caution - const. (7-15)

MARGUETTE-SAWYER ARPT: 80' (1260' MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)

MICHIGAN: MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying.(11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

NEWPORT-MARSHALL ARPT : 205'(575'MSL) lgtd water twr being erected 2 n mi ENE (77°T) at lat 41-57-37, long. 83-15-26. (8-9)

NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4) Taxiway W end rnwy 9-27 clsd. Trucks on fld. (8-17)

**PLYMOUTH-METTETAL ARPT: Lngst rnwy 2200'. (3-13)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S. (4-20)

PRUDENVILLE-ROSCOMMON CO. ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)

**ROMEO ARPT: Lngst rnwy 2400'. (3-14)

**ST IGNAC-MACKINAC CO. ARPT: Fld lgts discontinued. (7-18)

**SALINE ARPT: Reactivated. Type L; lat 42-08, long. 83-48; lctd 2 S; elev 820; 2 rnwys lngst rnwy 1900'; 80 oct fuel. (3-29)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10) 156'(916'MSL) twr erected 1.5 n mi SSW(208°T) at lat 46-26-33, long. 84-23-12. (8-15)

SAULT STE MARIE-KINROSS AFB-RADIO: June 1, ILS glide slope and lclzr inop. (7-31)

TECUMSEH ARPT: Arpt clsd Sun & holiday 0600-1800 due drag races - open for lndgs by acft circling fld twice. (6-21)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.

WHITE CLOUD-RADIO: VOR shut down - modernization. (7-3) Durg shutdown following MEA authorized: V26 2000' Lansing to White Cloud Int 040 radial Muskegon. V26-55, 8800' Green Bay to White Cloud Int. VOR navigation not avail. V193 White Cloud to GR(Grand Rapids). V193 White Cloud to Traverse City. (7-9)

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)

AUSTIN ARPT: 150' (1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr 1958. Not mrkd, painted or lgtd. (2-1)

**BRAINERD-CROW WING CO.: Formerly carried as Brainerd Arpt. N/S rnwy skis only winter months. (7-8)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

DEER RIVER ARPT: 308'(1598'MSL) lgtd twr being erected 1.2 n mi SSE (159°T) at lat 47-19-48, long. 93-47-02. (8-22)

DULUTH ARPT: Ramp const W of admin bldg. Men & equip. on or adj to ramp. Caution crossing arpt perimeter road lndg rnwy 3. (7-22)

DULUTH-SKY HARBOR ARPT: New arpt reported: Lctd 4.5 mi SE; elev 609'; 1 rnwy: longest rnwy & facs 22-S5; F3 fuel; remarks - skis winter. (7-12)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (5-7)

**FAIRMONT MUN ARPT: 500(1710'MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)

MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22)

MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution - men & equip. on fld. (7-22)

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: July 1, PAR shut down until approx Sept 15. (8-29) ASR-2 shut down until approx Nov 19 - relctn. FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22 & 11R and associated taxiways. Rnwy 8-26 open for daylgt use only. (8-27)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 unmrkd day or ngt.(4-29)

ROSEMONT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)

CORINTH ARPT, 7, MEM-TPA: Clsd until further notice. (7-22)

CROSBY MUN ARPT: Men and equip. resurfacing rnwy. Land to one side of fresh material.

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100n mile radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)

GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for takeoff on rnwy 32 and 36. (6-11)

INDIANOLA - SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)

McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)

MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and lnts based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published. (8-23)

MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope shut down. (5-1)

MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough - use with caution. Men & equip. on fld days.(7-5) VOR airborne airborne rcvr check point inop. (3-19)

OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type "P"; 34-23N, 89-33W; lctd 1 mi N; elev 445'; 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. Caution - men and equip. on fld. No service avail. Telephone service on fld. (5-14) Arpt clsd until further notice. (8-26)

RILEY ARPT: Clsd - construction. (5-16)

**WALLS-TWINKLE TOWN ARPT: Reactivated. Formerly carried as Sanders Fld. Type "P"; lat 34-56, long 90-09; lctd 1.8 S; elev 210'; 3 rnwys; longest rnwy & facs 43-U; F4 fuel. (2-12)

MISSOURI:

BUFFALO ARPT: Rnwy under const - use of fld at pilot's risk. (8-19)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTO ARPT: Arpt reported: 38-08N, 90-33W; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

JOPLIN ARPT-RADIO: ILS glide slope resumed normal operations.

KANSAS CITY-RADIO: Moderate multiples all courses LFR. usable except for right side opern. (5-10)

MISSOURI: KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909'MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc alt 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

LEXINGTON ARPT: 383' (1238'MSL) lgtd twr being erected 9.5 n mi SE (153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River being erected 2.5 n mi SSE (159°T) at lat 39-10-27, long. 93-54-55. S twr (998'MSL), middle twr (972'MSL) and N twr (858'MSL). S tower only, lgtd. (5-2)

MACON-RADIO: About Sept 30, VOR class will be changed to BVOR. (7-3)

MALDEN-RADIO: About Sept 23, VOR will be shut down until approx Nov 4 - modernization. (8-27)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

OSAGE BEACH-LINN CREEK-GRAND GLAIZE MEM'L ARPT: E/W rnwy being surfaced. Rnwy clsd and mrkd on each end. Caution - do not land on rnwy. (8-16)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev: 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35 N to lat 38-54, long. 90-35, NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'MSL. (12-30)

ST JOSEPH-ROSECRANS MEMORIAL ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)

ST JOSEPH-ROSECRANS MEM'L ARPT: Effective 0800C July 29, 1600' apch end rnwy 22 will be reopened. Concurrently, 1700' apch end rnwy 31 will be clsd to all operns. Areas will be flagged and lgtd, day and ngt - caution. N/S instrument rnwy clsd. (7-16)

ST LOUIS-LAMBERT FLD: Rnwy 6-24 clsd. Length rnwy 12-30 shortened to 6000'. Temp barricade and threshold lgts lctd rnwy 12-30 E of intsxn of rnwys 6-24 and 12-30. Usable length rnwy 12-30 from approx 1600' of intsxn E-ward. Equip 40' high at intsxn. Equip lgtd and mrkd. Const. Rnwy 12-30 clsd to jet acft. Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft. Caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high located N end of fld approx 200' E of taxiway 34, 600' N of taxiway 7. Const in progress on p-line on 100' steel twrs approx 5/8 mi E. (8-21)

ST LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15; lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'MSL. (4-22)

ST LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: Sept 8 and 22; Oct 6 and 20 - drag races. When glider operns are in progress, large "G" will be placed nest to segmented circle. (4-12)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary mrkrs.

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8) Configuration "A" apch lgt system on rnwy 9 operating dusk-dawn cmsnd. Do not land short of threshold lgts. (7-23)

BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

BUTTE-RADIO: About Sept 9, VOR will be shut down until approx Sept 13. During this time arwys V49 DLN9-GSN and V86 BTM-HIA will be unusable during IFR. (8-22)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi

MONTANA: 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

GREAT FALLS ARPT: Rnwy 02-20 clsd for repairs until about Oct 1. (7-10)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (8-28)

**HUNTLEY, BCN SITE 21, HLN-MSP: Bcn converted to 12 rpm. (8-23)

MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd to acft over 25,000 lbs gross wt. (12-6) Rnwy 11-29 clsd for const. Intsxn of 11-29 open for tfc on rnwys 7-25 and 16-34. Until about Oct 20, rnwy 7-25 clsd to acft over 26,000 lbs gross wt. (6-20)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16) Soon LFR will be decmsnd. About Sept 29, BH fac will be cmsnd on 224 kc. During this period, arwy Green 2 from Bozeman to Billings will be unusable. (8-7)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'. VOR/DME will be shut down until approx Sept 9 - modernization. During this period the following arwys will be unusable: IFR operns V2 Mullan Pass to Drummond. V231 may be used using MSO LFR. Upon recmsng VOR freq will be 111.8 mc; DME channel 38. (7-17)

MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution - E crs LFR has multiple spread 7° at 35 n mi; W crs has multiple spread 7° at 30 n mi which progresses outwards with distance.

ST IGNATIUS ARPT: Rnwy lgts inop.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-196°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

WOLF POINT ARPT: NW/SE rnwy clsd for const and surfacing. Arpt clsd to all operns sunset-sunrise. (7-15)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip clsd. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway clsd.

NORTH PLATTE-LEE BIRD FLD: 211' (3016'MSL) lgtd twr being erected 4 n mi W (285°T) at lat 41-08-14, long. 100-45-33. (8-16)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)

OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL CENTER: About Sept 15, RAPCON will be cmsnd. Trans and rcvg 120.1. 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 255.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8 and 379.4 mc. Rcvg only: 122.5 mc. Terminal Radar Arrival and Departure ATC service will be provided Omaha Mun Arpt and Offutt AFB. (7-29)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip crosses rnwys, taxi strips - caution.

SCRIBNER-STATE ARPT: NE/SW taxiway avail to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000'MSL.

SIDNEY-RADIO: About Sept 16, VOR will be shut down until approx Oct 28 - modernization/

**SIDNEY ARPT: Formerly carried as Sidney, 50D, SLC-OMA. On or about Sept 15, NW/SE rnwy will be clsd for major const. Rnwy will be mrkd with X's on both ends. 2200' x 300' NNE/SSW rnwy will remain open but unlgtd. 3800' x 300' E/W rnwy will remain open and lgtd xcpt that 1/2 the width of the E/W at the intsxn of the E/W and NW/SE rnwy will be clsd, flagged and mrkd. Caution - men and equip on fld daylgt hrs. (8-23)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt. (11-6)

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°,43 n mi at 12,000'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
FALLON-SPECIAL NOTICE: Effect Sept 27, Caution Area No. 1 (C-524) will be established as follows: Beginning at lat 42-24-00, long. 118-02-00; thence to lat 41-25-00, long. 118-10-00; 40-07-15, 118-39-30; 40-00-00, 118-57-00; 40-00-00, 119-30-00; 40-30-00, 119-30-00; 40-30-00, 120-00-00; 41-37-00, 120-00-00 thence to point of beginning, except for those portions of which overlie R-266 and R-430. Limiting Altitude: Surface to unlimited. Activities Conducted: Extensive training activities. Time of Use: Unlimited. Using Agency: Commander, Air Force, Pacific Fleet. Controlling Agency: Naval Aux Air Station, Fallon, Nev. (8-14)
LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (8-12) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000' All pilots contemplating flgt within a 300 n mi radius should be alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Sept 6. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int - RNO, V6 Tahoe Int-LOL, V6N AUN Int-RNO, V28, V113, V150 West Point Int - RNO. (7-19)
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt -checked on arwy radials only. (12-14) Aug 15, VOR shut down-corrections to antenna system. Durg this period, the following arwys will be affected: V6 EKO-LCU, V32N EKO-BVL, V269 LWL-TWF unusable. (8-15)
**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is available by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo.)
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (6-14) About Sept. 9, VOR/DME will be shut down until approx Sept. 27 - modification and freq change from 117.4 to 108.2 mc. (8-5)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
**MANCHESTER-GRENIER FLD: Arpt now civil fld. Prefix (AF,NG). Airline Stop. Type "P"; lctd 4 mi S; elev 233'; 3 rnwys; longest rnwy & facs - h70-BL4-S2; F4 fuel; remarks 2-way rdo required. FEE. (6-28)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 526 kc for test purposes only. Ident: AIY. Lctd near Avalon, N.J. (8-2)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BEACHWOOD-RADIO: About Sept. 18, H fac will be comsnd. Freq: 203 kc. Ident: BWO. Lctd lat 39-58-10, long. 74-08-42. Class: MHW. (8-26)
BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW

NEW JERSEY: extension under construction with men and equip. on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°- 60°, 26 n mi at 3000'. (12-29)
**CAMDEN-CENTRAL ARPT: Abandoned. (7-1)
MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16) Trenching paralleling portions N/S NW/SE rnwys in sod area - mrkd. Use rnwys. Taxiways thru trench area clsd - mrkd. (8-6)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd- use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)
TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)
NEW MEXICO: ALBUQUERQUE-SPECIAL NOTICE: Until Sept. 15, captive balloons will be released from SE quad of Sandia Base lctd 34-57-30, 106-28-45. (9-13)
ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

NEW MEXICO: CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
**CORONA ARPT: 7, ABQ-BGS: Lngst rnwy (NW/SE) 5200'. (2-1)
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. About Sept 7, VOR will be shut down until approx Sept 30 - modernization and relctn. During this period the following arwys will be unusable for IFR opern: V60 San Jose Int-Conchas Dam Int. V19 Santa Fe-Raton. V19E Las Vegas-Raton. V190 Las Vegas-Dalhart.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)
RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)
TEXICO-RADIO: About Sept 6, VOR will be cmsnd. Freq: 109.0 mc. Ident: TXO. Lctd: lat 34-30-06, long. 102-50-00. Elev. 4082'MSL. Prior to cmsng disregard spurious signals.
ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)
NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.
BINGHAMTON-BROOME CO. ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)
BUFFALO ARPT-TOWER: About Sept 9, trans and rcvr 123.7 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16) ILS lndg mins straight-in rnwy 23 will be
** 300-3/4 until obstns are removed in apch area. (8-8) FLD: FEE. (11-1)
DOLGEVILLE ARPT: Clsd. (12-31)
DUNKIRK ARPT: Caution - men and equip all rnwys 0800-1600 Mon-Fri. (5-27)
FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)
**GENEVA-SCENIC AIRE PARK ARPT: Clsd. (11-29)
GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)
HEMPSTEAD-RADIO: In Sept, LFR will be shut down - modernization. (4-25)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor category temp changed to (3). (5-10)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14)
ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equip along side and on rnwy Mon-Sat between 0800-1700 EDT. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for lndg instructions. (6-4)
JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'. (5-17)
LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)
MASSENA-RADIO: VOR will be shut down until approx Sept 13 - modification. Aug 21, J fac temp converted to BMH. Freq 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. To be returned to J fac, freq 242 kc on completion of VOR modification. During VOR shut down, following arwys affected over Canadian Territory: V29 MSS to JH unusable. V98 MSS to UL substitute MSS MH direct UL VOR MEA 2000'. V98 MSS to QC unusable. V104 MSS to Vars Int unusable. Subject flgt check of MSS MH intend to establish temp ADF direct route 360°T from MSS to point of interception E crs OW LFR MEA 2000'. (8-21)
**MIDDLEBURG-VALLEY AIRPARK: Abandoned. (3-4)
MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA-SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching apoint abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of

NEW YORK: 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270°M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB. (10-1)
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200'MSL, wea permitting. This applies to New York Intnl (Idlewild) arpt; La-Guardia Fld, N.Y., and Newark arpt, N. J.
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Sept 9, trans and rcvr 123.6 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (7-16)
NEW YORK INTNL (IDLEWILD) ARPT-TOWER: Sept 17 - Sept 20, ARSR will be shut down-antenna overhaul. (8-20) FLD: Lndgs and take-offs prohibited unless acft equip with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-off, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185'MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No. thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns withinm arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A" 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10) Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L and 13L-31R. (8-2)
*NEW YORK-LA GUARDIA FLD-TOWER: ASR-PAR trans and rcvs: 118.1, 118.7, 119.9, 125.7, 243.0, 257.8, 274.3, 338.2 mc. Trans only: 209, 362 kc; 109.9 mc. Rcvs only: 3023.5 kc; 122.7 mc. Remarks: rnwy 4. Departure Control. (inadvertently omitted from tabulation, page 3, "CAA Operated Radar Units", Airguide Vol. 12, No. 12, dtd 20 Aug 1957) ADF on LOM subject to 30° oscillations in W quad. All inbnd acft shall make initial ctc with La-Guardia apch ctl on 119.9 mc regardless of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndg and take-off prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip mrkd flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. Soon lefthand row apch lgtg system serving rnwy 4 will be decmsnd. Simultaneously national standard centerline apch lgtg system, configuration "A", 3000' long will be cmsnd. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 and 9 - flagged by day and lgtd at ngt. (7-30)
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel Longacre 4-2073). Direct commun by 2-way rdo on 122.8 mc rqrd before apch and take-off. Caution - ship tfc in area. (9-27)
NIAGARA FALLS-ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VFH/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and take-off. Hi-voltage cable crossing a rnwy and 2' excavation at W end. (6-24)
PECONIC-RADIO: About Sept 26, LFR will be cmsnd. Freq: 341 kc. Ident: PIC. Lctd: lat 40-48-36, long. 72-54-24. Elev. 31'MSL. Bear. & dist to Calverton-Peconic River Arpt: 48°, 8.2 mi. Mag Var: 12°27'W. courses: 53 A 129 N 234 A 321 N. Class: SRAZW.
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'.

NEW YORK: PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

✱POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000 . About Sept 23, VOR/DME will be shut down until approx October 14 - modification and freq chg to 111.8 mc (8-16) August 27, LF rng freq chgd to 368 kc. S quad out of tolerance beyond 35 n mi due interference . Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc.(8-27)

ROCHESTER-RADIO: Aug 12, VOR/DME shut down until approx Sept. 23 - modification and freq change from 117.8 to 114.5 mc. (8-29)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROCKDALE-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 108.4 mc. Ident: RKA. Lctd lat 42-27-58, long. 75-14-23. Mag var.: 11°W. Monitoring category (3). Elev: 2030' MSL. Class: VORW.

✱ROME-GRIFFISS AFB-RADIO: USAF VHF/DF discontinued. (8-13)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

SYRACUSE-HANCOCK FLD: VOR ground rcvr check point unusable. (4-16)

UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylight hours. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14)

WELLSVILLE-RADIO: About Sept. 9, VOR will be cmsnd. Freq: 108.8 mc. Ident: ELZ. Lctd lat 42-05-21, long. 78-00-00. Elev: 2299' MSL. Monitor. category (1). Monitoring and voice from Elmira ATCS. Class: BVOR. (8-26)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flight-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-RADIO: LF rng, 284 kc has interference from Greenville, S. C. LF rng 281 kc. Caution advised. (8-1)

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt manager's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

ELIZABETH CITY-RADIO: Dec 5, VOR/DME shut down until approx Sept 26 - relctn on Elizabeth City CGAS and will be reestablished as VORTAC. (6-4)

**ELKIN-RENDEZVOUS ARPT: Abandoned. (6-24)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

GREENSBORO-HIGH POINT ARPT-TOWER: ILS glide slope inop. (8-22)

HICKORY-RADIO: VOR radials 150° thru 160° out of tolerance acct roughness and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; lngst rnwy 6500'; remarks: - use NE/SW rnwy only. Transient acft park W ramp in vcnty arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

MANTEO ARPT: Rnwy lgts inop. (1-30)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL, V3 RDU-LBT H fac 3300' MSL, V3-RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

SALISBURY ARPT: Closed for construction. (7-6)

★WEEKSVILLE-RADIO: July 31, Navy GCA unit lctd at CGAS Elizabeth City decmsnd. Class: MRLWZ. (8-22-27)

WILMINGTON-SPECIAL NOTICE: Effect Sept 27, Warning Area W-523 will be established as follows: Beginning at lat 34-15-00, long. 77-39-00; thence SW to lat 34-05-00, long. 77-43-00; SE to 32-20-00, 77-20-00; SE 32-15-00, 77-00-00; NE to 33-04-00, 75-51-00; thence NW to point of beginning. Altitude: Surface to 50,000'MSL. Time of Use: Daylight hours only during VFR. Activities Conducted: Air-to-air rocketry. Controlling Agency: Seymore Johnson AFB, Goldsboro, N. C. (8-14)

WILMINGTON-RADIO: VOR quad 65° to 235° flight-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. Caution - men and equip. on fld. (7-2)

NORTH DAKOTA: BISMARCK ARPT: 243'(2140'MSL) lighted tower being erected 3.1 n mi NNW(350°T) at latitude 46-49-31, longitude 100-46-08. (8-14)

FARGO-RADIO: VOR 104° airway radial has course oscillations beyond tolerance but flyable. (6-13)

FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800' x 75') OK for DC-3 and smaller acft for lndg and take-off. (6-4)

MINOT-RADIO: About Sept. 16, VOR will be shut down until Sept. 30 - retuning and readjustment. (8-21)

**MINOT INTNL ARPT: Formerly carried as PORT O' MINOT. (6-21) 1053'(3123'MSL)lgtd twr being erected 2 n mi SSW(222°T)at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 will become perm U.S. NAS Akron, Ohio, acrobatic-camera gunnery area from surface to 20,000' during daylg hrs VFR conditions only. (11-28)

**ALLIANCE ARPT: Formerly carried as Birtalan. Now "P" fld. (7-22)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 octane gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

★CHARDON-RADIO: Sept 3, VOR cmsnd. Freq: 117.5 mcs. Ident: CXR; lctd lat 41-31-06, long. 81-09-48. Monitoring category (1). Mag. var.: 4°W. Elev: 1315'MSL. Voice and monitoring from Cleveland ATCS. Class: BVOR. (7-19)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA: (6-14) About Sept 9, Union, Ky. and Sulphur, Ky. Fan Mrkrs will be perm decmsnd. (7-15) VOR 045° radial V5 out of tolerance due heavy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility tower unable to control traffic on 360' of runway 20 beginning 1160' from approach end and in traffic pattern directly NW of field. Prior to departure aircraft with no radio are required to telephone tower for taxi and take-off instructions. Use runways only unless otherwise authorized by tower. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

OHIO: ✱CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) ILS glide slope shut down until approx Sept 20 - consturction in immediate area. (6-21). Lndg minimums utilizing ILS for rnwy 5R will be 400-1 durg const on rnwy 5L-23R. (8-16) VHF/DF cmsnd. Freqs: 118.1, 118.5, 119.9, 121.5, 122.5, 126.18 mcs. Coverage 50°-180° 2500'; 180°-50°, 3000' at 40 mi. (8-26) FLD: 2-way rdo capable of communicating with Cleveland Tower in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main term. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L and 5R-23L. Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads T. Rnwy 5L-23R clsd for const until about Sept 17. Rnwy 9L-27R clsd for W lndgs only. Rnwy 18L-36R clsd for maintenance until about Sept 17. Cranes with 25' booms operg 600' E of apch end rnwy 27R during daylgt hrs, booms lowered and equip. lgtd at ngt. Open ditch 600' E of apch end rnwy 27R with 25' piles dirt E side lgtd at ngt. (8-16) On or about Sept 13, combination 1650' flash-blaze and left lane 1500' neon apch lgtg systems serving rnwy 5L will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline configuration A lgtg system will be cmsnd. (8-19)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintanin 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc on E taxi strip between hangars 1 and 4. 2900' hi-intensity centerline apch lgtg system configuration "A" serving rnwy 27 cmsnd. (8-23)

✱DAYTON-RADIO: Aug 29, VOR/DME cmsnd. Freq: 115.0 mc. Ident: DAY. Lctd: lat 40-00-59, long 84-23-50. Monitor. category (I). Mag variation: 0°. Elev: 990' MSL. Voice and monitoring from Dayton ATCS. Class: BVOR. Concurrently, existing Dayton fac decmsnd.

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)

✱ELYRIA-RADIO: Aug 30, H fac will be decmsnd. (8-15)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

**FREMONT-SLAGER ARPK: Lngst rnwy 1600'. Highway N. (11-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. cagegory temp changed to (3).(5-10)

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red Arwy 19. Nearly continuous AA firing June 17 thru Sept. 30, 1957, Mon-Fri xcpt holidays 0800-1630EST. (6-18)

**LEBANON-J & J ARPT: New arpt; type P; lat: 39-27, long. 84-15; lctn 3 NW;RR SW; elev 880'; 1 rnwy 2100' (N/S) turf; 80 oct fuel. Remarks - S blkd. Right tfc N. (11-18) N end N/S strip being extended. Graded areas soft when wet. (8-8)

**LORAIN-SKY PORT: Closed. (8-7)

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces.(3-15) All fld lgts and bcn inoperative. Fld clsd between sunset-sunrise. (8-14)

**MEDINA ARPT: Formerly carried as Pritchard. (10-29)

MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54 long. 84-26-52. Class: MHW (6-6)

OHIO: **MINGO JUNCTION-GRANTONIC ARPT: ABANDONED. (4-4)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard-surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (7-16)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off,autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

✱SIDNEY-RADIO: Aug 29, VOR cmsnd. Freq: 108.2 mc. Ident: SIE. Lctd lat 40-17-15, long. 84-02-35. Monitor. category (I). Mag var.: 1°W. Elev: 1080' MSL. Voice and monitoring from DAY ATCS. Class: BVOR. Out of tolerance beyond 35 n mi 90°-100° at MOCA. (8-29)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

STADIUM-RADIO: About Oct 24, MHW fac will be cmsnd. Freq: 219 kcs. Ident: SUM. Lctd lat 41-29-29, long. 81-43-33. (8-16)

★TIVERTON-RADIO: Aug 28, VOR cmsnd. Freq: 110.2 mcs. Ident: TVT. Monitor. category (3). Lctd lat 40-27-30, long. 82-07-42. Mag. var.: 3°W. Elev: 1330'. Class: VORW.

TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not ind short of threshold lgts. Usable rnwy 4940'. (3-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE -flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600';344°-010°, 35 n mi at 2400'.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500' (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) About Sept. 9, T/R 125.5 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE ARPT: Caution - const 1500' S of tetrahedron. (5-14).

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

**ARDMORE-LAKE MURRAY STATE PARK ARPT: Inactive. (8-21)

**ARNETT ARPT: Inactive. (8-21)

**ATOKA ARPT: Inactive. (8-21)

BEAVER CITY ARPT: Clsd due men & equip. on fld and rnwys unsafe. (7-10)

**BOISE CITY ARPT: Inactive. (8-21)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

**GROVE-HICKORY CREEK ARPT: Inactive. (8-21)

GUYMON ARPT: N/S rnwy open. Caution - equip on fld. (6-14)

**GUYMON-STRAIGHT STATION ARPT: Inactive. (8-21)

**HARTSHORNE-CROSS-TI ARPT: Inactive. (8-21)

**HASKELL-HOWERTON ARPT: Inactive. (8-21)

**HOMINY ARPT: Inactive. (8-21)

**HOOKER-GUSTIN ARPT: Inactive. (8-21)

**LAMONT-WHITE BROS. ARPT: Inactive. (8-21)

**LEEDEY-EAGLE ARPT: Inactive. (8-21)

**MANGUM-PONDER ARPT: Inactive. (8-21)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

OKLAHOMA: MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (5-16)
Bcn inoperative. (7-2)
**NEWKIRK-SKYPARK: Inactive. (8-21)
**NORMAN-NOBLE ARPT: Inactive. (8-21)
NORMAN-WESTHEIMER ARPT: NE/SW rnwy clsd until about Nov. 15. (8-5)
**NOWATA ARPT: Inactive. (8-21)
**OKLAHOMA CITY-WILEY POST ARPT: Inactive. (8-21)
**OKMULGEE ARPT: Rnwy lgts perm discontinued. (6-24)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
**POTEAU ARPT: Inactive. (8-21)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
**SULPHUR ARPT: Inactive. (8-21)
**TALIHINA-DRESSER ARPT: Inactive. (8-21)
TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20)
TULSA-ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Sunsdrag racing. Racing held up while acft in tfc pat. (9-25)
**TULSA-WESTERN VILLAGE ARPT: New arpt. Type" "P". lat 36-09, long. 95-50; lctd 6.5 mi E; elev: 675'; 1 rnwy 1680' x 200'; unicom; fuel: 80-87 oct; rgt tfc N. (12-11)
**VALIANT ARPT: Inactive. (8-21)
**VICI ARPT: Inactive. (8-21)
**WAGONER ARPT: Inactive. (8-21)
**WOODWARD-FERGUSON RANCH ARPT: Inactive. (8-21)
OREGON: AURORA FLIGHT STRIP: Caution - drag races will be conducted on the following dates: September 15, 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Oct 1 for new const 1500' extension. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (8-26)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri. 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
**KLAMATH FALLS-KINGSLEY FLD: Formerly carried as KLAMATH FALLS. (6-12)
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right . tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
**NEWPORT ARPT: No rnwy lgtg avail. Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (7-26)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. About Sept. 9, VOR will be shut down until approx Oct 5 - modernization. Durg shutdown the MEA on V27 between Crescent City and Newport is 13,000'; the MEA on V121 between North Bend and Eugene is 9000'. North Bend Int. (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable.. (8-19)
PENDLETON ARPT: 108' test twr-lgtd and painted - erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)
PORTLAND-INTNL ARPT-TOWER: About Sept. 9, 119.9 mc will be chgd to 119.2 mc. FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)
OREGON: PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. About Sept. 9, VOR will be shut down until approx Oct 14 - modernization. Durg this time Arwy V25 Klamath Falls-The Dalles will be unusable for IFR opern. (8-3)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in the signal shadow areas due to terrain.
SALEM-McNARY-ARPT: Extreme caution when using unpaved areas. Equip. on fld.
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev: 4475'. 1 rnwy 3200' gravel; remarks - Ctn - fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. About Sept. 16, LF rng will be shut down for approx five days - modification. Course will be unreliable and fac to be used for homing only 1900-0800 daily. (8-28)
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19)
**BATH, BCN SITE 65, MDW-LGA: Resumed opern - operd by Penn State. (8-19)
**BERWICK-CENTRE ARPT: Closed. (7-19)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri., 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49.
**CLIFFORD-CARBONDALE-CLIFFORD ARPT: Closed. (7-19)
**CONNEAUT LAKE-ARPT: Reinstated. Type: L; lat 41-35, long. 80-20; lctd: 2 mi SW. elev: 1250'; 2 rnwys; lngst rnwy & facs: 18-(S3); remarks: SE blkd. (6-6)
**ELIZABETHTOWN, BCN SITE 33, CMH-PHL: Resumed opern - operd by Penn State.
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of term inal bldg. Perimeter of const area flagged, lgtd. (10-3)
FITZGERALD-RADIO: About Sept. 16, VOR will be shut down until approx Oct 6 - modification and freq change from 117.0 mc to 108.2 mc. (8-5)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
**GETTYSBURG-DOERSOM'S ARPT: Reinstated. Type: "L"; lat 39-50, long. 77-16; lctd 2 mi NW; elev: 590'; 2 rnwys; lngst rnwy & fac: 30-S5; F2 fuel; remarks: Rgt tfc rnwy 5.
HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: VOR airborne rcvr check point unusable. Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
✈HAZLETON-RADIO: Aug 29, privately owned H fac cmsnd. Freq: 212 kc. Ident: HZL. Lctd lat 40-58-49, long. 75-53-41. Bear. & dist to fld: 285°, 4.5 n mi. Var: 9°W. Class: MH.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
**INTERCOURSE, BCN SITE 36, CMH-PHL: Resumed opern - operd by Penn State. (8-19)
**KARTHUS-PINE FLEN ARPT: Closed. (7-19)
LANCASTER-GARDEN SPOT ARPT: NW/SE rnwy closed until further notice due to const of paved strip NW/SE. E/W strip of about 1800' available while construction in progress. Closed to transient tfc Sept. 20, 21. (8-8)

PENNSYLVANIA: **LINESVILLE-MERRY'S PYMATUNING ARPT: Closed. (7-19)
MONTGOMERY ARPT: NW/SE rnwy closed. (5-13)
**NEW KINGSTOWN-TAYLOR ARPT: Rnwy 2-20 perm clsd. (6-28)
PHILADELPHIA AREA-SPECIAL NOTICE: All acft avoid flying over Playhouse and Robin Hood Dell in Fairmount Park Section 7 mi NNE of Intnl Arpt between hours 1330-2200 until Sept. 15 - music festivals. (6-18)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICES: (1) Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the approach. Acft wishing to make transition after the final vector or aborting apch must recieve Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed approach procedure for this field. (10-24) (2) Jet penetration JA-JAL-320 ADF via Newcastle OM suspended due shutdown Philadelphia Radar. Jet tfc operg on IFR flight plans lndg this airport proceed from Newcastle OM to arpt under VFR conditions or land Newcastle Arpt. (7-1)
PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway btwn rnwys 4 and 35 on river's edge-flagged days, lgtd ngts. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line W of apch end rnwy 10. (7-12) 140' boom 1000' W apch end rnwy 10 flagged days, lowered ngts. (8-2) Extensive const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp and rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men and equipment on field daily. (8-9)
**PHILIPSBURG-ALBERT ARPT: Closed. (7-19)
**PILLOW, BCN SITE 9, BAL-BUF: Resumed opern-operd by Penn State. (8-19)
**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30 double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx center line. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. (3-1) About Sept. 16, ILS lclzr and glide slope will be shut down until approx Sept. 21 - modernization.. (8-26) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700'MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. 10-27)
PITTSBURGH-GREATER PITTSBURGH(RIVER)RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)
POTTSTOWN ARPT: Aug 29-Sept.19, arpt bcn inop. (8-31)
PUNSXUTAWNEY ARPT: N/S rnwy clsd-const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)
**QUAKERTOWN, BCN SITE 3, PHL-ABE: Resumed opern-operd by Penn State. (8-19)
**QUAKERSTOWN-GRANTS ARPT: Closed. (7-19)
READING-GENERAL SPAATZ FLD-TOWER: About Sept. 16 ILS lclzr and glide slope will be shut down for approx. five days- modernization. FLD: Due to non-visibility twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
**RICHBORO-WEIR'S ARPT: Closed. (7-19)
SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000';100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

PENNSYLVANIA: STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA.
TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)
TOWER CITY-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 108.2mc. Ident: TWR. Lctd lat 40-33-16, long. 76-35-49. Mag var: 8°W. Elev: 1731'MSL. Monitor. category (3). Class: VORW. (8-26)
TYRONE-RADIO: About Sept. 29, VOR will be cmsnd. Freq: 110.0 mc. Ident: TON. Lctd at lat 40-44-05, long. 78-19-56. Monitoring category (1). Monitored and ctld from Philipsburg, Pa. ATCS. Elev: 2629'MSL. Magnetic var.: 6° 36'W. Class: VORW. (8-27)
**TYRONE-SPEEDWAY ARPT: Closed. (7-19)
WASHINGTON ARPT: Closed due construction.
WILKINSBURG-PITTSBURGH ARPT: Closed-heavy equipment on runway and field. (4-1)
WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12)
YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.
ZELIENOPLE-TASA ARPT: New arpt reported: 40-03N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)
RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution-exten const-turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)
SOUTH CAROLINA: ANDERSON ARPT: Rnwy 5-23 clsd due resurfacing. When working at rnwy intsxns, and at ngt, all rnwys clsd to all operns. Ngt operns and rnwy lgts on req basis only. (8-2)
**BENNETTSVILLE ARPT: Permanently closed. (7-8)
CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR/DME shut down. The following temp flgt opern procedures are estab: MEA V-1 SAV/ to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to GHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int. direct 4000'. V3W SAV to CHS and V-3E CHS to FLO not usable. CAW Int, temp designated AGS 070, CLT 185 ; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int. FLO 183, MYR 236; Lake Moultrie Int. FLO 198, MYR 247; following intersections not usable; Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, Kildare and Azalea. (8-30)
CHARLESTON AFB/MUN ARPT-TOWER: About Oct 1, ILS, MM and LMM will be shut down until approx. Oct 31- relocation. (8-2) FLD: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) On or about Sept 1, rnwy 15-33 will be clsd for approx 60 days for rnwy extension and widening. (8-2)
CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)
FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.
GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)
GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)
GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys. (6-14)
**LAURENS ARPT: Land use changed. (8-23)
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)
NORTH-SPECIAL NOTICE: Until approx. Sept 15, extensive mil acft operg vicinity North AF Aux using F-101, T-33, and B-66 type acft- caution advised. (7-18)
SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)
SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)
EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.
HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

SOUTH DAKOTA: **MARTIN ARPT: New arpt; type P; lat 43-10, long. 101-43; lctd: 0.5 SE; riv S; elev 3293; 1 rnwy (NW/SE) 2400' x 200' turf; unattended. (9-24)

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT: 393' (4173'MSL) twr being erected 8.8 n mi W (280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Apch procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W crs of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 20-2. Height 45' unlgtd. (1-28)

★CHATTANOOGA-RADIO: Aug 29, LFR (341 kc) and the Daisy FM decmsnd. (8-2)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo rcvr capable of rcvg instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a rcvr capable of rcvg instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

**HUMBOLDT-WARMATH FLD: Formerly carried as Humboldt. (11-23)

**JOHNSON CITY-CARSON B. BAKER, SR ARPT: Formerly carried as Johnson City. (1-8)

KNOXVILLE-RADIO: LFR has moderate to severe multiples on N and NE crs. Caution - VOR has occasional momentary crs disturbance in mountainous areas.

**KNOXVILLE-COX SKY RANCH ARPT: Formerly carried as E. Tennessee Sky Ranch.

★KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS inop 0700-1730 week days until approx Sept 29. (7-29) Sept 1, freq 123.9 and 305.4 mc cmsnd for departure ctl. Normal clearance limits will be Rutledge Int, Piedmont Int, Douglas Int, Tallassee Int, Sweetwater Int, Norris Int, and Knoxville VOR. (8-1) About Sept 3, VHF/DF will be shut down until approx Sept 24. (8-19) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

**MEMPHIS-SPECIAL NOTICE: Effective Aug 31, Caution Area "A" (C-520) will be estab. Description: lat 34-34-00, long. 89-12-00; lat 34-17-00, long. 88-34-00; lat 33-40-00, long. 89-40-00; lat 33-47-00, long. 89-47-00; lat 34-22-00, long. 89-31-00. Estab. Altitude 10,000'MSL - 30,000'MSL. Activity Conducted: Intensive training activity (aerobatics, tow targets, camera gunnery). Time of Use: daily, sunrise to usunset. Controlling Agency: NAS Memphis, Tenn. (7-16)

MEMPHIS ARPT: Const in progress - men and equip on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi; 180°-270°, 35 n mi at MEA. Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V16 Smithville Int to CSV VOR via CSV 284°MEA 5000'. V140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V140 McEwen Int to BNA VOR via BNA 266° MEA 3500'. Min hold alt at McEwen 3500'; V140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V140 Hartsville Int to Highway Int via BNA 056° MEA 7000'; V7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

SEWANEE-UNIV. OF THE SOUTH ARPT: Clsd until about Sept 20 for const. (7-31)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ADDISON ARPT: Arpt reported: Type "L"; longest rnwy 2000'; remarks - work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) FLD: Neon apch lgt system removed due const. (6-24)

**ATHENS ARPT: Abandoned - lnd use changed. (3-15)

★AUSTIN-RADIO: Aug 29, H fac cmsnd. Freq: 281 kc, ident: AUS. Lctd at lat 30-22-36, long. 97-40-55. Class: HW. Simultaneously, LFR and Z mrkr perm decmsnd. (8-30)

AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. (4-15) During this period, ILS lndg min rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstn on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green rng lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT-TOWER: Soon ILS will be cmsnd. Lclzr freq 109.5 mc, ident: BUJ. Glide slope freq: 332.7 mc. Apch bear.: 113°. LMM freq: 206 kc. Ident: UJ. LOM freq 236 kc, ident: BU. MM lctd 0.4 mi. OM 4.8 mi from apch end rnwy. FLD: Rnwy 11-29 clsd - const. (9-19) Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring rng and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-RADIO: April 8, VOR shut down. - relctn to lat 32-23-06, long. 101-29-00 and freq change to 114.3 mc. (8-5) During this period, VOR flgts are authorized to use BGS LFR in lieu of BGS VOR. On all arwys MEAs remain as charted. Following intsxn use prescribed bearings from BGS LFR: Rowena Int - 105°; Jack Int - 108°; Sterling Int - 131° King Int - 186°; Johnson Int - 203°; Mustang Int - 266°. (4-5)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**BROOME STRINGER RANCH ARPT: Now private arpt. (6-20)

**BROWNFIELD MUN ARPT: 253' (3729'MSL) lgtd twr erected 11 n mi NW (319°T) at lat 33-18-20, long. 102-19-45. (8-15)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

**COMMERCE-HILLCREST ARPK; Abandoned. (7-23)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21) Soon H fac will be cmsnd. Freq: 341 kc. Ident: DAL. Lctd lat 32-49-07, long. 96-51-30. Simultaneously with cmsng of H fac LFR and Z mrkr will be perm decmsnd. H fac will operate without voice for approx 3 days. (7-19)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation take-off not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead approaches will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to runways 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-off prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compresor starting equip avail.

★FORT WORTH-RADIO-SPECIAL NOTICE: Aug 26, Radar Tfc Ctl Procedures (Arrival and Departure) inaugurated at Carter Fld (Ft Worth Apch Ctl). Radar tfc ctl will be used within the jurisdication of Ft Worth Apch Ctl. Major arpts included are Carter Fld, Hensley Fld, Meacham Fld, and Carswell AFB. Radar Arrival Control: For No. 1 ILS/LOM DF to Carter; No. 1 ILS/LFR to Meacham and GCA to rnwy 17 at Hensley, Feeder fixes will be Haslet MH/Int; Saginaw Int/Ft Worth LFR; Lucas Int, and Grand Prairie MH/Int. For ILS No. 2 and Grand Prairie MH DF apchs to Carter: Stadium/Russell Int apchs to Meacham, and GCA apchs to rnwy 35 at Hensley, Feeder fixes will be Grand Prairie MH; Britton VOR; Lucas Int; Russell/Stadium Int. The Newark MH/Int will be used as feeder fix for all GCA apchs to Carswell AFB. Radar Departure Control: Departing acft from Carter, Hensley, and Meacham arpts shall normally be cleared short of destination to one of the following clearance limits consistent with type of arwy navigation and destination routing: Alvord Int; Princeton Int; Sulphur Springs MH/VOR; Greenville Int; Edgewood Int; Sabine Int; Kaufman Int; Kemp Int; Ennis Int; Lipin Int; Mineral Wells MH/VOR; Clifton Int, Rio Vista Int; Joshua Int; Ft Worth VOR; St Jo Int; and Mill Int. All departure routes depicted on current Dallas-Ft Worth Term Area L/MF departure chart and VOR departing chart. Radio call Arrival Ft Worth Apch Ctl, departures Ft. Worth Departure Ctl. (8-29)

TEXAS: ★FT. WORTH-CARTER FLD-TOWER: Aug 26, radar arrival and departure ctl inaugurated. (8-29) About Sept. 30, trans & rcvr 120.7 mc will be changed to 123.9 mc. FLD: Const on a 2050' rnwy extension on SE end of rnwy 13-31. Hvy equip. and men will be in the area approx 90 days. 500' SE end of rnwy 13-31 will be clsd periodically during daylgt hrs when men and hazards will be properly mrkd. (3-21)

FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Sept. 5, (8-2)

**FT. WORTH-SAGINAW ARPT: 2600' N/S hard-surface strip completed. First 300' rnwy 36 not usable acct p-line not yet removed. (7-13)

**GALVESTON ARPT: 312' twr 5.2 n mi NE (62°T) at lat 29-18-55, long. 94-46-17 has been removed. (8-23)

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr light signals. Ngt lndgs not advisable. (8-13)

HARLINGEN-HARVEY RICHARDS ARPT: 994' (1049' MSL) lgtd twr being erected 5 n mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints. remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. About Sept. 5, Arcola FM lctd on SW corner LFR will be decmsnd. (8-2)

**HOUSTON-BEALINE ARPT: Formerly carried as H & H Guest Ranch. (7-12)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

★HOUSTON INTNL ARPT-TOWER: Aug 21, radar departure control implemented. (8-22) FLD: Tetrahedron replaced by lgtd wind sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for takeoffs to E only; no lndgs.

**HOUSTON-SAM HOUSTON ARPT: Permanently closed. (7-15)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic course displacement.

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)

LONGVIEW-GREGG CO. ARPT-TOWER: About Sept. 1, CAA twr will be cmsnd. Trans: 118.1, 121.9, 257.8, 348.6 mc; rcvg: 118.1, 121.9, 257.8, 348.6, 122.5 mc. Will oper as combined stn/twr. Call: Gregg Co. Twr. Class: C(g). (8-5) FLD: Two 40' lighted antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4)

LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Nov. 1. (8-1) Aug 29, MM and LMM shut down until approx Nov. 1. FLD: N 1000' rnwy 17-35 clsd to all acft until Oct 1, for major const and extension of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more.

LUFKIN-RADIO: DME coverage 017°, 2400', 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi' 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only.

TEXAS: MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26) 165' (300' MSL) lgtd drilling derrick being erected 7.9 n mi W (282°T) at lat 26-12-20, long. 98-22-30.

MIDLAND-RADIO: About Oct 14, VOR will be shut down until approx Oct 28 - modernization.

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)

ODESSA-ECTOR CO. ARPT: Rnwy 7-25 closed. (5-16)

**PALACIOS ARPT: 100' oil derrick NE corner has been dismantled and removed. (8-27)

**PORT ISABEL ARPT: Now Navy facility. (7-24)

ROCKPORT-ARANSAS CO. ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

ROCK SPRINGS-RADIO: About Sept. 4, VOR will be cmsnd. Freq: 109.0 mc. Ident: RSP. Lctd lat 30-00-30, long. 100-18-30. Monitoring category (1). Monitored from Junction. Class: VORW. (8-28)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'.

★SAN ANTONIO INTNL ARPT-TOWER: Aug 19, trans & rcvr 118.1 mc chgd to 123.9 mcs; 118.7 mcs chgd to 124.3 mcs. (8-19)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

**SWEETWATER ARPT: 12' pump being erected 1200' S of NW end and 430' W of centerline of rnwy 13-31, obstn lgtd and painted upon completion. (8-28)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev: 320' MSL. (7-10)

TULIA ARPT: 353' (4022' MSL) lgtd twr being erected 13 n mi NW (325°T) at lat 34-44-00, long. 101-55-13. (8-1)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev: 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300' Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men & equip. on fld 0800-1700C every Fri. (7-31)

WEATHERFORD-GAARE ARPT: Closed until further notice. (7-9)

WINK-RADIO: About Oct 28, VOR will be shut down for modernization. (8-23)

UTAH: BLANDING ARPT: Clsd until about Sept. 19 due construction.

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has light roughness below 13,000'. Aug 21, VOR shut down until approx Sept. 20 - modification. Durg this period the following arwys will be affected: V8 MMM-HVE MEA 16,000'. V8S MMM-HVE unusable. Bryce Canyon compulsory reporting point temp redesignated as MMM 043 mag radial; HVE 225 mag radial; MLF 124 mag radial. (8-20)

**BRYCE CANYON ARPT, 45, LAX-DEN: Aviation fuel no longer available. (8-15)

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°., 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) About Sept. 15, VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. Durg this period the following arwys will be affected. V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (8-16)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 m mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

SALT LAKE CITY MUN #1ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. (4-25)

UTAH: UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40°thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1) June 24, VOR shut down until approx Sept. 6 - modernization. Durg this period the following arwys will be affected: V21 Delta-Salt Lake City MEA 12,000'; V253 Utah Lake-Timpie Int. and V235 Utah Lake-Ft. Bridger unusable. (8-29)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm(tel. CApital3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000';344°-280° below 7600';279°-255° below 9500';255°-175° below 8500';174°-135° below 7500'; 134°-066°below 5000'. (10-16)

BURLINGTON ARPT: Rnwy 1-19 clsd due const. (8-23)

VIRGINIA: BROOKE-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 109.2 mc. Ident: BRV. Lctd lat 38-20-10, long. 77-21-10. Mag var.: 6°W. Elev: 130' MS. Monitor. category (3). Class: VORW. (8-26)

CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd and mrkd with white "X". Rnwy 8-26 limited to acft not over 5 tons. (6-29)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

**EMPORIA ARPT: Re-activated. (8-23)

FREDERICKSBURG-SHANNON ARPT: Rnwy 4-22 clsd to all opern for resurfacing. Rnwy 13-31 open daylgt tfc. Caution advised lndg rnwy 31. Arpt clsd to ngt opern. (8-16)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130-160°, 39 n mi at 3000'. (6-11)

HERDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)

INDEPENDENCE-COX ARPT: Closed until further notice. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT.: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

**NEWPORT NEWS-P. HENRY ARPT: Hi-intensity rnwy lgts on rnwy 6-24 in opern. Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

★ NORFOLK ARPT-TOWER: About Sept. 9, trans & rcvr 123.7 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (7-16) Aug 19, VHF/DF cmsnd. Freqs: 118.1, 118.5, 119.9, 121.1, 121.5, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88, mcs. Coverage 1500' within a 40 mi radius. (8-29)FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010° 26 n mi at 6000'.

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys

VIRGINIA: Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

**RICHLANDS ARPT: Longest rnwy now 1600'. (7-22)

RICHMOND-BYRD FLD: Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only - all other soft. Lndg FEE for multi-eng executive and non-scheduled acft. (7-24)

ROANOKE-WOODRUM FLD-TOWER: About Sept. 9, trans & rcvr 118.3 mc will be changed to 119.3 mc. (8-26) FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways-caution. No 180° turns on rnwys. Lndg FEE for multi-eng acft. Effect. Oct 1,1957, all acft rqrd to have operg 2-way rdo for day and ngt opern. (8-21)

TIMBERVILLE-SHEN-ROCK ARPT: Abandoned. (8-3)

WAVERLY ARPT: Unattended until further notice- no services avail.-land at own risk.

WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt-shale); remarks- telephone line parallel to rnwy 100' to one side. (3-8)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. Aug 1, VOR shut down- modernization. Durg this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C. LFR and TulalipVHFInt will be unusable.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

**MOSES LAKE-LARSON AFB-SPECIAL NOTICE: Effect. Aug. 29, Caution Area C-250 is rescinded. (7-16)

MT. CATHERINE, BCN SITE 4, SEA-HLN: Inop due power cable trouble. (10-26)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, 1958, const in progress- use rnwys and taxiways only.

★ SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvg freqs 120.7, 125.3 301.4, 307.9 mc cmsnd at Portland, Oreg. peripheral site. (8-23)

SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22) Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 27 mi except V2, V2S, V4, V4S, and G2 are unreliable MEA beyond 30 mi. (7-3)

WASHINGTON: SEATTLE-TACOMA ARPT: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1) N 1000' rnwy 16-34 clsd for extension and grading. (7-8) Rnwy 2-20 clsd for resurfacing. (7-23)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy. Equip. on field.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period-relctn & rnwy extension. June 24, ILS LOM and LMM shut down-relctn. (7-3) FLD: Rnwy 16-34 clsd for const. (7-8) Interim taxiway to apch end rnwy 25 clsd to 4-eng acft. (7-16)

**TACOMA-BARRY'S SKYHARBOR ARPT: Closed. (8-8)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 121-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks- trees E. (8-29)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. Soon, VOR will be shut down until approx Sept. 9 - modernization. (8-15)

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution-const of new taxi strip and parking area. (8-8)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'. (6-14)

**CHARLESTON-HILLTOP ARPT: Formerly carried as Bollinger. (3-26)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) About Sept. 9, trans & rcvr 125.9 mc will be cmsnd and trans & rcvr 120.7 mc will be decmsnd. (8-6) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120° 165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800', 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (8-2)

**FRANKLIN-SPONAUGLE ARPT: Formerly carried as Keller. (11-19)

HUNTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

PARKERSBURG-WOOD CO. ARPT: Caution-dip midway rnwy 16-34 covering full width of rnwy.

WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution-extension soft following rainy periods. Ctc Greenbrier Unicom for information. (7-15)

WISCONSIN: BELOIT-PRAIRIE ARPT: Four 186'(956'MSL) lgtd twrs being erected on a N-S plane 6.2 n mi S(189°T) at lat 42-27-34, long. 89-01-43. (8-12)

**KENOSHA ARPT: Permanently closed. (8-12)

LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (6-13)

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys, 22, 26, 31. E taxiway N of admin bldg perm closed to all acft over 10,000 lbs. Sod unsafe. 253'(1238'MSL) lgtd twr will be erected 4 n mi NE(57°T) at lat 43-11-00, long. 89-15-13. (7-29)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500' MSL at 40 n mi all azimuths. (6-7) ILS glide slope rough but flyable from 1125'MSL to end of rnwy. (8-20) FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwys 13-31 & 7L-25R clsd to jet acft.

OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld-use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 316'(1350'MSL) lgtd twr being erected 4.8 n mi NNE(31°T) at lat 43-14-25, long. 88-39-49. (7-29)

WEST BEND-SKY RANCH ARPT: 184'(1217'MSL) lgtd twr being erected 3.2 n mi E(107°T) at lat 43-27-18, long. 88-15-08. (7-29)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD:

** Two 200' fences SW end of ramp not obstn lgtd. (11-16) Rnwy 3-21 extended 1000' each end 150' wide. Extensions not lgtd. 4 portal lgts each side each extension 1000' from rnwy ends. (8-1)

GILLETTE ARPT: 50-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

**NEWCASTLE-MONDELL ARPT: Clsd to all acft over 12,500 lbs. Caution-men and equip. working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. About Sept. 15, VOR will be shut down until approx Jan 15, 1958 -conversion to a VORTAC fac. During this period the following arwys will be unusable: V-6 & V-6N between FBR and CKW; V-4 between MLD and RKS; V-4 and V 4N between RKS and CKW.

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy-area mrkd by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx. 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution-1800' S end N/S rnwy clsd-const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept. 30. (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgr operns proceed with caution-ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

SHREVEPORT, LA - GREATER SHREVEPORT ARPT, ILS Procedure Number 1, Effect. 28 Sept 57: Missed Approach should read "Course 135" instead of "R-135".

LOUISVILLE, KY-STANDIFORD ARPT, ILS Procedure No. 1, Amdt. 16, Effect. 28 Sept 57: "Minimum Altitude at glide slope intsxn inbnd, 2000' ILS," should read "Minimum Altitude at glide slope intsxn inbnd, 2100' ILS".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
		within		Precision approach			
All directions	Radar site	25 mi	2500	S-dn-4	200-½	200-½	200-½
E of NE-SW crs of LGA-LFR	radar site	15 mi	1500	C-dn-all	400-1	500-1	500-1½
				A-dn-4	600-2	600-2	600-2
				A-dn-all	800-2	800-2	800-2
				T-dn	300-1	300-1	200-½

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 500' on heading of 043 make a climbing right turn to 1500' on 130° intersecting SW crs Mitchel LFR and proceed to the Long Beach Int. Contact Idlewild approach control for further instructions.
CAUTION: Ceiling minimums do not provide standard clearance over 278' stack 1.7 mi SSE of Runway 4R and 165' airport control tower.

Major change - Deletes surveillance approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N Y	International 12'	Idlewild Radar	1, Amdt 8 12 Oct 57	7 23 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Lake Charles VOR	LCH RBn	Direct	1300	T-dn	300-1	300-1	200-½
Radar vectoring position	LCH RBn (Final)	352-5.0	800	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude 1500' within 25 mi. Radar may be used to position aircraft for final approach within 5 miles of LCH RBn with the elimination of a procedure turn.

Procedure turn S crs, 172 Outbnd, 352 Inbnd, 1300' within 10 mi. Beyond 10 mi. NA.
Minimum altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 003-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, climb to 1500' on crs of 340° within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Lake Charles,La	Lake Charles AFB 19'	MH LCH	2,Amdt 1, 12 Oct 57	LFR Spec.Proc.No.2,28 Sept 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Russell Int	Rockwood FM (Final)	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
→ Int 246° crs DAL-RBn & → S crs ILS	Rockwood FM (Final)	direct	1500	S-dn-35*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*660 FPM descent required at 110K

Procedure turn W side S crs, 174 Outbnd, 354 Inbnd, 2000 within 10 mi. Rockwood FMW.
#Procedure turn non-standard due obstruction
No Glide Slope. Final approach altitude and distance 1500 at Rockwood FM, 2.3 mi to appr end of rny 35.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi of Rockwood FM, climb to 2000 on N crs ILS within 20 mi
NOTE: Take-off on Runways 9-27 and 13-31 NA with less than 300-1.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo and ferry flights.
CAUTION: Tank 864' MSL located 1.3 mi W of crs between Rockwood FM & airport. TV Tower 1743' MSL located 4.8 mi E of S crs ILS.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Ft. Worth,Tex	Meacham 692'	ILS IFTW	ILS-35, Amdt 6, 5 Sept 57	5, 10 Oct 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Loveland FM (Final)	CIN-LFR	224-7.7	1600	T-d	400-1	400-1	400-1
Mt Orab FM	CIN-LFR	296-22	2100	T-n	600-1	600-1	600-1
				C-d	800-1	800-1½	800-1½
				C-n	800-1½	800-1½	800-1½
				S-24-d	800-1	800-1	800-1
				S-24-n	800-1½	800-1½	800-1½
				A-dn			

Procedure turn E side NE crs, 044 Outbnd, 224 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 227-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi after passing the Cincinnati LFR or if landing not accomplished, make a left climbing turn, climb to 2300' on the SE crs within 10 mi.
→ AIR CARRIER NOTE: Air carrier hours of operations - 6:00 a.m. through 9:00 p.m. (7 days a week)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Cincinnati,Ohio	Lunken 488'	SBRAZ CIN	1, Amdt 3, 5 Oct 57	2, 7 Jun 56

→ ACT-VOR	ACT-LFR	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				*S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

* 710 FPM descent required at 110K.

Procedure turn E side S crs, 189 Outbnd, 009 Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 010-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.3 mi, climb to 2000' on N crs within 20 mi or, when directed by ATC, turn left, climb to 2000' on NW crs
→ within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Waco, Tex	Municipal 515'	SBRAZ ACT	1, Amdt 9, 5 Oct 57	8, 7 Jan 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
HSV-VOR	Ballard Int* (Final) %	Direct	2200	T-dn	300-1	300-1	300-1
Ballard Int.*	Chemical Int.# (Final)	Direct	1700	C-d	400-1	500-1	500-1½
				C-n	600-2	600-2	600-2
				A-dn	NA	NA	NA

→ %If Ballard Int not received, descent below 2200' NA.
*Ballard Int.: Int. HSV-VOR R-238 & HUA-VOR R-351.
#Chemical Int: Int. HSV-VOR R-238 & HUA-VOR R-275.
(HUA-VOR is on Redstone AAF)

Procedure turn N side of crs 058 Outbnd, 238 Inbnd, 3000' within 10 mi
Minimum altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 238-17.9
Minimum altitude over Ballard Int on final approach crs, 2200'
Crs and distance, Ballard Int to airport, 238-14.2
Minimum altitude over Chemical Int, 1700'
Crs and distance, Chemical Int to airport, 238-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 17.9 mi of HSV-VOR, turn left and return to HSV-VOR on R-238 at 3000'.
NOTE: No weather reporting facilities available.
Air carrier use not authorized.

★Decatur, Ala — Airport Name & Elev.: Pryor Fld 591' — Fac. Class & Ident: VOR HSV — Procedure No. & Eff. Date: 1, Amdt 1, 5 Oct 57 — Sup. Amdt. No. Dated: Orig, 17 Aug 57

LCH RBn	LCH VOR	Direct	1300	T-dn	300-1	300-1	200-½
Radar vectoring position	LCH VOR (Final)	326-5.0	700	C-dn	500-1	500-1	500-1½
				S-dn-33	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar Terminal Area transition altitude 1500' within 25 miles. Radar may be used to position aircraft for a final approach, within 5 miles of LCH VOR, with the elimination of a procedure turn.

Procedure turn E side crs, 146 Outbnd, 326 Inbnd, 1300' within 10 miles. Beyond 10 miles NA.
Minimum altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 326-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 mi, climb to 1500' on R-326 within 20 miles, or when directed by ATC, turn right, climb to 1500'
● on R-015 within 20 miles.

★Lake Charles,La — Airport Name & Elev.: Lake Charles AFB 19' — Fac. Class & Ident.: BVOR LCH — Procedure No. & Eff. Date: 1,Amdt 2, 12 Oct 57 — Sup. Amdt. No. Dated: Spec.Proc.,Amdt 1,28 Sept 57

Downey FM/HW	LAX OM (Final)	Direct	1500	T-dn	300-1	300-1	200-½
Los Angeles RBn	LAX-VOR	Direct	1500	C-dn	500-1	600-1	600-1½
Hollywood FM	LAX-VOR	Direct	3000	S-dn-25L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach course authorized.

→ Procedure turn S side of crs, 069 Outbnd, 259 Inbnd, 2000' within 15 miles. E of Downey FM/RBn NA. (Nonstandard due to terrain.)
Minimum altitude over LAX OM on final approach crs, 1500'*
*Descend to landing minimums after passing LAX OM.
Crs and distance, LAX OM to Runway 25L, 249-5.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.2 miles of LAX OM, climb to 2000' on LAX R-249 within 20 miles.

★Los Angeles,Calif — Airport Name & Elev.: International 126' — Fac. Class & Ident.: BVOR LAX — Procedure No. & Eff. Date: 2, Amdt 1, 5 Oct 57 — Sup. Amdt. No. Dated: Orig, 29 Aug 57

Waco LFR	ACT-VOR	direct	1900	T-dn	300-1	300-1	200-½
10 mi fix* on R-321	ACT-VOR (Final)	direct	1400	C-dn	400-1	500-1	500-1½
10 mi orbit from R-027 W	R-321		1900	S-dn-14	400-1	400-1	400-1
→ Brazos Int	ACT-VOR (Final)	direct	1400	A-dn	800-2	800-2	800-2

*DME fix.

Procedure turn W side of crs, 321 Outbnd, 141 Inbnd, 1900 within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 141-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.0 miles, climb to 2000' on R-136 within 20 miles or, when directed by ATC, turn right, climb to 2000'
→ on R-187 within 20 miles, or turn right, climb to 2000' and return to ACT-VOR, or turn right, climb to 2000' on
→ R-321 and proceed to Brazos Int.

★Waco,Texas — Airport Name & Elev.: Municipal 515' — Fac. Class & Ident.: BVOR ACT — Procedure No. & Eff. Date: 1, Amdt 4, 5 Oct 57 — Sup. Amdt. No. Dated: 3, 9 Jun 56

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
12 Mi orbit from R-187 E	R-141		2000	T-dn	300-1	300-1	200-½
12 mi fix* R-141	7 mi fix* R-141 (Final)	direct	1500	C-dn#	400-1	500-1	500-1½
7 mi fix* R-141	4 mi fix* R-141 (Final to rny32)	direct	900#	S-dn-32#@	400-1	400-1	400-1
				A-dn#	800-2	800-2	800-2

#Landing ceiling minimums without DME are 1000' (1500 m.s.l.)
@ 570 F.P.M. descent required at 105 K

Procedure turn E side of crs, 141 Outbnd, 321 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500 over 7 mi fix* R-141, if no DME, 1500 over VOR#
Crs and distance, facility to airport, 141-4 VOR to SE end rny 32 (4 mi fix*), 321 3 mi from 7 mi fix* to rny 32 (4 mi fix*)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ at 4 mi fix*, climb to 2300' on R-306 within 20 mi. No DME: within 0 mi, (over VOR)# climb to 2300' on R-306
→ within 20 mi, or when directed by ATC, climb to 2000' on R-321, turn left and return to ACT VOR.
*DME fix

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Waco, Tex	Municipal 515'	BVOR ACT	2, Amdt 2, 5 Oct 57	1, 9 Jun 56

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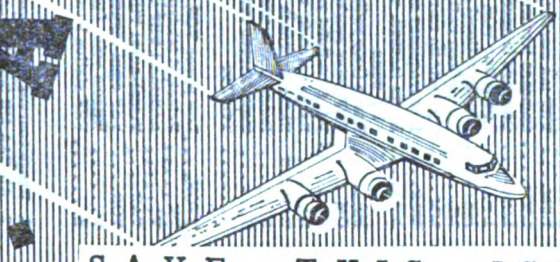
SPECIAL NOTICE
On Top IFR Operations
See page 71

SPECIAL NOTICE
New York ARTC Center
Preferential Routes p.93

AIRMAN'S GUIDE



SAVE THIS ISSUE
(Replaces Vol. 12 #8, dated 6/25/57)

SPECIAL NOTICE
Aeronautical Chart
Correction p. 74

SPECIAL NOTICE
New Unicom Frequency:
123.0 mc. See page 68

How to use this Guide - page 68

Radio Facility Data - page 2
Directory of Airports - page 28
Notices to Airmen - page 68

VOL. 12, NO. 14 **SEPTEMBER 17, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	J	JIG	S	SUGAR
B	BAKER	K	KING	T	TARE
C	CHARLIE	L	LOVE	U	UNCLE
D	DOG	M	MIKE	V	VICTOR
E	EASY	N	NAN	W	WILLIAM
F	FOX	O	OBOE	X	XRAY
G	GEORGE	P	PETER	Y	YOKE
H	HOW	Q	QUEEN	Z	ZEBRA
I	ITEM	R	ROGER		

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	J	JULIETT	S	SIERRA
B	BRAVO	K	KILO	T	TANGO
C	CHARLIE	L	LIMA	U	UNIFORM
D	DELTA	M	MIKE	V	VICTOR
E	ECHO	N	NOVEMBER	W	WHISKEY
F	FOXTROT	O	OSCAR	X	XRAY
G	GOLF	P	PAPA	Y	YANKEE
H	HOTEL	Q	QUEBEC	Z	ZULU
I	INDIA	R	ROMEO		

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
■ Information deleted.
New facility has been added to tabulation and listed on page 27 until placed in proper sequence.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR. . . . Air Route Surveillance Radar
B. . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C. . . . . Control Tower, CAA
CI. . . . . Control Tower, (City, County, Private, etc.)
D. . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . . VHF middle marker
MOR. . . . Low frequency omni-directional range
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control.
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype

TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 45 cents.

RADAR AVAILABLE: How and Where

(17 September 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment) ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON), page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See Page 4.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc, 122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.5, 120.7, 126.18, 257.8, 119.1, 348.6, 243.0, 271.2, 290.8, 383.2, 343.6	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR-PAR	Runway 4R. Arrival & Departure Control
Buffalo Arpt., N.Y.	278, 260; 103, 1198, 1237, 12618.12 65, 2430, 2578, 3198	ASR	
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.7, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.9, 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival & Departure Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8, 312.6	ASR	Arrival & Departure Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18 243.0, 257.8	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 116.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 123.9	ASR	Arrival & Departure Control
Long Beach, Calif	238, 242; 110.3, 119.5, 121.9, 123.8, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	
Los Angeles Intnl Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6, 250.2, 269.0	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Runway 4. Arrival & Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR-PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7, 243.0, 257.8, 274.3, 338.2	ASR-PAR	Rnwy 4. Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9 120.7, 122.2, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt.,	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2 284.6, 290.3, 305.4	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	227, 278; 109.5, 118.5, 119.1, 120.9, 126.18, 243.0 290.3, 284.6	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 119.4, 126.5 134.64, 257.8, 291.6, 269.0, 311.8	ASR	Rnwy 36 Arrival & Departure Control ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

(17 September 1957)

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9;120.7, 121.5, 124.3, 125.5; 132.3;137.88;243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Phillip Billard Arpt & Forbes AFB. Does not gd 3023.5 kc.
Wichita-McConnell AFB, Kans.	332;113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd. Does not gd 3023.5 kc.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 120.7, 121.5, 126.18, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4(on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8,		IFF operg. but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 126.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 275.8, 335.8, 298.9	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3, 21 & 34 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8 mc.	ASR-PAR	Runway 34. Arrival & Departure Control ASR apchs available to rnwys 16 & 34.
Dayton-Wright Patterson AFB, Ohio	379;118.4, 121.5, 126.18, 134.1, 136.8, 139.32, 139.88, 142.02, 151.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR-PAR	Gds 122.7 mc. Arrival & Departure Control. ASR apchs not avail. IFF operg but not cmsnd.

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous weather by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
"STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.
(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.
(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:
(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)
(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).
(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).
(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).
(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE -SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

RADAR BEACONS - (continued from page 3)

ATCRBs - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Example: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic area will comply with (3) above. Aircraft entering the domestic control area will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control center.

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	140	0.67	359 OB	4.5	371 MQ	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi. [redacted]
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FQ	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	EC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	[redacted]
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	[redacted]
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-restricted
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.65		4.5	304 TOP	LOM is MEW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	147	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	[redacted]
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	102	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted - Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	339	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Simultaneous service from localizer)
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	222	0.64		5.5		(and glide slope not available.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock (L5)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	48	0.71	201 DU	4.43	224 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	47	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	117	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	25	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Beaumont-Jefferson Co.	109.5	BUJ	332.6	113	0.4	206 UJ	4.8	236 BU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	212 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	358	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice; BC - Back course BC-restricted = Not suitable for approaches

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;121.5,126.7,243.0, 122.2;212;255.4	(3),#	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;126.7,122.2,255.4, 121.5,243.0	(3),#	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7,126.18,121.5,348.6, 257.8,243.0,119.9,305.4,385.6	(2),#	
Dothan	SBRAZ-DTV	DHN	368;V;121.5,126.7, 122.2,243.0,255.4	(3),#	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;121.5,126.7, 243.0 122.2;382,255.4	(3),#	
(1)Huntsville	BVOR	HSV	112.3;V;121.5,126.7,243.0,255.4,122.2	(3),#	
" Arpt	C(g)		278;119.7,121.5,125.3, 257.8,348.6	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;126.7,122.2,255.4, 121.5,243.0	(3), #	
" Bates	AC(g)		385;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;126.7,255.4,243.0, 122.2;317,121.5	(3),#	DME
" Dannelly	AC(g)		302;119.5,126.18,121.5, 257.8,137.88,348.6,243.0	(2),#	
"Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;121.5,126.7, 255.4 122.2,243.0	(3),#	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
Selma (A)	MHW	SYC	296		
Tuscaloosa	BMH-DTV	TCL	206;V;121.5,126.7,255.4, 122.2, 243.0,	(3),#	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;121.5,122.2, 126.7,243.0,255.4;379	(3),#	
Ft. Hauchuca (A)	HW	FHU	410		(army)
Gila Bend	SBRAZ-DTV	GBN	257;V;121.5,126.7,122.2, 243.0,255.4	(3),#	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3) Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219	Clsd sunset Mon-Fri durg VFR	
Phoenix	SBMRAZ-DTV	PHX	326;V;122.2,126.7, 243.0,255.4	(3),#	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,118.1	(2),#	
Prescott	SBRAZ-DTV	PRC	347;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3) San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;126.7,255.4, 122.2,243.0	(3),#	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3,121.5,243.0,257.8,348.6	(2),#	
(3)Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;121.5,122.2,126.7, 255.4,243.0	(3),#	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;121.5,126.7,122.2, 243.0,255.4	(3),#	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" (A)	MH	VNT	344		
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;126.7,121.5,122.2, 255.4,243.0	(3),#	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;121.5,122.2,243.0, 126.7;206;255.4	(3),#	
(1)Flippin	BVOR DTVBJ	FLP	115.1;V;121.5,122.2,126.7, 243.0,255.4;212	(3),#	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3,121.5,126.18,257.8,243.0,348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;126.7,122.2,243.0, 255.4	(3),#	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18,118.7,121.5, 257.8,385.6,348.6,119.5	(2),#	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A
Texarkana	SBRAZ-DTV	TXK	329;V;121.5,126.7,122.2, 243.0,255.4	(3),#	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;121.5,126.7,255.4,243.0 122.2	(3),#	DME
CALIFORNIA					
(1)Agnew Oakland ATCS	BVOR	AGW	117.6		DME
Arcata	SBMRLZ-DTV	ACV	209;V;121.5,126.7,122.2, 243.0,255.4	(3),#	4 A 94 N 184 A 274 N
Bakersfield	SBMRAZ-DTV	BFL	239;V;121.5,255.4,243.0, 126.7	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9,121.5,126.18, 257.8,243.0	(2),#	(0500-2100)
Blythe	SBMRAZ-DTV	BLH	251;V;121.5,126.7,122.2, 255.4,243.0	(3),#	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;126.7,122.2,243.0, 255.4,121.5	(3),#	8 A 98 N 188 A 278 N
" Lockheed Air Terminal	AC(g)		260;126.18, 118.7, 121.5, 120.9,243.0,257.8,360.6	3023.5;122.7,#	
Calistoga (A)	MH	CST	206		13 A 96 N 184 A 297 N
Camarillo	*SRAWZ	CAV	359		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18,121.5,275.8,243.0 (137.88,236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;121.5,122.2,243.0, 126.7,255.4;272	(3),#	
Daggett	SBRAZ-DTV	DAG	365;V;121.5,126.7, 255.4, 122.2, 243.0	(3),#	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 165 N 248 A 345 N
(1)El Centro "	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;121.5,137.88	(1),#	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224:V:121.5,255.4,243.0, 122.2,126.7	(3),#	61 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;121.5,126.7, 122.2,255.4	(3),#	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;121.5,122.2,126.7, 255.4	(3),#	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7,126.18,243.0, 257.8,348.6	(2),#	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7,126.18,257.8	(2),126.18	07-1530 Mon-Fr
Hawthorne	CI(g)		400;126.18,121.3	(2),#	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;126.7,122.2, 243.0,255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5,121.5,126.18, 243.0,257.8,379.1,348.6,120.5	3023.5,122.6,#	120.5
" Los Angeles	VHF/DF SBH-DTXV	LAX	118.5,119.3,119.5,119.9,121.1,121.5,122.5,126.18,132.0 332;V;126.7,122.2, 243.0,255.4	(3),#	
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1,119.3,1189, 121.1, 250.2,121.5,126.18,243.0, 257.8,291.6,348.6,269.0,307.0	(1),#,122.7	
"	Center		120.3,1199,124.1,124.5,3014,243.0,311.8,353.9,318.2,340.6,125.1,125.9		
"	VHF/DF		Gds: 1199,1203,1215,122.1,1245,1251,1259,1268,1320,1359 323.2		
Marysville	TVBJ		305;V;121.5,126.7,122.2,243.0,255.4	(3),#	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
" Stockton	VORW	MER	114.2		
(1)Modesto ATCS-	BVOR	MOD	116.6		
Montague	BH-DTV	SIY	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
Mountain View, Moffett NAS	SMRLZ	NUQ	379;121.5,126.18,233.8, 142.74,243.0	(1),#	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;121.5,122.2, 126.7,255.4,243.0	(3),#	78 N 168 A 258 N 348 N
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N
Oakland	SBRAZ-DTXV	OAK	362;V;126.7,122.2,243.0, 255.4	(3),#	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.3,243.0,118.1, 126.18,140.22,257.8,269.2 121.5,120.7,305.4,348.6,250.4,274.3	(2),#	
"	Center		118.9,119.7,120.3,124.3,124.9,243.0,301.4,317.5,326.2,355.6,355.8		
"	UHF/DF			225-400	
"	VHF/DF				
Oceanside	HW	OCN	Gds:118.1,118.3,119.1,119.3,120.3,120.7,121.5,122.1,122.5,126.8, 323		/126.7,1359
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
" Intnl	AC(g)		215,120.7,126.18,257.8,121.5,243.0,348.6	(2),#	
Oxnard AFB	MH	OAF	219		
Palmdale	SBMRAZ-DTV	PMD	317;V;121.5,122.2,126.7, 255.4,243.0	(3),#	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
"Los Angeles County	C(g)		281;126.18,120.5,243.0, 257.8,348.6	(2),#	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;121.5,122.2, 126.7,255.4;278;243.0	(3),#	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;121.5,126.18,142.74,243.0,250.6	3023.5;233.8,#	
(1)Point Reyes	VORW	PYE	113.7		DME
RedBluff	SBRAZ-DTV	RBL	338;V;121.5,126.7,122.2, 255.4,243.0	(3),#	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			121.5,122.1, 126.7,135.9	
Riverside ATCS-Ontario	SBMRAZ-DTV	RIV	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	76 A 144 N 256 A 314 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;126.7,122.2, 255.4,243.0,121.5	(3),#	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 121.1,257.8,312.6,243.0	(2),#	
"Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;121.5,126.7,122.2 255.4,243.0	(3),#	DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
San Bernardino, Colton	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
(1) San Diego-Lindbergh	TVOR	SAN	111.8		
"	SBRAZ-DTV	SAN	224;V;126.7,122.2,243.0, 255.4,121.5	(3),#	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3,121.5,126.18, 257.8,348.6,243.0,363.1	(2),#	
San Diego (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;122.2,126.7, 255.4,	(3),#	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;119.1,126.18,121.5,307.2, 120.9,118.5,120.5,243.0,263.0,269.4,284.6,290.3	3023.5;122.7,#	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
(3) San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael, Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3,121.5	(2),#	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;121.5,126.18,233.8, 142.74,243.0	(1),#	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;121.5,126.7,122.2, 255.4,243.0	(3),#	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		363;119.1,121.5,126.18,243.0,257.8	(2),#	(0700-2300)
" (P)	TVORW	SMO	110.8		
Stockton	BMRLZ-DTV	SCK	212;V;121.5,122.2, 126.7,243.0,255.4	(3),#	65 A 147 N 245 A 327 N
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
(1) Ukiah	VORW-TVBJ	UKI	112.3;V;121.5,122.2, 126.7;278;243.0,255.4	(3),#	DME
Van Nuys	C(g)		227;120.1,121.5,126.18, 257.8, 243.0	(2),#	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) "	BVOR	ILA	113.1; V;121.5,122.2,126.7, 243.0,255.4	(3),#	
ATCS-Marysville					
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;121.5,126.7,243.0, 122.2,255.4	(3),#	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;121.5,122.2,126.7, 255.4	(3),#	
" Peterson	AC(g)		272;119.9,126.18,121.5, 243.0,257.8	(2),#	
Denver	SBMRAZ-DTXV	DEN	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
Denver Stapleton	AC(g)		278;118.3,126.18,121.5, 120.5,119.5,137.88,257.8,243.0,271.2,343.6,348.6	(2),#	
" "	VHF/DF		Gds: 118.1,118.3,119.3,119.5,120.5,120.9, 121.5,122.1,126.18,135.9,137.88		
"	Center		118.9,301.4,119.3,120.1,243.0,307.9,324.7,319.2,120.7,338.2,118.1, 290.8		
Eagle	TVBJ	EGE	V;121.5,122.2,126.7,243.0,255.4;391	(3),#	
Ellicott	MHW	ELL	287		
(1) Grand Junction	BVOR-DTVBJ	GJT	114.3;V;121.5,126.7;255.4; 278;243.0,122.2,	(3),#	DME
(1) Kiowa	BVOR	IOC	112.6		ATCS-Denver
(1) Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;121.5,126.7, 122.2;391;243.0,255.4	(3),#	
La Junta	SBMRLZ-DTV	LHX	281;V;121.5,126.7, 122.2,243.0,255.4	(3),#	14 A 109 N 194 A 289 N
(1) Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Pueblo	SBRAZ-DTV	PUB	302;V;121.5,126.7, 255.4	(3),#	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1,126.18,121.5, 243.0,257.8	(2),#	
(3) Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;121.5,257.8,120.9,243.0	2,#,126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3,126.18,121.5	(2),#	(0700-2300)
Hartford ATCS-Windsor Locks	SBMRAZ-DTV	HFD	329;V;126.7,122.2,243.0, 121.5,255.4	(3),#	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1) Norwich	BVOR	ORW	117.9 (ATCS-Providence, R.I.)		DME
(1) Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;122.2,126.7, 255.4	(3),#	DME
Windsor Locks-Bradley	AC(g)		284;119.5,121.5,126.18, 257.8,243.0,124.2,348.6	(2),#	
DELAWARE					
(3) Kenton	VORW	ENO	114.8		DME
Dover AFB	MRAWZ	DOV	206		53 A 134 N 233 A 314 N
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
New Castle (A)	TVORW	ILG	109.8		
Wilmington, New Castle Co.	AC(g)		278;121.5,121.1,126.18, 136.8,243.0,257.8,305.4	3023.5;122.7,#	
"	VHF/DF			100-156	
" "	UHF/DF			257.8,243.0	
DIST. OF COLUMBIA					
Washington	SBRA-DTXV	DCA	332;126.7,122.2,121.5	(3)-135.9,#	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	TVOR	DCA	110.6		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(17 September 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
DIST. OF COLUMBIA					
Washington,	AC(g)		278;118.1,119.1,119.4 118.3,121.5 emerg),126.5, 134.64,269.0,291.6,311.8, 257.8,307.0,243.0	3023.5;122.7,#	
" National Arpt	Center		119.7,120.3,125.1,124.0, 124.4,132.3,135.0,135.9, 137.88,353.9,255.4,3014,3182 362.3,1205,121.5,243.0,3788,3854	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;121.5,126.7, 255.4,122.2,243.0	(3),#	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		135.9,126.18,137.88,121.5,136.8,122.1,126.7		
Cross City	SBMRAZ-DTV	CTY	269;V;121.5,126.7,243.0, 122.2,255.4	(3),#	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;126.7,122.2, 243.0,255.4	(3),#	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;191,121.5,126.18,257.8,348.6	(2),#	
Destin (A)	HW	DES	209		
Fleming Island (A)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3,121.5	(2),#	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	FMY	114.7		
(1) Gainesville	BVOR	GNV	116.2		ATCS-Cross City
Homestead AFB	MHW	HST	410		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3,121.5,126.18, 1193 ,243.0,257.8,250.4,269.2,348.6	(2),#	
"	Center		120.5,121.5,243.0,263.0, 301.4,274.3,317.5,326.2,119.7	#	
" NAS	SMRLZ	NIP	215		89 N 179 A
" Cecil NAS	VORW	NZC	117.4		269 N 359 A
" Cecil NAS	HW	NZC	414		
Key West	SBRAZ-DTV	EYW	332;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	VORW	LEL	117.8		
(1) Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1) Marianna	BVOR-DTVJ	MAI	114.0;V;121.5,126.7,243.0, 122.2;275;255.4	(3),#	
Melbourne	SBRAZ-DTV	MLB	257;V;121.5,126.7,122.2, 255.4,243.0	(3),#	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;126.7,122.2,121.5, 255.4,243.0	(3),#	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.3,121.5,118.1,348.6,3023.5;122.7,# 126.18,257.8,243.0,250.2,119.7		
"	Center		118.9,120.3,243.0,301.4 291.6,120.9,121.5,269.0,311.8	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
Miami Marine Master	HW	NIG	382		
Milton, Whiting N. Fld, NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;126.7,122.2,243.0, 255.4,121.5	(3),#	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7,121.5,126.18, 257.8,243.0,3486	(2),#	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
	VORW	PAM	112.4		
Pensacola NAS	VOR	NAS	117.2		
Pensacola	SBRAZ-DTV	PNS	326;V;126.7,122.2,243.0, 121.5,255.4	(3),# 243.0(126.18 on req)	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;19.9,121.5,1323,257.8,3486	(2),#	(0700-2300)
Perrine (A) TACS Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
Pensacola Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
St Augustine Fairchild	CI		272;126.18	(2),#.	(0800-1600 Mon-Fri)
St Petersburg, Pinellas County	CI		317;118.3,257.8	(1),122.7,121.5,126.18,#	(06-02)
Sarasota (P)	MH	SRQ	263	126.18	
" Bradenton Arpt.	CI		121.3	#,122.5,121.5	(0700-1900)
Sanford NAS	HW	NRJ	296		
Tallahassee	SBRAZ-DTV	TLH	379;V;126.7,122.2, 255.4,121.5,243.0	(3),#	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7,121.5,126.18,257.8,243.0,3486	(2),#	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;121.5,122.2, 126.7,255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9,126.18,121.5, 257.8,243.0,3486	(2),#	
Vero Beach	BMH-TV	VRB	209;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;126.7,122.2, 255.4	(3),#	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119,126.18,121.5,257.8,243.0,3486	4.30235,122.7	
" " Intnl AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;121.5,126.7, 122.2,243.0,255.4	(3),#	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
" Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;121.5,122.2,243.0, 126.7,255.4	(3),#	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;126.7,122.2,243.0, 121.5,255.4	(3),#	50 A 154 N 235 A 324 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
(1)Atlanta	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;119.1,121.5,126.18,120.7,119.5,257.8, 118.1,348.6,243.0,271.2,290.8,338.2,343.6	(1), #, 122.7	
" "	VHF/DF		Gds: 120.7,121.5,122.5,126.18,126.7, 132.0,132.3,135.9,118.1,119.1,119.5		
" "	Center		120.9,118.9,120.3,121.5,132.2,243.0,301.4,307.9,324.7,353.7,360.6		
" NAS	MRLZ	NCQ	323;121.5,126.18,233.8, 142.74,243.0	(1),#	108 A 177 N 267 A 357 N
" Fulton Co.	C(g.7)		245;125.7,121.5,257.8,348.6,243.0	(2),#	(0600-2200)
Augusta	SBRAZ-DTV	AGS	385;V;126.7,122.2,243.0, 255.4	(3),#	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7,126.18,121.5,257.8,348.6	(2),#	
Brunswick	BMH-TV	SSI	206;V;121.5,122.2,126.7,255.4,243.0	(3),#	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1),121.5,142.74	59 A 142 N
" "	HW	NEA	275	142.74	239 A 322 N
(1)Columbus	BVOR-DTV	CSG	117.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;121.5,122.2, 126.7;230;255.4,243.0	(3),#	DME
Lost Mountain (A)	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;121.5,126.7,243.0, 122.2,255.4	(3),#	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-DobbinsAFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;126.7,122.2, 121.5,255.4,243.0	(3),#	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Savannah	SBMRLZ-DTV	SAV	263;V;126.7,122.2,243.0, 255.4	(3),#	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1,121.5,126.18, 257.8,348.6	(2),#	
" "	UHF/DF			257.8,348.6,305.4	
Valdosta	BMH-TV	VLD	224;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;126.7,121.5,122.2, 243.0,255.4	(3),#	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
" Air Term.	AC(g)		278; 118.3, 126.18, 121.5 257.8,305.4,3486	(2),#	
" "	UHF/DF			225-400 req	
Burley	SBRAZ-DTV	BYI	272;V;121.5,122.2, 126.7,243.0,255.4	(3),#	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Idaho Falls	SBRAZ-DTV	IDA	350;V;121.5,122.2, 126.7,243.0,255.4	(3),#	12 A 102 N 192 A 282 N
Malad City	SBRAZ DTV	MLD	332;V;121.5,122.2,255.4 126.7,243.0	(3),#	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
	TVORW	MUO	111.6		
Pocatello	BMRLZ-DTV	PIH	257;V;126.7,121.5, 122.2,243.0,255.4	(3),#	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1,121.5,257.8, 243.0	(2),#,126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407;121.5	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
Bradford	TV	BDF	V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	BDF	114.7		DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
" Meigs Fld	C		206;121.3,121.5,126.18	(2),#	(0600-2200)
" Midway	AC(g.7)		278;118.7,126.18,121.5, 120.7,119.5,119.9,243.0, 126.5,257.8,311.8,269.0,291.6,307.0, 323.4,355.2,320.7,379.9,352.0	(1),#,122.7	
"	Center		124.5,120.9,301.4,125.1,123.7,123.9,124.7,124.3,119.7,250.2,323.2,340.6,353.9, 118.9,120.5,125.9,125.5,121.5,243.0,362.3,378.8,385.4		
" O'Hare	AC(g)		332;118.1,121.5,126.18,236.6	(2),#	
(1) " "	TVOR	ORD	118.3,243.0,348.6,360.8,383.6,120.2,125.4		
" "	UHF/DF		108.4,	236.6,305.4	
(1)Chicago Heights	*BVOR	CGT	114.2	(ATCS-Chicago)	DME
Effingham ATCS-Vandalia	MRLWZ DTV	EFF	275;V;121.5,122.2, 126.7,255.4,243.0	(3),#	71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;121.5,126.18,135.9, 142.74,233.8,243.0	(1),#	50 A 140 N 230 A 320 N
Joliet	SBRAZ-DTV	JOT	257;V;121.5,122.2,243.0, 126.7,255.4	(3),#	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBRAZ-DTV	MLI	224;V;121.5,126.7,122.2, 255.4,243.0	(3),#	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5,121.5,257.8	(2),#	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Peoria	SBMRAZ-DTV	PIA	356;V;121.5,122.2,255.4, 126.7,243.0	(3),#	89 N 182 A 254 N 358 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(17 September 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Peoria	BVOR-	PIA	115.2		
" Arpt	C(g)		278;119.1,126.18,257.8	(2),#	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
"	BMH	UIN	293		
Rantoul ChanuteAFB	HW	RAN	281		
" " "	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
(1)Rockford	BVOR	RFD	116.5		DME
"	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;121.5,122.2, 126.7,255.4	(3),#	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;121.5,126.7, 122.2,255.4,243.0	(3),#	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7 (348.6)		DME
" Capital	AC(g)		329;121.3,121.5,257.8,305.4	(2),#	
" "	UHF/DF			243.0,305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
(1)Northbrook	BVOR	OBK	116.2		ATCS-Chicago
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW		298		
(1)Evansville	BVOR-DTV	EVV	113.3;V;122.2,126.7, 255.4,243.0	(3),#	
" Dress Mem'l	AC(g)		278;118.7,121.5,257.8	(2),#	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;126.7,122.2,243.0 255.4	(3),#	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1,121.5,126.18,257.8	(2),#	
Goshen	SBRAZ-DTV	GSH	320;V;121.5,126.7, 122.2,255.4,243.0	(3),#	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;122.2,126.7,121.5, 243.0,255.4	(3),#	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,119.9,121.5,126.18,121.1, 243.0,257.8,269.4,284.6,290.3,118.5	(2),#	
"	Center		119.3,119.7,120.1,124.9,125.3,301.4,124.1,385.6, 338.6,307.2,312.5,319.8,353.3,198.1253 126.18		
"	VHF/DF		118.1,118.5,119.9,121.1,121.5,122.1,122.5,125.3,126.7,132,135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0 ;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
McCool	MHW	MCL	359		
(1)Nabb ATCS - Louisville, Ky.	BVOR-DTXV	ABB	113.5;V;121.5,126.7, 243.0,122.2, 255.4	(3), #	
Richmond	MHW	RID	385		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215.V;121.5,126.7,243.0, 122.2,255.4	(3),#	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5 (243.0)		DME
" St. Joseph	AC(g)		278;118.5,121.5,257.8	(2),#	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;121.5,126.7,243.0 122.2,255.4	(3),#	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3,126.18,1215,257.8,243.0	(2),#	(0700-2300)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
(1)Burlington	BVOR-DTV	BRL	117.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cedar Rapids	BMH-DTV	CID	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;121.5,126.7,122.2, 255.4,243.0	(3),#	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
(1)Dubuque ATCS-Cedar Rapids	BVOR-DTV	DBQ	1174;V121.5,122.2,1267, 2554,2430	(3), #	
(1)Fort Dodge ATCS-Mason City	BVOR-DTV	FOD	114.1;V;121.5,126.7,122.2 254.4,2430	(3), #	
(1)Iowa City ATCS-Cedar Rapids	BVOR-DTV	IOW	116.1;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;121.5,126.7, 122.2;275;243.0,255.4	(3),#	
(1)Mason City	BVOR-DTV	MCW	114.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Sioux City	SBMRLZ-DTV	SUX	335;V;121.5,126.7, 122.2,255.4,305.4	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,121.5,126.18, 243.0,257.8,348.6	(2),#	
"	VHF/DF			100-156	
" "	UHF/DF			255.4,243.0,257.8,305.4	
(1)Waterloo	BVOR-DTV	ALO	116.4;V;122.2,126.7, 255.4,243.0	(3),#	
" Arpt	AC(g)		278;119.3,121.5,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;121.5,126.7,243.0, 122.2,255.4	(3),#	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Garden City	SBRAZ-DTV	GCK	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;121.5,126.7, 122.2;299,255.4,243.0	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;121.5,122.2,243.0, 126.7,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;185,236.2	(2),#	
" NAS	HW	NEP	404		
Kansas City Fairfax	C(g.7)		278;119.1,126.18,121.5, 243.0,257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;121.5,243.0	(1),121.5, 243.0	82 N 172 A 262 N 352 A
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	DME
"Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;121.5,126.7, 122.2,255.4	(3),#	DME
"	MHW	TOP	304		
" Philip Billard	C(g)		278;118.7,126.18,121.5, 243.0,257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;121.5,126.7, 122.2,255.4,243.0	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,121.5,137.88, 243.0,257.8	(2),#	
" Beech	CI(g)		239;119,9, 126.18,121.5	(2),121.5,126.18 & any HF & VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V;121.5,126.7,255.4 243.0	(3),#	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;121.5,126.7, 122.2,255.4 ;243.0	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox,Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
Lexington	BVOR-DTV	LEX	112.4;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
London	BMH-DTV	LOZ	263;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Louisville	SBMRLZ-DTXV	LOU	359;V;121.5,126.7,255.4 243.0,122.2	(3),#	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5,121.5,126.18,243,257.8	(2),#,121.9	(0600-2200)
" Standiford	AC(g.7)		317;124.5,126.18,121.5,120.3, 257.8,243.0,381.5,119.0,319.2	3023.5;122.7,#	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;121.5,126.7, 255.4,243.0,122.2	(3) #	
"	BMH	PUK	215		
(1)York	VORW	YRK	116.0		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;121.5,122.2,126.7, 243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge	BMRLZ-DTV	BTR	347;V;121.5,126.7,243.0 122.2.255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		
" Ryan	AC(g)		272;118.3,121.5,257.8,3486	(2),#	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;121.5,126.7,255.4 122.2,243.0	(3),#	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;121.5,126.7,122.2 255.4,243.0	(3),#	70 A 160 N 260 A 352 N
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;122.2,255.4, 126.7,121.5,243.0	(3),#	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5,126.18,121.5, 243.0,257.8,3486	(2),#	
"	Center		120.3,301.4,121.5,243.0, 274.3,118.9 ←	#	
" Moisant	AC(g)		278;119.9,118.1,126.18, 269.2,121.5,257.8,243.0,250.4,121.1	(2),#;122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;126.7,122.2, 255.4	(3),#	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3,121.5,257.8,137.88,243.0,348.6	(2),#	
" Downtown	C(g.7)		293;119.5,121.5,243.0,257.8,348.6	(2),#	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;126.7,121.5, 122.2,243.0,255.4	(3),#	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;121.5,122.2, 126.7,243.0,255.4	(3),#	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
Houlton	BMRLZ-DTV	HUL	272;V;121,5;122.2,126.7 243.0,255.4,301.4	(3),#	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	108.2 ←		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;126.7,121.5, 122.2,255.4	(3),#	DME
Limestone, Loring AFB	MHW	LIZ	335		
	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;121.5,126.7, 122.2,243.0,255.4	(3),#	53 A 112 N 220 A 280 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(17 September 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Portland	BMRLZ-DTV	PWM	215;V;126.7,121.5, 122.2,255.4	(3),#	44 A 149 N 228/A 329 N
" Arpt	C(g)		278;119.5,255.4,257.8,243.0	(2),#	
Presque Isle	SRAZ-DV	PQI	388;121.5,126.18,236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl from Presque Isle AFB Twr)	SMLZ-DV	SPR	371;121.5,126.18,236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C	SBMRAZ-DTXV	ADW	379;126.7,122.2,121.5,	(3)-135.9,#	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;126.7,121.5,243.0, 122.2,255.4	(3),#	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3,126.18,121.5, 243.0,257.8	(2),#	(0800-2359)
" Friendship	AC(g)		281;118.7,119.3,121.5, 126.18,257.8,360.8,120.4,381.4	(2),#	
" Martin	CI		317;126.18,121.3,236.6	(2),#	(06-16)M,F,S&S (07-2230)T,W&Th
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2),#	(0730-2400 Mon-Fri)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	VORW	NHK	117.6		
"	MHW	NHK	532		
	MHW	NH	522		
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;121.5,122.2, 126.7,243.0,255.4;326	(3),#	DME
Shadyside	MHW	SHZ	317		
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;126.7,121.5,243.0 122.2,255.4	(3),#	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;126.7,122.2, 255.4,121.5,243.0	(3),#	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		124.9,120.3,124.4,132.3,301.4,307.8,319.2,324.7,353.7,125.2	#	
" Bedford (Hanscom)	AC(g)		278;123.7,121.5,126.18 243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			233.8,243.0,257.8,305.4,348.6	
" Logan	VHF/DF			118.1,118.3,120.5,121.5,122.5, 126.18,126.5,137.88	
" Logan	AC(g)		278;118.1,126.5,118.3,137.88, 243.0,271.2,121.5,120.5,126.18,257.8,263.0,290.8,343.6	(2),# 348.6	
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-Windsor Locks, Conn	BVOR-DTV	CTR	108.6;V;121.5,122.2, 126.7,243.0,255.4	(3), #	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth Otis AFB	MHW	FAL	362		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Falmouth Otis AFB	MHW	FMH	335		(on req)
Ft.Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;121.5,122.2, 126.7;254;255.4,243.0	(3),#	DME
Hyannis	MHW-DV	HYA	239;V;122.2,121.5,126.7	#,122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;122.2,121.5,126.7	#,122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;126.7,121.5, 122.2;278;243.0,255.4	(3),#	
"	HHW	TUK	194		
"	VHF/DF			121.5,122.1, 126.7,135.9	
New Bedford	CI		254;121.3	(2),#	(0530-2230)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
Westfield, ATCS-Windsor Locks, Conn	SBMRLZ-DV	BAF	230;V;122.2,126.7,243.0, 121.5,255.4 275.8	(3),#	23 A 113 N 203 A 293 N
Westfield, Barnes	CI		212;121.3,126.18,257.8(req),	(2), #	(0700-1800)
Worcester	TVJ		254;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
MICHIGAN					
Battle Creek	SBMLZ-DTV	BTL	272;V;121.5,122.2,255.4 126.7,243.0	(3),#	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3,257.8	(2), #	
(1)Carleton	BVOR	CRL	114.9		DME
Detroit	SBRAZ-DTV	RML	388;V;121.5,126.7,243.0, 122.2,255.4,	(3),#	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Wayne Major	C(g.7)		245;121.1,126.18,121.5, 243.0,257.8,348.6	(1),122.7,#	
"	Center		120.3,125.7,301.4,123.7,123.9,125.3,243.0,250.4,269.2,326.2,335.6,343.8		125.7,269.2,121.5 #
" City	AC(g)		278;118.7,121.5,243.0, 257.8,120.0	(2),#	
" Willow Run	AC(g)		332;120.7,121.5,121.3, 124.9,243.0,257.8,263.0 126.18,381.4,355.8,290.3,118.4	(2),#	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;121.5,122.2,126.7, 255.4	(3),#	
" Bishop	AC(g)		278;119.5,121.5,243.0, 257.8	(2),#	(0700-2300)
Ford	MHW	FRD	375 243.0		
Gladwin	BMH-TV	GDW	257;V;121.5,122.2,126.7,255.4	(3),#	
Grand Marais	BRL-DTV	GMI	341;V;121.5,122.2,243.0, 126.7,255.4	(3),#	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;121.5,122.2, 126.7,255.4	(3),#	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3,257.8	(2),#	(0700-2300)
Grosse Ile NAS	HW	NFB	414		
Houghton	BRL-DTV	CMX	227;V;121.5,122.2,243.0, 126.7,255.4	(3),#	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;121.5,122.2,126.7, 255.4,243.0	(3), #	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MICHIGAN					
(1) Keeler	BVOR	ELX	115.1		ATCS So.Bend
Lansing	SBMRAZ-DTV	LAN	206;V;121.5,126.7,243.0, 122.2,255.4	(3),#	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9,121.5,257.8,243.0	(2),#	(0800-2400)
Marquette-Sawyer(A)	HW	SAW	359		
(1) Litchfield	VORW	LFD	117.6		DME
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	MHW	MTC	365		
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1,257.8 255.4	(2),#	(0730-2330)
Pellston	BMH-TV	PLN	332;V;121.5,126.7,122.2,243.0	(3),#	
(3) Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;121.5,122.2,126.7, 255.4,243.0	(3),#	
(1) Salem	BVOR	SVM	116.9		ATCS-Detroit
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;121.5,122.2,126.7, 255.4,243.0	(3),#	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;121.5,122.2,243.0 126.7,255.4	(3),#	34 A 139 N 214 A 319 N
(3) White Cloud	*VORW	HIC	114.5		
Wurtsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3) Austin (S)	TVOR	AUM	108.8	122.1	V=0800-1700
(3) Bemidji (S)	TVOR	BJI	111.2	122.1	
(3) Brainerd (S)	TVOR	BRD	109.2	122.1	V=0500-2230wk days 0 5-20Sat 05-2030Sun
Duluth	SBRAZ-DTV	DLH	379;V;121.5,122.2,126.7, 255.4,243.0,126,348.6	(3),#	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
" Arpt	AC(g)		278;118.3,121.5,257.8	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			2554, 2578, 3054	
Eveleth (S)	TVOR	EVM	108.2		V=0800-1700
(3) Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;126.7,121.5,122.2 243.0, 255.4	(3),#	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7,121.5,119.5,126.18 119.3,305.4,243.0,257.8,263.0,348.6,290.8,338.2	(2),#	
"	Center		125.5,120.3,301.4,124.7,121.5,243.0,319.2,324.7,343.6	#	
"	VHF/DF			100-156	
(1) Redwood Falls	BVOR-DTV	RWF	115.9;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Rochester	SBMRLZ-DTV	RST	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3,257.8	(2),#	(0700-2300)
(1) St. Cloud (S)	TVOR	STC	111.6	122.1	Voice 0400-2200
MINNESOTA					
St. Paul, Holman Arpt	CI		396;119.1,126.18	(2),#	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3) Winona (S)	TVOR	ONA	111.4	122.1	V=0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;121.5,126.7,122.2, 243.0,255.4	(3),#	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Jackson	SBRAZ-DTV	JAN	260;V;126.7,255.4, 122.2,243.0	(3),#	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7,121.5,126.18,257.8,348.6	(2),#	
(1) McComb	BVOR-DTV	MCB	116.7;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;121.5,126.7,255.4, 122.2,243.0	(3),#	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1) Blue Springs	VORW	BSP	116.2		
(1) Butler	BVOR-DTVBJ	BUM	115.9;V;121.5,122.2, 126.7,255.4,243.0,391	(3),#	DME
Columbia	SBRAZ-DTV	CBI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1) Farmington	BVOR-DTVBJ	FAM	112.5;V;121.5,122.2, 126.7,255.4;272;243.0	(3),#	DME
Grandview AFB	TVOR	GVW	108.8		
Kansas City	SBRAZ-DTXV	MKC	359;V;121.5,126.7, 122.2,243.0,255.4	(3),#	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.3,126,118.1,119.5,121.5, 118.1,257.8,243.0,269.2,250.4,274.3,307.0	(2),#	
"	Center		118.9,119.7, ,243.0, 301.4,120.7,125.1,121.5,317.5,326.2,335.6,355.8	#	
(1) Kirksville	BVOR-DTV	IRK	117.1;V;121.5,126.7, 122.2,243.0,255.4	(3),#	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(3) Macon	VORW	MCM	112.9		
(1) Malden	BVOR-DTVBJ	MAW	116.5;V;121.5,126.7, 122.2,255.4;278;243.0	(3),#	
(1) Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
(1) St. Joseph	BVOR-DTV	STJ	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
St. Louis	SBRAZ-DTXV	STL	209;V;126.7,121.5,122.2, 255.4,243.0	(3),#	93 N 175 A 249 N 345 A

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)St. Louis	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3,118.5,119.5,121.5, 126.18,243.0,257.8,360.6, 379.1,290.8,338.2,348.6	(2),#	
"	Center		120.3,301.4,124.5,125.5,125.7,243.0,121,53,079,231,923,247,343,6	#	
"	VHF/DF		Gds:118.3, 119.5, 121.5, 122.1, 126.18, 120.3, 126.7, 135.9, 122.5		
Springfield	SBRAZ-DTV	SGF	254;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9,257.8	(2),#	
(1)Vichy	BVOR-DTV	VIH	117.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;126.7,122.2, 243.0,255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Arpt	AC(g)		278,118.3,121.5,257.8,243.0,348.6	(2),#,126.18	
Bozeman	SBMRAZ-DTV	BZN	329;V;121.5,126.7,255.4 122.2,243.0	(3),#	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;121.5,122.2,255.4, 126.7,243.0	(3),#	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;121.5,126.7,122.2, 243.0,255.4	(3),#	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;121.5,126.7, 122.2,243.0,255.4	(3),#	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;126.7,122.2,243.0, 255.4	(3),#	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8,243.0,348.6,	(2),#	
"	Center		301.4, 120.3	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;126.7,122.2,243.0, 121.5,255.4,	(3),#	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	BH-DTV	LVM	224;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;121.5,122.2,126.7, 243.0,255.4	(3),#	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;121.5,122.2,126.7, 243.0,255.4	(3),#	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	114.3		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;121.5,126.7,255.4 122.2,243.0	(3),#	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Whitehall	SBRAZ-DTV	HIA	284;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	3023.5	(voice 0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Grand Island	SBMRLZ-DTV	GRI	263;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;121.5,122.2, 126.7,255.4,243.0	(3),#	DME
Kearney (S)	TVOR	EAR	111.2	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;121.5,126.7,122.2, 255.4,243.0	(3),#	71 N 170 A 251 N 350 A
McCook (S)	TVOR	MCK	110.0	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700 Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 0600-2300)
" "	TVOR	OFK	109.6	121.5,122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600, Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;121.5,126.7,243.0, 122.2,255.4	(3),#	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
" Arpt	AC(g)		278;119.1,126.18,121.5, 257.8,243.0	(2),#	
" Offutt AFB	MH	OFF	296		
Scottsbluff	SBMRLZ-DTV	SCT	341;V;121.5,126.7,122.2, 255.4,243.0	(3),#	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Sprague (A)	MHW	SAG	311		
Weeping Water (A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;121.5,126.7,122.2, 255.4,301.4,243.0	(3),#	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;121.5,122.2,126.7, 255.4,243.0	(3),#	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;121.5,122.2,126.7, 255.4,243.0	(3),#	23 A 112 N 208 A 292 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Las Vegas	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3,13788,257.8,348.6	(2),#	
Lovelock	BMRLZ-DTV	LOL	209;V;121.5,126.7,122.2, 255.4,243.0	(3),#	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;121.5,122.2,126.7, 255.4 ,243.0	(3),#	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9 \2578,3486		DME
" Arpt	AC(g)		278;118.3,121.5,137.88,2430,	(2),#	
" Stead AFB	MHW	RAA	201		
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;121.5,126.7, 122.2;296;243.0,2 554	(3),#	[redacted]
Tonopah	SBRAZ-DTV	TPH	221;V;121.5,122.2,243.0 126.7,255.4	(3),#	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;121.5,126.7,122.2,243.0,255.4	(3),#	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;121.5,126.7,243.0, 122.2,255.4	(3),#	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	117.4		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;121.5,122.2,243.0, 126.7,255.4	(3),#	
Manchester (S)	MHW	MHT	338		
North Conway (S)	MHW	CWN	332		
Portsmouth AFB	MHW	RYE	359		
NEW JERSEY					
[redacted]	[redacted]	[redacted]	[redacted]		
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
(1)Caldwell ATCS - Idlewild	*BVOR-DTXV	CDW	115.4;V;122.2,126.7, 255.4	(3),#	DME
Caldwell Wright	CI		260;121.3,	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;122.2,126.7, 255.4	(3),#	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
" "	TVORW	WRI	109.6		
Lakehurst NAS	SBMRLZ	NEL	396;121.5,126.18, 142.74,233.8,243.0	(1),#	60 A 157 N 242 A 337 N
" Lakewood	MHW	NEL	245		[redacted]
Millville	SBRAZ-DTV	MIV	365;V;126.7,121.5,122.2, 243.0,255.4	(3),#	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS Idlewild	SBRAZ-DTXV	EWR	379;V;126.7,122.2,255.4	(3),255.4	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;121.5,118.3,126.18, 126.5,120.6,257.8,119.2	3023.5;122.7,#	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6 257.8		
Teterboro	C(g)		326;119.5,121.5,243.0	(2),#	
Trenton-Mercer County Arpt	CI(g)		121.5,119.3,126.18	#, Fri;Sat-Sun	0730-2230Mon-0730-2030.
Trenton (P)	*TVOR	TTN	111.6	Monitor.category	(1) twr hrs opern
(1)Woodstown ATCS Millville	BVOR-DTV	OOD	114.3;V;121.5,122.2,126.7,255.4,243.0	(3),#	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;126.7,122.2, 255.4,121.5,243.0	(3),#	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3,121.1,120.7,121.5,123.9,134.1, 1368,13788,14202,2578,2430,2706,2894,3358,348.6,3638	(2),#	
"	Center		119.7,120.3,269.4,284.6,301.4,307.2,123.7,121.5,243.0	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;121.5,126.7,122.2 255.4,243.0	(3),#	
Cannon AFB	HW	CVS	272		
Columbus	SBMRAZ-DTV	CUS	284;V;121.5,122.2, 126.7,243.0,255.4	(3),#	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5 243.0		
(1)Farmington	BVOR-DTV	FMN	115.3;V;121.5,122.2,126.7,255.4	(3),#	
(1)Grants	BVOR-DTV	GNT	116.5;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
Hobbs	BMRLZ-DTV	HOB	293;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;121.5,126.7, 122.2,255.4,243.0	(3),#	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V;121.5,126.7,243.0, 255.4	(3),#	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;121.5,126.7,122.2, 243.0,255.4	(3),#	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
" Frazier AFB	HW	FZR	407		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;121.5,126.7,122.2, 255.4,243.0	(3),#	
Truth or Consequences	SBRAZ-DTV	TCS	344;V;121.5,122.2,126.7, 243.0,255.4	(3),#	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;121.5,122.2,126.7, 243.0,255.4	(3),#	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		
Zuni	BMRLZ-DTV	ZUN	353;V;121.5,126.7, 122.2,243.0,255.4	(3),#	78 N 168 A 258 N 348 A
(1) "	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;126.7,122.2, 255.4,121.5,243.0	(3),#	15 A 113 N 208 A 293 N

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(17 September 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Albany	BVOR	ALB	116.9 123.8,257.8		DME
" Arpt	AC(g)		278;118.7,121.5,137.88,2430,383.8	(2),#	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0700-1830 Mon-Sat)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;121.5,126.7,255.4 122.2,243.0	(3),#	DME
"	MHW	BGM	317		
"Broome Co.	AC(g)		332;121.1,121.5,243.0,257.8	(2),#	
Buffalo	SBRAZ-DTXV	BUF	260;V;126.7,255.4,243.0, 121.5,122.2	(3),#	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;123.7,121.5,126.18, 257.8,126.5,243.0,319.8,119.8	(2),#	
Calverton, Peconic River	CI(g)		323;121.3,121.5,126.18, 142.74,233.8	(2),#	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)De Lancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;121.5,126.7,122.2, 255.4,243.0	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;121.5,126.7, 255.4,122.2,2430	(3),#	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
" Chemung	AC(g)		278;119.1,121.5,257.8,243.0	(2),#	(0700-2300)
Farmingdale Republic	CI		371;121.3,126.18 257.8	(2),126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays)
Glenville (P)	MHW	GVI	284		
Glen Cove	MHW	GNC	248 243.0		
Glens Falls	BMH-TV	GFL	206;V;121.5,122.2,126.7,255.4	(3),#	
Hempstead, Mitchel AFB	SBMRAZ-DT	HEM	227	(1)	40 A 121 N 248 A 301 N
"	MHW	M	201		
" Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2),#	(0800-2400)
Lido	MHW	LDO	239		
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;121.5,122.2,243.0, 126.7,255.4;317	(3),#	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;122.2,126.7, 255.4	(3),#	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.7,119.9,120.4,125.7, 121.5,118.1,243.0,257.8,274,338.2,381.4	(1),#,122.7	
New York	Center		118.9,120.1,120.7,120.9, 121.5,124.1,124.3,124.5,123.8 124.7,124.9,125.1,125.3,120.0,335.6,125.8,250.4 125.5,125.9,132.3,137.88,120.8,119.8,121.2,120.2 243.0,301.4,310.4,343.8,124.8,126.0,119.6,125.4,126.4 355.8,381.6,285.4,125.6,121.0,306.3,269.8	#	
(1) " Idlewild	BVOR-DTXV	IDL	117.2;V;122.2,126.7, 255.4	(3),#	DME
" Idlewild	MHW	IDL	353		
" Intnl (Idlewild) Arpt	AC(g)		119.1,121.1,121.5, 123.9,137.88,134.1,132.3, 123.7,134.64,142.74,136.8,313.4, 285.6,257.8,348.6,243.0,290.3,269.2	(1),#,122.7	
"Floyd Bennett NAS	MH	NSC	532		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
Niagara Falls	C(g.7)		272;118.5,121.5,126.18, 142.74,243.0,257.8,236.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF			243.0,257.8,305.4	
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7;V;126.7,122.2, 255.4	(3),#	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;121.5,126.7,122.2, 243.0,255.4	(3),#	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;122.2,126.7, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	114.5		DME
" Arpt	AC(g)		278;118.3,121.5,243.0, 257.8	(2),#	
Rome-GriffissAFB	MHW	RME	212		
Schenectady Co.	CI		284;126.18,121.3,263.0	(2),#	(0700-2300&req)
Syracuse	SBRAZ-DTV	SYR	350;V;126.7,122.2, 255.4	(3),#	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,121.5,126.18, 243.0,257.8,348.6,305.4	(2),#	
" "	UHF/DF			257.8,243.0,255.4,305.4	
Utica	BMRLZ-DTV	UCA	359;V;121.5,126.7,122.2, 243.0,255.4	(3),#	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;121.5,122.2, 126.7,243.0,255.4;224	(3),#	DME
White Plains Westchester	AC(g)		260;118.5,126.18, 121.5, 148.32,257.8,243.0	(2),#	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;121.5,126.7, 122.2,255.4	(3),#	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1,243.0,257.8,348.6	(2),#	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	284;V;126.7,122.2, 255.4	(3),#	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;120.7,121.5,126.18, 348.6,257.8,243.0,335.6,118.1	(2),#	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	BVOR	NKT	115.4		
"	H	NKT	245		
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;121.5,122.2,243.0 126.7,255.4;320	(3),#	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	H	FTB	338		
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;126.7,255.4 122.2	(3),#	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		DME
" High Point	AC(g)		242;119.1,121.5,126.18, 257.8,243.0,348.6,118.5	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NORTH CAROLINA					
(1)Hickory	BVOR-DTVJ	HKY	113.1;V;121.5,126.7, 122.2;323	(3),#,255.4	
Lumberton	BMH-TV	LBT	359;V;121.5,126.7,122.2,	(3),#	
"	BVOR	LBT	117.0 243.0,255.4		Test-basis
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;126.7,122.2, 243.0,255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3,126.18,121.5,243.0,257.8, 348.6	(2),#	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;121.5,126.7, 122.2,255.4,243.0,317	(3),#	
Weeksville NAF	MRLWZ	NFG	254		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;126.7,121.5,243.0, 255.4,122.2,301.4	(3),#	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9,121.5,142.74 243.0,257.8,348.6	(2),#	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7,126.18,121.5	(2),#	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;121.5,126.7,243.0, 122.2,255.4	(3),#	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;121.5,126.7,243.0, 122.2,255.4	(3),#	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;121.5,126.7,243.0, 122.2,255.4	(3),#	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;121.5,122.2,243.0, 126.7,255.4	(3),#	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;121.5,126.7,122.2, 301.4,255.4,243.0	(3),#	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;121.5,122.2,255.4 126.7	(3),#	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5,14274,243.0,257.8	30235,1227,#	
" "	UHF/DF		305.4,255.4 other freq on req		
" "	VHF/DF			100-156	
" Canton	AC(g)		278;118.3,121.5,126.18,257.8	(2),#	
Amanda (A)	MHW	AAD	201		
(1) Appleton	BVOR	APE	116.7		ATCS Columbus
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
(1)Chardon ATCS-Cleveland	BVOR-DTXV	CXR	117.5;V;122.2,126.7, 121.5,243.0,255.4	(3), #	
Cincinnati	SBRAZ-DTV	CIN	335;V;121.5,122.2,255.4 126.7,243.0	(3),#	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3,126.18,121.5, 124.7,257.8,243.0,285.6	(1),#,122.7	
" Lunken	C		227;121.5,126.18,118.7,243.0,257.8	(2),#	(0700-2300)
Cleveland	SBRAZ-DTXV	CLE	344;V;126.7,122.2 121.5, 243.0, 255.4	(3),#	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;199,118.1,118.5,121.0, 121.5,126.18,257.8,243,269, 291.6,307.2,502.2,3486	(2),#	
"	Center		120.5,125.5,125.9,124.3, 301.4,243.0,284.6,121.5,124.7,124.2	#	
Clinton Co AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;121.5,126.7, 122.2,255.4	(3),#	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;1167,109.5,121.1,121.3,121.5, 126.5,126.18,142.02,243.0,257.8,283.0,274.3,136.8	(2),#	
" "	UHF/DF			305.4, 225.0 to 399.9	
(1)Dayton	BVOR-DTV	DAY	115.0;V;126.7,122.2,255.4, 121.5,243.0	(3),#	DME
" Arpt	AC(g)		278;119.5,126.18,121.5, 257.8,313.4,243.0,125.7,118.4	(2),#	
" Wright-PattersonAFB	SBMRAZ	FFO	379		16 A 85 N 201 A 272 N
" "Clifton	MHW	CVV	326		
Findlay	BMH-TV	FDY	209;V;121.5,126.7,255.4,122.2 243.0	(3),#	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1)Jefferson	VORW	JFN	115.2 243.0		
Mansfield	BMH-TV	MFD	329;V;121.5,122.2,126.7,255.4	(3),#	
"	AC(g)		278;118.7,121.5,257.8	(2),#	(0700-2300)
(1) "	BVOR	MFD	113.9		
Perry	MHW	PEX	332		
(1)Sidney ACTS-Dayton	BVOR-DTV	SIE	108.2;V;122.2,126.7, 121.5,243.0,255.4	(3), #	
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
Toledo	SBMRAZ-DTV	TOL	239;V;121.5,126.7, 122.2,255.4	(3),#	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3,243.0,257.8,126.18	(2),#	
(1)Waterville	BVOR	VWV	113.1		DME
(3)Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;121.5,126.7, 122.2,255.4,243.0	(3),#	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;125.5,121.5,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8,305.4	
Zanesville	BMH-TV	ZZV	275;V;121.5,122.2,126.7, 255.4,243.0	(3),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
Gage	SBRAZ-DTV	GAG	266;V;121.5,126.7,122.2, 255.4,243.0	(3),#	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1)Hobart	BVOR-DTVBJ	HBR	114.7;V;121.5,126.7,122.2 206,255.4,243.0	(3),#	
(1)Lawton	VOR	LAW	112.2		Post twr gds 122.5mc
" Post AAF	MHZ	PFL	308		
Mannsville (A)	MHW	MVI	299		
(1)McAlester	BVOR-DTVBJ	MLC	112.3;V;121.5,122.2, 126.7,243.0,255.4;206	(3),#	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;126.7,122.2, 255.4,121.5,243.0	(3),#	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3,121.5, 137.88,257.8,243.0,348.6	(2),#	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;121.5,122.2,126.7, 243.0,255.4	(3),#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;126.7,122.2, 255.4	(3),#	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 348.6,119.1,257.8,338.6,243.0	(2),#	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;121.5,122.2, 126.7,301.4,243.0,255.4	(3),#	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;121.5,122.2, 126.7,255.4,243.0	(3),#	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;121.5,122.2, 126.7,301.4,255.4,243.0	(3),#	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;126.7,255.4, 121.5,122.2	(3),#	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME
" Arpt	AC(g)		278;118.3,126.18,121.5,243.0,257.8,305.4,348.6	(2),#	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;122.2,126.7, 255.4	(3),#	
(3)Newport	VORW	ONP	117.1		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;121.5,122.2, 126.7,243.0,255.4;278	(3),#	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;126.7,121.5, 122.2,255.4,243.0	(3),#	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
" Arpt	AC(g)		278;118.7,121.5,257.8,348.6	(2),#	
Portland	SBRAZ-DTV	PDX	332;V;126.7,122.2, 255.4,121.5,243.0	(3),#	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.7,126.18,121.5, 118.1,119.2,243.0,257.8,284.6,290.3,238.2,348.6	(2),#	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8,305.4	
Redmond	SBRAZ-DTV	RDM	368;V;121.5,122.2, 126.7,243.0,255.4	(3),#	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;121.5,255.4, 126.7,122.2,243.0	(3),#	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBMRAZ-DTV	ABE	320;V;122.2,126.7, 255.4	(3),#	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5,121.5, 243.0,257.8	(2),#,126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;121.5,122.2,255.4 126.7,243.0 255.4,243.0	(3),#	23 A 88 N 203 A 281 N
(1)Bradford	BVOR-DTV	BFD	114.4;V;122.2,126.7,121.5	(3), #	DME
"	BMH	BFD	224 126.7,243.0		
Brookville	BH-TV	BKL	356;V;121.5,122.2,255.4	(3),#	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City	BVOR	EWC	114.2		ATCS-Pittsburgh
Erie	SBMRAZ-DTV	ERI	371;V;121.5,122.2,255.4 126.7,243.0	(3),#	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		DME
(1)Fitzgerald	VORW	FTZ	117.0		
Gettysburg (A)	TVORW	GTY	109.0		
Harrisburg	SBRAZ-DTV	HAR	242;V;126.7,255.4,243.0, 122.2 382.2	(3),#	104 N 194 A 298 N 07 A
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,243.0,382.2	(2),#	
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;121.5,122.2,243.0 126.7,255.4	(3),#	
"	MHW	JST	230		
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
N. Philadelphia	MLWZ-DTV	PNE	371;V;121.5,122.2, 126.7,243.0,255.4	(3),#	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18	(2),#	
Philadelphia ATCS-N.Phila.	SBMRAZ-DTV	PHL	263;V;126.7,121.5, 122.2 [illegible] 255.4	(3),#	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;119.0,126.18,142.74, 118.5,257.8,121.5,121.7, 243.0,263.0,348.6,312.6	(2),#	
Philipsburg	SBRAZ-DTV	PSB	236;V;121.5,122.2, 126.7,243.0,255.4	(3),#	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;122.2,126.7	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3,126.18,121.5, 243.0,257.8	(2),#	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;121.5,126.18,121.1, 118.7,119.3,236.6,243.0,305.4 257.8,134.1,363.8,379.1,348.6	(2),#	
"	Center		118.9,120.1,120.9,255.4,137.88, 319,324.7,301.4,243.0,125.1,290.8,343.6	#	
" "	VHF/DF		Gds:1189,1193,121.1,121.5,122.5,123.8,126.18,134		
	UHF/DF			236.6,243.0,305.4	
" (Parkway)	MHW	GMM	302		
(1) Pottstown	BVOR	PTW	110.8		ATCS-N.Phila.
Reading, General Spaatz Arpt	AC(g)		281;126.18,119.1,121.5, 243.0,257.8	(2),#	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(1) West Chester ATCS-N.Phila.	BVOR-DTV	ESR	112.3;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
Westover	MHW	ESV	329		
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;121.5,126.7, 122.2,255.4	(3),#	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3,121.5,243.0, 257.8	(2),#	
Williamsport	BRLZ-DTV	IPT	385;V;121.5,122.2,255.4 126.7,243.0	(3),#	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SMRLZ	NXX	391;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	61 A 162 N 236 A 331 N
(1) Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;126.7,122.2, 121.5,243.0,255.4	(3),#	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7,121.5,126.18, 257.8,348.6,360.6	(2),#	
Quonset Point NAS	SBMRLZ	NCO	356;121.5,126.18,132.3, [illegible] 233.8,142.74,243.0	(1),#	86 A 159 N 266 A 339 N
"	BVOR	NCO	112.5		
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1) Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;121.5,126.7,255.4, 122.2,243.0	(3),#	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;126.7,121.5, 122.2,255.4,243.0	(3),#	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5 3486,263.0		DME
" AFB	AC(g)		119.3,278,118.3,126.18,121.5,257.8	(2),#	
" "	UHF/DF			257.8,263.0,305.4	
Columbia	SBRAZ-DTV	CAE	227;V;126.7,122.2, 255.4	(3),#	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5,126.18,121.5,257.8,3486,243.0	(2),#	
Florence	SBMRLZ-DTV	FLO	320;V;121.5,126.7,255.4 243.0,122.2	(3),#	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;126.7,122.2,243.0, 255.4	(3),#	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9,121.5,126.18, 257.8,3486,125.9	(2),#	
(1) Myrtle Beach	BVOR-DTV	MYR	117.8;V;122.2,121.5, 126.7,243.0,255.4,	(3),#	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;126.7,121.5,243.0, 122.2,255.4	(3),#	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7 3486		DME
" Arpt	AC(g)		317;118.3,126.18,121.5,257.8	(2),#	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
"	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;121.5,126.7,243.0, 122.2,255.4	(3),#	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;121.5,126.7,243.0, 122.2,255.4	(3),#	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1) Philip	BVOR-TV	PHP	115.7;V;121.5,126.7, 122.2,255.4,243.0	(3),#	
Pierre	SBRAZ-DTV	PIR	347;V;121.5,126.7, 122.2,255.4,243.0	(3),#	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;121.5,126.7, 122.2,255.4,301.4,243.0	(3),#	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;121.5,122.2, 126.7,255.4,3486,243.0	(3),#	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		DME
" Foss Fld	AC(g)		278;118.3,121.5,257.8	(2),#	
(1) Watertown	BVOR-DTV	ATY	116.6;V;121.5,122.2, 126.7,243.0,255.4,	(3),#	
TENNESSEE					
Bristel -- - ---	See Tri-City				
Brooks	MHW	BXS	287		
(1) Chattanooga	BVOR-DTV	CHA	112.8;V;122.2,126.7, 255.4	(3), #	
"					

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(17 September 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Chattanooga Lovell	AC(g)		278;118.3,126.18,121.5, 243.0,257.8,348.6,125.1	(2),#	
(1)Crossville	BVOR-TV	CSV	113.4;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;121.5,126.7, 122.2,243.0, 255.4	(3),#	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;121.5,122.2, 255.4 126.7,243.0	(3),#	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;121.5,126.7,243.0, 122.2,255.4	(3),#	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.7,121.5,126.18, 257.8,382.2,118.1,348.6,123,9054	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			305.4,243.0	
Memphis	SBRAZ-DTV	MEM	371;V;126.7,122.2,121.5, 255.4,243.0	(3),#	58 N 177 A 241 N 360 A
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3,121.5,119.1,348.6 340.6,126.18,257.8,291.6,234.0,119.7	(2),#	
"	Center		243.0,121.5,120.1,301.4,120.5,119.3,311.8,250.2,318.2,323.2	#	
" NAS	SMRLZ	NQA	227;121.5,126.18,132.3, 142.74,233.8,236.6, 243.0	(1),#	63 A 145 N 243 A 325 N
Nashville	SBRAZ-DTV	BNA	304;V;126.7,122.2,243.0, 255.4,121.5	(3),#	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1 118.1,118.5,243.0		DME
" Berry Arpt	AC(g)		278;119.1,126.18,121.5,257.8,393.8	(2),#	
" "	VHF/DF		Gds:118.1, 118.5, 119.1, 120.3, 121.5, 122.1, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;126.7,122.2,255.4 121.5,243.0	(3),#	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5,121.5,126.18, 257.8,348.6,125.7	(2),#	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;121.5,126.7,243.0, 122.2,255.4	(3),#	71 N 181 A 248 N 001A
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18,257.8,363.8,348.6	(2),#	
Alice	SBRAZ-DTV	ALI	224;V;121.5,126.7,255.4 122.2	(3),#	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;126.7,121.5,122.2, 243.0, 255.4	(3),#	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,348.6	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1) Austin	BVOR-DTV	AUS	112.5;V;126.7,122.2,255.4 243.0,121.5	(3),#	DME
"	H	AUS	281		
" Mueller	AC(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	(2),#	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;121.5,126.7,255.4, 122.2,243.0	(3),#	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272,119.5,121.5,257.8,348.6	(2),#	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;121.5,122.2,243.0 126.7,255.4	(3),#	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	114.3		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;121.5,126.7, 122.2,255.4,243.0	(3),#	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7,126.18,118.1, 121.5,257.8,348.6,250.2	(2),#	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;121.5,126.7,243.0 122.2,255.4	(3),#	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;121.5,126.7, 122.2;206;255.4, 243.0	(3),#	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;121.5,126.7, 122.2, 255.4, 243.0	(3),#	DME
" Easterwood	AC(g)		272;118.5,121.5,126.18 243.0,257.8,347.0	(2),#	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;126.7,122.2,243.0, 121.5,255.4	(3),#	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.3,126.18,121.5, 118.1,141.84,257.8,385.6,348.6,243.0	(2),#	
Corpus Christi NAS	VORW	NGP	114.0		
" NAS	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;121.5,126.7,122.2 243.0,255.4	(3),#	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;121.5,126.7, 122.2,243.0,255.4	(3),#	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;126.7,255.4,243.0, 122.2,121.5	(3),#	
(1) "	*BVOR	DAL	113.6		DME
" Love Fld	AC(g)		278;118.7, 121.1, 121.5,243.0,126.18, 348.6,119.5,257.8,307.2,312.6, 290.3	(2),#	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 121.5, 122.1, 122.5, 126.7, 126.18, 135.9		
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 123.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;126.7,122.2, 121.5,243.0,255.4	(3),#	
El Paso	SBRAZ-DTV	ELP	242;V;126.7,122.2,121.5 255.4,243.0	(3),#	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3,126.18,121.5, 257.8, 243.0,3486	(2),#	
"	Center		301.4,118.9,137.88,119.3, 120.1,121.5,243.0,269.2,363.1,250.4		
Falfurrias (N)	MHW	NK	347		
(1)Ft. Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;121.5,126.7,122.2 243.0,255.4	(3), #	
Ft. Worth	SBRAZ-DTXV	FTW	365;V;126.7,122.2,243.0, 255.4,121.5	(3),#	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,120.7,121.5, 126.18,257.8,263.0,243.0,307.9,363.8,236.2,324.7	(2),#,122.7	
" Meacham	C(g)		272;118.3,121.5,126.18, 257.8,243.0,348.6	#,3023.5;122.7	(0600-2200)
"	Center		120.3,120.9,243.0,301.4, 353.7,125.5,379.1,360.6	#	
Galveston	SBMRLZ-DTV	GLS	263;V;121.5,126.7,243.0, 122.2,255.4	(3),#	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville Majors Fld	CI		266;121.3,121.5,126.18	(1),#	(0730-1600 xcpt Sat-Sun)
(1)Gregg Co.	BVOR-DTVJ	GGG	117.4;V;121.5,126.7,243.0 122.2;236;255.4	(3),#	
(1)Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;126.7,122.2, 121.5,243.0,255.4	(3),#	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1,118.3,118.7,126.18,290.3, 348.6,284.6,121.5,207,243.0,257.8,312.6	(2),#,141.3	
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;121.5,126.7,243.0 122.2,255.4	(3),#	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;121.5,122.2, 126.7,255.4,243.0	(3),#	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"	HW	NQI	335		
"(Alazan Bay)	HW	NG1	356		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ DTV	LRD	206;V;121.5,126.7, 243.0, 122.2,255.4	(3),#	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
Lubbock	SBMRLZ-DTV	LBB	391;V;126.7,255.4,243.0, 122.2	(3),#	79 N 174 A 259 N 354 A
(1) "	BVOR	LBB	117.1 ;348.6		
" Arpt	AC(g)		278;199,121.5,126.18,257.8	(2),#	
(1) Lometa	VORW	MTA	117.9		
Longview,Gregg Co.	C(g)		118.1,257.8,348.6	#, 122.5	
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;121.5,126.7,243.0, 122.2,255.4	(3),#	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;121.5,122.2, 126.7,255.4,243.0	(3),#	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8 ;348.6,243.0 121.5		DME
" Air Term	AC(g)		278;118.7,126.18,257.8	(2),#	
Mineral Wells	BMH-TV	MWL	284;V;121.5,126.7,255.4, 122.2, 243.0	(3),#	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;121.5, 122.2, 126.7, 255.4, 243.0	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;121.5,126.7,243.0, 122.2,255.4	(3),#	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	362		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
(1)Rocksprings	VORW	RSP	109.0		
Salt Flat	BMRLZ-DPTV	SFL	335;V;121.5,122.2,243.0, 126.7,255.4	(3),#	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0 ;348.6		DME
SanAngelo Mathis	AC(g)		272;118.3,121.5,257,243.0	(2),#	
San Angelo	BMRLZ-DTV	SJT	227;V;121.5,126.7, 122.2,255.4	(3),#	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
San Antonio	SMRLZ-DTV	SAT	344;V;121.5,122.2,243.0, 126.7,255.4	(3),#	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;124.3,121.5,123.9, 257.8,243.0,3814,3486	(2),#,126.18	
"	Center		119.7,120.5,243.0,301.4, 363.1, 263.0, 121.5,137.88,319.8,120.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" "	TVOR	PNX	109.0		
Smithville	MHW	SIH	203		
Snook (A)	MHW	SOK	371		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH	TYR	320;V;121.5,126.7, 122.2,255.4	(3),#	
" Pounds Fld	AC(g)		272;119,243.0,257,348.6	(2),#	

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Van Horn	HW	VHN	353		
Victoria, FosterAFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV	ACT	385;V;121.5,126.7,243.0, 122.2,255.4	(3),#	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9,121.5,126.18, 257.8,260.6,3486	(2),#	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;126.7,122.2, 243.0,255.4	(3),#,121.5	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1,121.5,126.18, 257.8,243.0,3486	(2),#	
Wink	SBRAZ-DTV	INK	260;V;121.5,126.7,243.0, 255.4,122.2	(3),#	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;121.5,122.2,243.0, 126.7,255.4	(3),#	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;121.5,126.7, 122.2;278;255.4,243.0	(3)	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;121.5,126.7,255.4 122.2,243.0	(3),#	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;121.5,122.2,255.4 126.7,243.0	(3),#	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;121.5,126.7, 122.2;278;255.4,243.0,	(3),#	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;121.5,126.7, 122.2,243.0,255.4	(3),#	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promontory Pt.	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;126.7,122.2, 255.4,243.0,121.5	(3),#	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt #1	UHF/DF			305.4	
" "	AC(g)		278;118.3,119.5,126.18, 348 6121.5,257.8,243.0,250.4,305.4,120.9	(2),#	
"	Center		119.2,120.3,301.4,269.2,274.3,243.0,121.5,118.9,120.3,301.4	#	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;121.5,122.2,243.0, 126.7,265.4	(3),#	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;126.7,122.2,255.4	(3),#	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3,121.5,126.18, 243.0,257.8,363.8,3486	(2),#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VERMONT					
Burlington	VHF/DF			100-156	
"	UHF/DF			257.8,305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;122.2,121.5, 126.7,243.0,255.4	(3),#	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash.,D.C.	SBRAZ-DTXV	ARV	233;121.5,122.2,126.7	(3)-135.9,#	41 A 135 N 222 A 316 N
Bacons Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;121.5,122.2, 126.7,243.0,255.4	(3),#	64 A 178 N 272 A 358 N
Chincoteague NAAS	SBMRLZ	NKZ	221;V;121.5,126.18, 142.74,233.8,243.0	(1),#	36 A 99 N 216 A 279 N
Danville	BMH-TV	DAN	344;V;121.5,122.2, 126.7,243.0,255.4	(3),#	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;122.2,126.7, 255.4,121.5,243.0	(3),#	DME
Fentress ALF	HW	NTU	404		
Front Royal	SBMRAZ-DTV	FRR	359;V;121.5,122.2, 126.7,243.0,255.4	(3),#	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;121.5,122.2, 126.7,243.0,255.4	(3),#	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash.,D.C.	*BVOR-DTXV	HRN	114.0;121.5,122.2,126.7	(3)-135.9,#	DME
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;121.5,122.2,126.7, 243.0,255.4	(3),#	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;121.5,122.2,126.7, 243.0,255.4	(3),#	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;121.5,122.2, 126.7,243.0,255.4	(3),#	DME
Newport News Patrick Henry	C(g)		317;121.5,118.7,243.0, 257.8	(2),#	(0700-2300)
Norfolk	SBMRLZ-DTV	ORF	281;V;126.7,122.2 243.0,301.4,	(3),#	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,121.5, 132.3,257.8,120.7,118.9,	(2),# 284.6,319.8,381.6	
"	Center		108.7,118.1,118.5,119.9,121.5, 123.7,122.2,126.7,132.3,135.9, 137.88,255.4,257.8,263.0,348.6,124.1	#	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 121.5, 122.5, 124.1, 126.7, 1323,135.9,13788		
" NAS Chambers Fld	SBMRLZ-	NGU	269;121.5,126.18,142.74, 233.8,236.6,243.0	(1),#	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5,126.18,132.3, 142.74,233.8,243.0,250.6	(1),#	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;121.5,122.2, 126.7,255.4,243.0	(3),#	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Quantico MCAS	SMRLZ	NYG	251;121.5,135.9,243.0,255.4	(1),#	20 A 110 N 200 A 290 N
Richmond	SBRAZ-DTV	RIC	260;V;126.7,122.2,243.0,255.4,121.5	(3),#	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5,126.18,120.1,257.8	(2),#	
Roanoke	SBRAZ-DTV	ROA	371;V;126.7,122.2,255.4	(3),#	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;119.3,121.5,243.0,257.8	(2),#	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;121.5,122.2,126.7,243.0,255.4	(3),#	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;121.5,126.7,122.2,243.0,255.4	(3),#	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;121.5,126.7,122.2,243.0,255.4	(3),#	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
" Paine AFB	HW	EV	396		
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;122.2,121.5,126.7,243.0,255.4;278	(3),#	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles,CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18,121.3	(2),126.18	(0900-1700)
Richland	CI		126.18,121.5	(1),req #	
Seattle	SBRAZ-DTXV	SEA	260;V;126.7,122.2,243.0,255.4	(3),#	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;126.18,118.3,121.5,243.0,257.8,348.6	(2),#	
"	Center		120.3,132.3,301.4,118.9,243.0,307.9,319.2,324.7,343.6,120.7,125.3,285.4		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;119.5,118.5,126.18,121.5,2578,119.9,243.0,271.2,290.8,338.2	(2),#	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" NAS	HW	MWG	404		
Shelton	HW	SHN	371		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Spokane	SBRAZ-DTV	GEG	365;V;126.7,122.2,243.0,255.4	(3),#	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3,121.5,126.18,243.0,257.8,305.4,363.8,348.6	(2),#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1),#,122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
Toledo	BMRLZ-DTV	TDO	239;V;121.5,126.7,122.2,255.4,243.0	(3),#	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;121.5,122.2,126.7,243.0,255.4	(3),#	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5,132.3,236.2,243.0	(1),#	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		
Yakima	BMRLZ-DTV	YKM	320;V;126.7,122.2,243.0,255.4	(3)	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1,121.5,257.8,348.6	(2),#	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;122.2,126.7,255.4,121.5,243.0	(3),#	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha	AC(g)		317;259.2,121.5,126.18,257.8,383.8,243.0,118.5,119.8	(2),#	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;121.5,122.2,126.7,243.0,255.4	(3),#	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5,243.0		DME
Huntington	BH-DTV	HTW	323;V;121.5,122.2,126.7,255.4	(3),#	
Martinsburg	SBMRLZ-DTV	MRB	209;V;121.5,122.2,126.7,243.0,255.4	(3),#	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;121.5,122.2,126.7,255.4,243.0	(3),#	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;121.5,122.2,126.7,255.4,243.0;215	(3),#	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;121.5,122.2,126.7,255.4	(3),#	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1,257.8,243.0	(2),#	
White Sulphur Springs (P)	H	SSU	406	(2),122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;121.5,126.7,122.2,243.0,255.4	(3),#	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;121.5,126.7,122.2,255.4,243.0	(3),#	
(1)GreenBay	BVOR-DTV	GRB	117.0;V;121.5,122.2,126.7,243.0,255.4	(3),#	
(1)Janesville	VORW	JVL	113.0		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WISCONSIN					
La Crosse	SBRAZ-DTV	LSE	371;V;121.5,122.2,243.0, 126.7,255.4	(3),#	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Madison	BMRLZ-DTV	MSN	400;V;121.5,122.2, 126.7,255.4 363.8	(3),#	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.18, 257.8,243.0	(2),#	
" "	VHF/DF			100-156 req	
" "	UHF/DF			257.8 (req) 305.4	
Milwaukee	SBRAZ-DTV	MKE	242;V;122.2,126.7,121.5, 255.4,243.0	(3),#	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1,126.18,121.5, 285.4,305.4,124.9,243.0,257.8,263.0,124.1	(2),#	
" "	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;121.5,126.7,243.0, 122.2,255.4	(3),#	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1),122.1	(sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;121.5,126.7 255.4,243.0	(3),#	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C	278	278;118.3,126.18 257.8	(2),#	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;121.5,126.7,243.0, 255.4,122.2	(3),#	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;126.7,121.5,243.0, 122.2,255.4	(3),#	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,121.5, 257.8	(2),#	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V;121.5,126.7 243.0,255.4	(3),#	
Ft. Bridger ATCS-Rock Spgs	SBRAZ-DTV	FBR	382;V;121.5,126.7, 255.4	#, (3)-3023.5	68 A 153 N 238 A 333 N
(1) "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;121.5,126.7,243.0, 255.4,122.2	(3),#	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;121.5,126.7, 122.2,255.4,243.0	(3),#	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;121.5,126.7,122.2, 255.4,243.0	(3),#	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;121.5,126.7,243.0, 255.4	(3),#	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;121.5,126.7,243.0 255.4,122.2	(3),#	67 A 164 N 251 A 344 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;122.2,126.7; 6567,2554,2430,121.5	(3), #;6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3,121.5,243.0,257.8,348.6	(2),#	
"	Center		120.3,121.5,243.0,301.4;6567	#	
" Isla Grande	C		396;118.7,121.5,126.18, 243.0,257.8,233.8	(2),#	(0600-2200)
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#,243.0	(0200-1000, 1400-2200)
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		126.7,121.5,122.2, 6567;243.0,255.4	#, 122.1,6567, 8364	
St. Thomas, Harry S. Truman	TPV		121.5,122.2,126.7, 6567	121.5,122.1, 126.7,6567	
NEW FACILITIES OR FACILITIES OUT OF ALPHABETICAL ALIGNMENT					
Hawes, Calif. (A)	HW	HAZ	376		
San Francisco, Intnl Arpt. Calif.	VHF/DF		Gds: 118.5, 119.1, 120.1, 120.5, 122.1, 121.5, 122.7, 126.18, 126.7, 135.9		
(3)Hugo, Colo.	VORW	HGO	108.2		
(3)Pinon, N.Mex.	VORW	PIO	110.4		
(3)Tiverton, Ohio	VORW	TVT	110.2		
Hazleton, Pa.(P)	MHW	HZL	212		
(3)Cape Charles,Va.	VORW	CCV	112.4		
(1)Hopewell, Va. ATCS-Richmond	BVOR-DTV	HPW	109.4;V;122.2,126.7, 121.5,243.0,255.4	(3), #	
Spokane, Wash.	Center		120.5,121.5,301.4,243.0	#	
Cleveland, Ohio Hopkins Arpt	VHF/DF			118.1,118.5,119.9, 121.5,122.5,126.18	
Houston, Tex.	VHF/DF			118.1,118.3,118.7, 120.7,121.5,122.1, 126.18,132.0,135.9, 137.88	
New York Intnl (Idlewild) Arpt., N. Y.	VHF/DF			119.1,121.1,121.5, 122.7,123.9,132.3, 134.1,134.64, 142.74	
Stockton Arpt, Calif.	C(g)		278;118.7,121.5,136.18	(2), #	
(3)Alamosa, Colo.	VORW	ALS	116.4		

V = 135.9, 135.0 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g., (3)-135.9, 122.1 guards every frequency in group (3) except 135.9, 122.1 mc. (g) = Twr equipped with 121.9 mc or (g.7) = Twr equipped with 121.7 mc for control of ground traffic. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.
(5) All airports with CAA facilities.
(6) All airports on which Federal funds have been expended under the FAAP and the Development of Landing Areas - National Defense.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips, as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon) (Green and white, split-beam and other types) Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting

L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach
7a, 7b, 7c - High intensity instrument approach, U. S. National Standard configuration A, B, or C. See page 67 for diagrams.

* An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor airframe repairs
S3: Storage, minor airframe & minor powerplant repairs
S4: Storage, major airframe & minor powerplant repairs
S5: Storage, major airframe & major powerplant repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.

Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

Unicom (Aeronautical Advisory Station transmitting and receiving, during the airport hours only, as follows):
U - 122.8 mc (for airports without a control tower); and
X - 123.0 mc (for airports with a control tower).

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower
F5: 115/145 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.

Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

(9-17-57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	INW;RR NE	1058	2	28-L4-(S1)	(F1)	N/S strip soft when wet. P-line N.
(PC) Alexander City, Russell	P	1.5 SW	685	2	h29	F2	3200' strip available. N, blkd.
(PC) " Municipal	L	5.5 E; hwy S	330	2	h36	F1	3800' strip available
(P) Anniston	P	5.5 SSW; hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft when wet.
(AF) Anniston, Talladega	L	15 WSW	527	3	h53		
(PC) Auburn-Opelika	P	2.8 E; hwy 1 N	774	3	h40-B*-L4-S5	F2	5050' strip available
Bessemer, Durham	L	2.5 SW; RR SE	500	1	23		Rgt tfc NNE.
(AF) BIRMINGHAM	P	5.5 NE	643	3	h37-B-L4,7-S5-W	F4	Operg 2-way rdo rqrd day & night.
(PC) Brewton	L	3.5 S; riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3NNW;hwy SE	634	1	20	F2	Rgt tfc NE.
Canoe, Bachelor	P	0.5 SW; RR N	288	1	16-S5	F2	
Centre	L	0.6NNW;hwySSE	581	1	20		
Clanton, Gragg	L	1.8 NE; crk S	593	2	h40-BL4-S3	F1	ENE, SE blkd. SE end ruf. Soft-wet. Ctn-not maintained.
(PC) Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC) Decatur, Pryor	P	4 NNE; hwy W	593	2	h40-BL4-S5-U	F3	
Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P) DOTHAN	P	3 WNW; hwy S	330	3	h40-B-L4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. TV ant, rnwy 31.
(P) " Napier	L	7.5 NW; RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
Elba	L	1.3 W	265	2	25-*L4		Unattended. Bcn on req.
Enterprise	L	3 W	349	2	37		
(PC) Eufaula, Weedon	P	4.3 NNE; hwy E	275	2	h34-*L2-S5	F2	
Eutaw	L	2 SE; hwy N	160	2	23		
(P) Evergreen, Middleton, 20 MSY-ATL	P	6 WSW	258	2	h40-*L4-W		Bcn prior req 80 oct avail. prior req.
Fairhope, Klumpp	P	3.1 E; rds S, E	110	1	19	F1	
(PC) Fayette	L	2.2NNE;hwy W	364	2	h21		2400' strip avail.
Flomaton	L	2 NNE; hwy W	247	1	16		Cattle on fld.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE; lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Foley, Oak		6 S; Hwy E					ABANDONED
Ft. Morgan	L	24 WSW Foley	10	2	18		Antenna pole W.
Ft. Payne	L	2 SW; RR NW	905	1	18		
(PC) GADSDEN	P	5 SW	554	2	h48-B-L4-S5-W	F4	
" Goodyear	L	3.5ESE; hwy N	567	1	16		E blkd.
(PC) Grove Hill	P	1.4 SE; hwy NE	478	2	22	(F1)	
(PC) Guntersville	L	3.8 NNE; hwy W	609	1	h24		
Headland		2 ENE; hwy NW	361				PERMANENTLY CLOSED
(PC) HUNTSVILLE	P	3.1 S; RR E	619	2	h52-BL4-S5-U	F4	Use rnwys.
Jasper, Walker County	P	2.2 NNE; RR W	496	3	h28-S1	F2	P-line NW. 3100' strip avail.
Lafayette	L	1.4 NE; hwy W	850	1	18		
Lanett, Valley	P	2 SE; riv N, E	564	2	31-S5	F1	
Livingston, Jackson	L	1 N; RR E	170	1	18		Ruf, rolling.
(P) MOBILE, Bates	P	10.5 W; bet rds	217	3	h51-BL4,6-S5-W	F4	
" Davis		13.5 SW					ABANDONED
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW; hwy N	219	3	h80-BL4,6-S5-W	F4	Use rnwys.
(P) MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-U-W	F4	Use rnwys only.
Ozark	L	2.0 SE	358	1	20		Drive-in theater S.
Roanoke	L	2 S	907	1	21		
Russellville, Wood Dearing	L	4 E	762	2	20		SE, NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW; hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
" Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
Selma, Dallas	L	2.2 SW; riv SSE	123	1	23	(F1)	
(AF) SELMA, Selfield	P	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
(PC) Tallassee	L	4 S; riv NE	200	2	29		
(PC) Troy	L	5 NNW; hwy E	393	3	h50		Settlement NW end NW/SE rnwy.
(P) TUSCALOOSA, Van De Graaff	P	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW; hwy ENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N; hwy W	270	1	40		Unattended
(PC) Wetumpka, Elmore	L	7 W; hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
NEW AIRPORTS (or airports out of alphabetical order)							
Red Bay Municipal	L	0.5 NNW	620	1	21		Ctn - wet. No sod on fld. 80 oct fuel in emerg.
(PC) Hamilton, Marion Co.	L	0.5 SW	460	1	h60-S3	(F3)	1000' overrun each end.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC) AJO	L	5 N; RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8SSW;hwy E	850	1	38		Rolling.
(PC) Bagdad	L	2.3 ENE	4136	1	28-B		Arpt not fenced. Use with caution.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	
Buckeye-Stephens	P	0.8WNW;hwy S	890	1	26-S5	F2	E, W blkd.
Bullhead City, Bullhead	L	1 N; riv W	550	1	30	(F2)	
Cameron	L	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3175	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6.0 SE	1450	2	42		Unattended.
" , Three Point	P	1.5 NNW;hwyE	1389	4	40-L4	F3	2600' N/S strip lgtd. P-line E.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC) Chandler	P	2.5 SSE; RR W	1236	1	h26-S5	F3	P-line NE.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not mainted.
(PC) Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-BL4-S5	F1	Hazardous take-off SW.
CLIFTON-Greenlee County	P	8.7 SSE;hwy W	3800	2	62-BL4		P-line E.
Colfred	L	1.6ESE;RR 1N	345	2	h40		Ctn-access is by poor desert trail.
(PC) Coolidge, Florence	P	6.0 SE	1587	3	h56	F3	
Cordes	L	0.4NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4.0 NE	6200	2	23		Ctn-erosions.
Dateland, Whitewing Rnch	L	13.8 N; RR S	550	1	20		
Dewey-Humboldt		1 E of Dewey					ABANDONED.
Douglas	P	2.5 E	4181	3	h41-L2,4-S5	F1	5300'strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd. ARPT OF ENTRY. Tfc pat alt, 1000', NW/SE clsd acft over 30,000 lbs.
(PC) Duncan	L	2.3 SW	3878	2	35-S3		
Elfrida	L	1 SE;hwy W, N	4200	1	26		
(PC) FLAGSTAFF	P	4.5SSW;hwy W	7010	1	h63-BL4-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion, vegetation. E blkd.
" -Junction	L	1 mi SW	1900	1	53		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4750	1	34		Rolling. Cattle on fld.
Ganado	L	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
(AF) Gila Bend	P	4 SSW; RR W	858	3	h62		
" Gila Gin	L	6.9WNW;riv NE	750	2	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	3	27-S3	F2	Rolling. TV ant, NE.
" Stephens Ranch	P	13 mi NW	650	1	26	F2	P-line E.
Gilbert	L	0.7 SSW	1245	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F3	P-lines E, W.
Globe Wheeler Crosswind	L	4.2ENE;hwy W	3845	1	29		Surd by mtns. Rolling, ruf. Soft-wet. Cattle-fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3	F1	
(PC) Hackberry	L	6.4NW;hwy S	3390	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1.2S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6620	1	34		Ruf. Use strip.
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
" Y-Lighting Rch	L	6.WNW	4475	2	26		P-line SW.
(PC) Holbrook 51, LAX-AMA	P	2.2NNE;hwy SE	5241	2	48-BL2	(F2)	Strip soft. Unattended.
Kaibito	L	1.8 SW;rd E	6070	1	26		Ctn-erosions. Rolling.
Kayenta	L	2 ESE;rd SE	5810	1	56	(82)	Ctn-erosions. Soft when wet.
Kelvin	L	0.5E;RR S	1810	1	17		Surd by mtns. Cattle on fld.
(PC) KINGMAN	P	8.5NE;RR NW	3446	3	h69-BL4-S3	F3	Fld lgts activated by 3 pulses of mike button on 121.7 mc.
" Temple Bar	L	61NNW;lk NE	1330	1	36		Rolling. Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 mi E	5300	1	24		Soft when wet. Erosion.
(P) Marana	L	7.7 WNW;rivSW	1891	3	h65		Inten trng 50 mi radius. P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center
" Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.
(PC) Marble Canyon	P	0.3SW;bet hwy;riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F3	
" Oasis	L	11.5E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Mormon Lake	L	0.5 N	7180	2	34	F2	Clsd winters.
(PC) Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5-U	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches, adj to strip. E blkd.
Paul Spur		0.7 SE					ABANDONED
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn. -Rolling.
Peach Springs	L	1.2N;hwy SE	4825	2	19		P-line ESE. Cattle-fld Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	30-*L4-S5	F3	No storage. P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ➤ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Phoenix, International Har-vester Proving Ground	L	11.0 S	1234	1	54		
Phoenix, Paradise	P	8.0 NNW;canal S	1245	3	32-S5	F4	P-line E.
(NG) ".- SKY HARBOR	P	2.8 ESE; RR N	1124	3	h78-BL4,6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Functioning 2-way rdo rqrd. Rgt tfc rnwys 26R, 8R.
"South Phoenix	P	3.0 SSE; riv N	1100	1	26-S5	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3.0 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2941	3	32		Ctn-down drafts. On high mesa.
Polacca	L	3.5 SW; rd 1 N	5590	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8.0 NE; RR E	5042	2	h76-BL2,4-S5-W	F4	Use runways.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on field.
(PC)Red Rock, Marana Aux #3	L	8.0 ENE	1970	aw	h30		
Rimrock	L	2.5 NW	3575	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3955	1	26		Mountains ENE. Land to WSW.
Roll, Antelope Ranch	L	2.0 SW; RR E	250	1	30		W blkd. P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	1 mi S	5400	1	33		Caution-soft when wet - erosion.
(PC)SAFFORD	P	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1.0 NW; hwy S	5700	2	45		
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE (south) blocked.
→ " 27B, LAX-PHX	P	15.8 SSE; rd N	1362	2	41-BL2		Caution -puncture vines.
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
"Thunderbird #2	L	8.5 N; rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
Sedona, Oak Creek	P	2.0 SE	4800	1	38	F2	
Seligman	L	2.0 NW; hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2.0 NW; hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2.0 ENE; hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3.0 ENE; hwy S	254	3	20		Ctn- soft sand.
"McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip rough.
Superior	L	2.0 WSW;hwy N	2646	2	h40		NNE blkd. Mountains WSW.
Tempe, Sanders	P	5.0 SSW; RR E	1240	1	26-S5	87	N, S blkd.
Tes Nos Pas	L	2.0 E	5450	1	27		Caution - erosions.
(PC)Tombstone	L	4.0 SE; hwy W	4743	1	42		Take-off to ENE.
Topock, Lake Havasu	P	19.0 SSE; riv N	490	3	60	F2	Caution on NNW/SSE strip.
Tuba City	L	1.0 WSW	5000	1	44		Rolling.
(NG)TUCSON	P	7.0 S; RR W	2630	2	h120-BL4-S5-W	F4	
" Cielo-Terra Guest Rnch	L	13.5 N; hwy W	2650	1	30		
"Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
"Downtown	L	1.4 S; RR SW	2490	3	43	F2	N blkd. P-line NW.
"Ryan	L	13.0 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
"Thunderhead	L	15.0 ESE; rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn - vegetation. Surd by mountains.
(PC)Valle	P	2.3 E; hwy E	6001	3	57-BL2		
Webb	L	3.5 N; hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE; RR N	315	2	h40		
White River Fort Apache	L	3 mi S	5109	1	42		Ruf - vegetation on lndg area. Surd by mountains.
Wickenburg	L	15.0 W; hwy S	2380	3	h45		Use rnwys.
"El Rancho De Los Caballeros	L	3.6 WSW	2510	1	26		Ctn - cattle, autos. Uphill landings, downhill tk-offs. Circle rch before lndg. Hill WSW.
"Flying E Guest Ranch	P	4.4 WSW;hwy N	2490	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W; rd N	4188	2	h61	(F1)	
(PC)Williams	L	4.3 N; RR 1 E	6700	2	45-BL4	(F2)	Cattle-fld. NE/SW strip muddy-wet. NNE/SSW strip rough, dangerous.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Take-off SW or W. Soft-wet. Use strips.
(P)WINSLOW	P	2.0 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
"Chilson	L	15.5 W	5500	1	35		Cattle on field.
Young, McKenzie Ranch	L	1.2 WSW	5095	1	26		Ctn-erosion. Hazardous WNW end. Cattle on field. Rolling.
" Q-Ranch	L	8.5 ESE	5515	2	34		Hill SE; wind-mill SW. Ruf.
→ (AF)Yuma-VINCENT AFB	P	4.5 SSE;hwy N	213	3	h96-BL4, 6-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi. radius, 1213' above arpt. Rnwy barriers rnwys 21-03.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14.0 SSE	275	2	h37		
" Aux #4	L	14.0 SSW	200	2	h37		Derricks, cables N - open ditch.
"Fisher's Landing	L	20.2 NE;riv W	250	1	32		
"Marsh	P	0.7 E; riv N,NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
Alma	L	1.5ESE;rdS	420	1	17		
(PC) Almyra	L	3W	208	1	h30-S5	91	Emerg only. Dangerous. Soft.
(PC)Batesville	P	3S;hwy E	464	2	h28-BL4	F2	P-line W. Rnwy lgts dusk-2400.
(PC)Benton	L	1.6W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5SSW;hwy E	1296	1	27-S3	F1	2270' strip avail. lgtd.
Berryville, Masco	L	1WNW;hwy E	1200	1	19		Cattle on fld.
(PC)Brinkley, Federer Mem'l	P	1E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch holes between boundaries. No storage.
Cabot, Bailey	L	0.5W;RR;hwy SE	305	2	16		E ruf. Unattended.
(PC)CAMDEN, HARRELL	P	4.5NE;hwy W	128	2	h35-BL4	F2	WNW/ESE rnwy perm clsd.
Carlisle	L	0.5S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6WSW;hwy E	217	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5SE;rds NE	309	2	32-B-S5	F3	Unicom days.
Cotton Plant, Overhold	P	3W;hwy S	250	2	18	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3W;RR N	200	1	26-S5	F3	ENE, E blkd. Use strip.
El Dorado	P	1.5S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6W;hwy S	277	3	h51-BL4	F4	Use rnwys.
(P)Fayetteville, DRAKE FLD	P	4S;hwy W	1251	4	h38-BL4-S5-W	F3	Mtn SE.
" Henson	L	3.5ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL.-BNA	P	1 N	721	1	38-BL4-S3-W	F4	
(NG)FORT SMITH	P	4SSE;RR S	468	2	h70-BL4, 6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2NW;rd N	229	2	24-S1	F2	
Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
(PC)Harrison	P	4.1NW;hwy NE	1375	2	h40-BL4-S5-U	F1	
Hasty, Smith	L	3.3SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7E;RR N	229	2	21-S3	F2	S blkd;p-lines N, WSW. Ctn-N/S -wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, Thompson-Robbins	P	6NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5NW;RR E	359	3	h55-*L4-S5	F2	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
(PC)Jonesboro	P	3.5ESE;hwy SW	264	3	h44-BL4-S5-W	F1	Use rnwys.
Lake Village, Tindall	L	1.3SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5ESE;rd N, E	257	6	h70-BL4, 6-S5-W	F4	P-line N.
Lonoke, Hauk	L	4.3NW;lk NE	235	1	16		Soft when wet.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
Malvern, Harlas	P	2.2WSW;rd N	275	2	26-S5	F1	P-line E.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30-L4	(F1)	Ctn-wet. No bcn. Rnwy lgts dusk-midngt.
(PC)Mena, 4J, NEW-MKC	P	2SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7NW;hwy S	300	2	18-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1E;hwy W	200	1	13		Ctn-when wet.
Mountain Home, DiamondBay	L	9ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2N;rd E	450	2	19-(S1)	(F1)	
(PC)Newport	L	6 ENE	237	4	h50-S1	F3	Use rnwys.
Ozark, Whitman	L	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE. Caution-wet.
PINE BLUFF, Grider	P	5.3SE;hwy 1N	205	2	h51-BL4-S5-W	F4	
" Toney	L	2.5N;hwy W	215	3	26	F1	
Pocahontas	L	2SE;hwy W	280	2	38	(F1)	
Prescott		2.8SW;RR SE					ABANDONED.
Rogers	L	2.7N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8NW;hwy N	202	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req after 2400.
(PC)Searcy	L	2.8S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ.	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8SSE;RR	1352	1	26-*L4	F1	
(PC)STUTTGART	P	7N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5NNW;hwy E	214	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4NE;RR NW	389	2	h40-BL4-S3-W	F4	Use rnwys.
Texarkana, Mack's	L	4SE;RR N	390	2	18-S3		SW blkd. No storage.
(P)Walnut Ridge	P	4NE;RR SE	275	3	h50-BL4-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	245	1	26		
West Memphis, Bowen	P	1.5W;hwy N	215	2	17-S5	F3	P-lines E, NE, W. Rgt tfc E, NE. Ctn-when wet.
" Farmers	P	3.2 W;hwy N	212	1	26-S3	F3	Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
Lewisville, Harrison	P	0.3 NE	360	1	18-S3	F2	

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail. F - fuel octane. →- new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				CALIFORNIA			
(PC)Adelanto, El Mirage	P	11WNW; lk N	2865	4	h37-S3	F3	
" Sun Hill Ranch	L	13.1NNW;hwy E	2950	1	23	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW; hwy S	4228	1	29		Ruf-weeds. Too soft for use-wet weather.
Aguanga, Stardust Ranch	L	3.4 NW;hwy W	1750	1	20		Hill S.
Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W; RR S	4391	3	h36-S1	F2	P-line NE, SW. Ant. NE.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-lines E. Rolling. Soft when wet.
(P)ARCATA	P	7.6NNW;oceanW	217	2	h60-BL4,6,7-S5-W	F4	Rgt tfc rnwy 13.
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
(PC)Auburn	P	3.8 N; hwy 1W	1510	2	31-BL2-S5-U	F2	Dangerous-fld-soft-wet
Avenal	L	0.3 W; hwy NE	750	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet. Electric ear.
Bakersfield	P	2.8 S; hwy W	378	1	h30	F2	CLOSED - Sat, Sun.
(P) " KERN CO. #1	P	4.4NNW; RR W	515	3	h50-BL4,6-S5-W	F4	TV antenna E, SE, S.
(PC)Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2150	3	28-L4	F2	P-line N; hill NNE. Rgt tfc E.
← Bass Lake, Wishon	L	1.5 WNW	3380	1	19		Lnd NNW; tk-off SSE. Surd by mtns. Ruf.
Beckwourth, Plumas Co.	P	1.2 E; RR SW	4900	2	35-*L1-S5	F3	Lgts summer months. P-line SW.
Benicia-Air Harbor	L	2.5WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.6ENE; riv E	4121	3	h75-BL4-S3-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1 NNE;hwyNW	5280	1	34-B-W		P-line NNW. Rolling.
(P)BLYTHE, 21, LAX-PHX	P	7 W; hwys S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E; hwy N	265	1	25-L4-S5	F2	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.
Bonsall, Shearer's Ranch	L	4ENE;hwySSW	270	1	21-U		Mtns ESE. Caution-ruf.
← Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	h25		Soft, ruf, rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	L	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	26		SSE, NNW blkd. Use caution.
Boulevard, 73 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE; rd E	-120	2	h30-S5	F2	P-lines SE.
" O'Connell Bros	P	1.4SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport, Bryant	L	0.3NNE; lk N,W	6465	1	31		P-lines, S, W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5WNW; RR S	764	2	h50-BL4,6,7-S5W	F4	Fee when no 2-way rdo. Rgt tfc rnwys 7, 15. 925' ext on rnwy 15 avail for take-offs only. P-lines 1 mi W.
Buttonwillow-Kern Co #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	26-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5WNW;hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
Callstoga	P	0.2 ENE; RR S	365	1	h23-S1	F2	Rft tfc WNW. P-line WNW.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Carlsbad	P	2 ENE	360	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1ESE; RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emergency.
CATALINA ISLAND, Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N; hwy W	4610	1	h36		
Chester	P	1.5SSW;hwy NW	4525	2	32-S5	F2	ENE, SSE, WSW blkd.
(P) CHICO	P	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2WSW;hwyNE	178	1	22-*L4-S5-U	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h62		Rgt tfc to E, NE. Ctn F86 & C47 acft operg in vcnty. Taxiing on rnwys.
Chowchilla	L	0.8SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Clarksburg, Bogen-Clarksburg	P	2.4NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N; hwy E	714	3	h52-L4-S1	F2	
(PC)Columbia	P	3.4NNW; hwy E	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2WSW;hwy S	45	1	15		P-line SE. Soft when wet.
" U. S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft - wet.
Compton	P	1.5SW;hwysE,W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC)Concord, Buchanan	P	1.5NW;hwys N,S	22	3	h50-BL4-S5	F3	P-line WSW.
Corcoran	P	1.3WNW; hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn - weeds.
" Baldwin	L	2.7NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2SE;RR,hwyW	205	1	29-L4,3-(S1)	(F3)	Twr NNW.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				CALIFORNIA			
(PC) Corning	P	1.3NE; hwy W	300	1	34-B	F2	
Corona, Thursby's	L	1.3NE; RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N; hwy E	3360	2	26		E/W strip under const.
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7SW; crk NE	1418	2	30		Hill WNW. Caution - wet.
Coyote Wells, Miller's	L	3.9 WSW	625	1	12	F1	
(P) CRESCENT CITY, Del Norte County	P	2.5 NW;ocean W	56	2	h50-BL4-S2-W	F3	
Creston	L	1.5SSW	1200	2	18		SSW blkd.
(PC)Culver City, Hughes	L	3.6 SSW, RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL2-W		
Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	
Darwin	L	0.6 W; hwy 1NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution - holes.
" University	P	2.4WSW; crk S	65	3	h37-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley, Amargosa	L	0.7 W; hwys E,N	2037	1	23		Rgt tfc N.
(PC)Delano-Kern Co. #3	P	1.5SE,RR,hwyW	316	2	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1NNE;riv NW	11	1	h25-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5NE; hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5NNE; hwy W	900	1	45		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.8 NNE;hwyNW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	158	1	23-L4	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
(PC)Dunsmuir,Mott,25B,PSO-SEA	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd. winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8SE; hwy SW	275	1	16		
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-BL3,4-S5-U	F4	Rft tfc SW.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N, hill W. Soft when wet.
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
" -County	P	3.6 ENE; hwy N	5	2	h22-L4-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
Fair Oaks-Phoenix	P	3.5ENE;riv E,S	270	1	23-S1	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3 S; RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills	P	1 N; hwy E	3300	1	h33	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		Unattended.
Fontana	L	3.5NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
Ft. Bragg, Union Lumber Co	L	1 SW; ocean W	65	1	h24		
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW; rd E	2728	1	35	(F1)	Surd by mtns.
(P) Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5	F3	Rgt tfc rnwy 11.
(PC)Franklin	L	5.5 SSE; RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S,E	331	2	h71-BL4,5-S5-W	F4	Rgt tfc rnwys 11 & 7. Use rnwys.
" -Chandler	P	1.8 W; hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys after rain.
" Furlong	P	6.5NW;canal NE	300	1	25-S5	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32-*L	F2	Hi-voltage p-line SE end strip, unlgtd, SE blkd.
(PC)Fullerton	P	3.0 W;hwy S,N	93	1	21-BL4-S5	F3	Lw/caution. Entire fld clsd to hvy multi-eng acft.
Furnace Creek	L	2.0 NW	-211	1	h45		N 1200' clsd, hazard mrkd. 8450' open lgt acft day
(PC)Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gasquet	L	1 W; hwy S	390	1	28		Hill WSW.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE. NW/SE strip not maintd.
Glen Ivy Hot Springs	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley	L	0.8 W; hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" Loma Rica	L	2.7 E	3140	1	12		Ctn-not maintd. Ruf.
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC)HALF MOON BAY	P	5.5 NW; hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE; hwy S	245	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W; hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N; lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW; RR W	46	3	h52-BL4-S5-U-W	F4	Rgt tfc ENE, ESE. Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR E	225	1	23		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5WSW;RR SE	1502	2	h23-BL4-S5	F2	5000' strip avail, WSW blkd, Ctn-weeds,
Herald, Bottimore Bros.	L	1 NNW; RR SE	70	1	30	F2	P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-*L4-S5		
Holtville Aux.	L	5 NW; riv E	110	1	h40	F2	
" McKim Ranch	L	0.2 E; RR W	-85	1	26		Closed
Honcut, Cloddy	L	1.6SE; ocean S	105	1	14		P-line E.
Huntington Beach	P	1 S; hwy E	4	1	18		S blkd, Soft-wet. Drop N end.
(P) IMPERIAL-COUNTY			-58	1	h44-BL4-S5		CLOSED. Soft-wet. Eng repairs only.
Independence		0.9 N; hwy W				F3	NNW blkd.
(PC) " Inyo County	L	6 SSE; hwy W	3835	2	h50-*L2,4		ABANDONED
(PC)Indio, Shavers Summit	L	29.8ESE; hwy S	1690	1	h60-B		
(PC)Inyokern-Kern Co.	P	1.1WNW;RR E	2426	3	h73-*L4-S5		Rolling.
(PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S5-U	F2	Ctn using lgts.
(PC)Jacumba	L	1.3 E; hwy N	2810	1	24	F2	
Jolon, Roth	L	6.7 ESE	1160	3	15		W end soft. Mtns, E, Rolling.
Joshua Tree, Giant Rock	P	14.5 NNW	2620	1	56-S3		
Kerman, Bland	L	2 SE; RR N	222	1	18	F2	No storage.
Kernville-Kern Co #13	L	2 S; riv W	2575	1	h30		
(PC)King City	P	1.5NNE; RR W	370	1	h45-*L2-S3		Soft.
" Montgomery Corp	L	5 N; RR W	400	1	h20	F2	Embank WNW.
Klamath, McBeth	L	2.5 ESE; riv S W	60	1	21		SE blkd. Rolling.
Knights Lndg, Sweetser	P	1.8NNE; riv S W	25	1	h16-S5		Surd by mtns. Soft when wet.
Lake Hughes, Neenach Rch	L	11.8NW; hwy S	2975	1	19	F3	
(PC)Lakeport, Lampson	P	4SSE; rd E	1380	1	35-S5		
LaMesa	P	4.2SE; hwy 1 2N	480	1	18-S5-U	F2	Mtn WNW. Ruf.
" La Presa	P	4.8SSW; hwy S	275	2	22-S5-U	F3	Hills ENE. Rgt tfc WSW.
" Sweetwater						F3	P-line SSE. E/W rolling. Rgt tfc ESE.
Lancaster, Quartz Hill	P	5.2 SW	2470	3	26-*L4	F2	ABANDONED
" Sterks Ranch	L	2.6 ENE; hwy S	2361	2	21		NW blkd. P-line W, SW. Soft in spots.
" Waldrip	L	2 NNE; RR W	2335	1	19		P-line W. Soft in spots.
(PC)Lemoore	L	9 SW; hwy N	245	3	h51-S5		
" Machado Field	L	1.2 N; hwy S	223	1	14		SE 1900' NW/SE rnwy ruf-weeds.
Lenwood, Riley	L	1.8SW; hwy NW	2350	3	31-*L4-(S1)		Ctn-weeds on strip.
(PC)Lincoln	L	3.6WNW; hwy S	120	4	h38		Soft. Weeds on N/S strip.
(PC)LITTLE RIV, Mendocino Co.	P	2.5SE; hwy 1.5W	572	1	h52-B*L4-S1-W	(F2)	
Live Oak, Bowles	P	1.5NW; hwy E	72	1	16-S5	F2	
" Lomo	L	3.6 SSE; RR W	65	1	18		Use strip.
							N, S blkd. Caution-weeds.
Livermore-Sky Ranch	P	1.2WNW; hwy NE	448	2	40-B*L4-S5	F3	NE blkd.
Lodi	P	4.5SW; hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N; hwy E	54	1	30	F2	P-lines E, W.
(PC)Lompoc	P	0.6N; riv 1 N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mat avail - use with caution.
Lone Pine	P	0.8 S; hwy W	3700	2	26-S5	F2	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h68-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W. N 800' rnwy 16L perm clsd.
(P)LOS ANGELES, Intn'l	P	9.5 SW; RR E	126	3	h85-BL4-7a-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use rnwys.
(PC)Los Banos	P	1.2 W; hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S; hwy 1.5W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills Kern Co. #9	L	0.6 NE; hwys 5 W	285	1	h63		
" Blackwells Corner	L	10.5W; hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
(PC)Madera	P	3.5WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns N, S, W. Open May-Oct.
Maricopa, Sunset	L	3.1 NE; RR SW	520	3	21-*L4		
Mariposa	L	4.5WNW; rd S	2250	1	20-*L2		Mtns WNW. Rolling. Clsd Dec-April.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(F2)	Use at own risk. 6' wash E
(P)MARYSVILLE, YUBA CO.	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	Tfc pat SSW.
(P)MERCED	P	1.6SW; hwy 1 NE	155	2	h47-BL4-S5	F4	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE; riv W	40	1	14		
Middletown, Larry's	L	2.5WNW; hwy SW	1200	1	17		
Midland	L	1 S; RR NE	940	2	18		Cattle on field.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F3	Rolling. Hill NW.
Montague	P	1 W; hwy S	2527	2	37-B*L2	F2	Rgt tfc to NW.
(P) " SISKIYOU COUNTY	P	4.3 NE; RR W	2651	2	h75-BL4-W	F3	
(N)MONTEREY PENINSULA	P	3.4ESE; bay NW	220	2	h50-BL4-S5-W	F4	Minor eng repairs only.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	17		Rgt tfc rnwys 24, 28.
Moreno, Rancho	L	1.5 E	1600	1	17		P-line across W end. Lnd W on 450' extn.
Morgan Hill	L	1.4 N; RR SW	375	1	24		
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		P-line NW.
Murrieta-Hot Springs	L	4.1ENE; rd S	1137	1	22		Ruf, rolling.
(PC)Napa, County	P	5.5 S; RR E, S	36	2	h53-BL4-S5	F3	P-line E.
Napa Stewart	L	2 S; hwy W	6	1	20		
National City	P	1.1SSE; riv S	8	2	23-L1-S5	F2	Cattle on fld. Ruf spots.
(P)Needles, 25A, LAX-AMA	P	5.5S; hwy E	990	2	h58-BL4-W		NNE/SSW strip soft. Rgt tfc to NNE.
" Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	
Nevada City	L	1.5NW; rds S, E	3060	2	26-(S5)	(80)	NE blkd.
New Cuyama	L	0.4 S; hwy N	2225	1	40		No storage. NW blkd. Rolling. Soft-wet.
North Sacramento-City	P	2.6NNE; RR W	30	1	17		
Oakdale	P	1.8ESE; RR N	1	2	30-(S3)		INACTIVE. Caution-weeds.
(N)OAKLAND, Metropolitan	P	5 S; hwy 2 NE	180	2	24-S5	F2	Soft when wet. Ctn-high weeds.
Oakland International			5	3	h62-BL6,7-S5-W-X	F2	Unattended Tues. Hills ESE, SE.
Oak View, Casitas	L	1.4WNW; hwy N	500	1	11	F4	Channel clsd to seaplanes, vessels moored in channel. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oceanside	P	1.8 NNE; riv N	29	1	25-L1-S3		DANGEROUS-SHORT FLD.
Ojai, Henderson	L	3.5WSW; RR E	600	1	18-(S3)	F2	Rgt tfc W. Use strip.
Olancha	L	0.5 E; hwy W	3648	2	20	(F1)	Rgt tfc SSW.
" Grant Airfield	L	10 WSW; riv W	8000	2	29		W blkd.
" Grant's	P	1.8 SSE; hwy E	3700	3	31-S3		Clsd winters. FEE. Lnd, take-off S on N/S strip.
" Monache Meadow USFS	L	10.8WSW; riv E	8000	1	25	F3	Minor eng rprs only. Rolling.
" Tunnel USFS	L	16.5WNW; riv S	9100	1	18		
(NG)ONTARIO-International	P	1.5E; RR N, S	952	2	h70-BL4-6-S5-W	F4	Land and take-off to SW.
Orland, Circle M Ranch	L	4 SW	240	1	17		Rgt tfc rnwys 3, 7
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No storage. SW corner used by farmers.
" Kirkwood	L	4.6NE; RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W; riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW; hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Oxnard, Broome Ranch	L	8 SE	15	1	10		
(PC) " -VENTURA COUNTY	P	1.1 W; hwy E	43	2	h45-BL4-S5-W	F4	Ctn-ditch and p-line parallel SSE strip. Hill WSW.
(P)PALMDALE, Air Force Plant 42	Airport now Air Force Installation.					F4	Ctn-hi performance jet acft operg in cti zone.
Palm Desert							
(PC)PALM SPRINGS	L	1.2 NW; hwy SW	215	2	30		
(PC)Palo Alto	P	2.5E; dry riv NE	448	2	h70-BL4-S5-U	F1	W blkd. E end E/W strip soft.
Parlier, Paiva Inter City	P	2 ENE; bay 1 E	2	1	h25-S5	F4	Rgt tfc N and NW.
(P)Paso Robles-COUNTY	L	1.5 WSW	330	1	18	F2	Ant. SSE; p-line S, WNW.
Patterson	P	4.5NE; hwy 1.5 S	335	2			NW blkd. Ctn-holes. Use strip.
Petaluma-Sky Ranch	P	2.2 W; rd S	168	1	h47-BL4-S1-W	F4	
(PC)Pismo Beach-San Luis Obispo Co.	P	2.3 NE; rd NW	78	1	26-*L4-S1	F2	Rgt tfc strip 34. Windmill NE.
	P	2.7 SSE; RR E	14	1	h21-*L1-S5-U	F2	
(PC) Pixley	L	1.2 SW; hwy E	260	1	h23-S1	F1	
Placerville, El Dorado Co.	L	1.5ESE; hwy 1 N	2595	2	h20-(S1)		
Pleasant Grove, Scheidel	L	3.5 SSE	84	1	29-BL4		
Poe	L	0.2 NW; hwy S	1850	1	25		Downdrafts.
Pariler, Paiva Inter City	L	2 NW; hwy E	80	1	40		SSE blkd. Soft when wet.
Pomona Brackett	P	3 NW; hwys N, E	985	1	13		Use strip. P-line each end - ruf, E end soft.
(PC)Porterville	P	3 SW; hwy 1 N	444	1	24-S5		Ruf.
Potter Valley, Hessman	L	4 NE	1500	2	h60-BL4-S3-U	F3	Rgt tfc E.
(PC)Quincy, Gansner	P	0.5 N; hwy W	3415	1	20	F3	Lgts by elec ear.
(PC)Ramona	P	2.6WSW; hwy SE	1393	1	h31-*L4-S1		Take-off NW.
Ravendale	L	0.2 N; RR SW	5300	2	37	F2	Surd by mtns. Tfc pat N.
(P)RED BLUFF, Bidwell	P	1.7SSW; crk N, S	354	2	h40-L4-S1	F2	
(PC)REDDING	P	7.5 SE; rd W	500	2	h40-BL4-S5-W	F4	Slippery when wet. Cattle on fld.
" Benton Air Park	P	1.1 WSW	719	1	h50-B*L4-S3-W	F3	Lgts on req after 2400.
" Sky Ranch	P	5 S; canal E, N	486	2	h25-BL2-S5	F3	
Redlands, Flying Inn-Redlands	L	3 NE; RR E	1574	1	29-S5	F2	Rgt tfc S. Ruf.
Reedley, Great Western	P	5 N; RR W	381	1	26-L4-S3	F2	
Rialto, Miro-Fontana	L	2.5NW; crk N	1435	1	22	F2	Rgt tfc E. Lgts on req after 2400. Rolling.
" Morrow	P	1.8 S; hwy S	1100	1	25		Rgt tfc N, avoid flgt over school.
Richvale					h32-S5	F2	CLSD-HAZARDOUS. Rolling. P-line ENE.
" LaMalfa	L	1.5 WNW; RR E	112	1	25		P-line ENE, WSW.
Ridgecrest, Davis	L	3 ENE; hwy S	115	1	20		
	P	0.5SSW; hwy E	2300	2	26-S1	F3	P-line SSE. Soft when wet.
Riverside, FlaBob	P	2.3WNW; riv SE	760	2	37-L1-S5	F4	P-line ENE.
Riverside	P	4.5WSW; RR W	790	2	46-*L4-S5	87	2000' pavement avail.
Robbins, Lampson's	L	0.4 W; hwy E	35	1	22		FEE for lgts. Rolling. Bcn on req.
Robles del Rio, Carmel Valley	L	1 N; rd S	450	1	h18		P-line SSE.
Rosamond	L	2.5 WNW	2415	1	26-S3	F2	Use rnwys.
" White oaks	L	19 WNW	4100	1	36		No storage.
Rutherford Inglenook Rch	L	1.5WNW; rd NW	190	1	17		Mtns N.
(P)SACRAMENTO	P	3.5SSW; RR W	21	3	h60-BL4,6-S5-W	F4	Hill NW.
" Capitol Sky Park	P	3.5WNW; RR N	15	1	30-S5		
" Jensen	P	4SSW; RR W	20	1	17-S5	F2	Use strip.
" Sky Ranch	P	4.6SSE; hwy E	26	2	23-S5	F3	Rgt tfc S. Unlgtd ant, N. Soft-wet, S blkd.
						F2	P-line S, NE.

h-paved rnwys. B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail,

F - fuel octane, → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(P)SALINAS	P	2.8 ESE; RRSW	84	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras	P	0.5 SE	1200	1	h20-*L4-S3	F2	No storage.
" #2	P	5.6NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7NNW;RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
" Tri-City	P	3.3 SSE; riv N	1040	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E, S. 2700' of E/W strip lgtd.
San Carlos-San Mateo Co	P	1 NNE	6	2	h26-S4	F2	8'levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W; bays S, W	15	2	h81-BL4-S5-W	F4	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY.
(PC) " Montgomery	P	7 NNE; hwy W	423	2	h34-BL4-S5-U	F2	Rgt tfc rnwys 5, 10.
" Pike's	P	4.8WNW;RR E	11	1	26-*L1-S5	F2	Rgt tfc NW.
(PC) " San Diego County (Gillespie)	P	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F2	Rgt tfc ESE.
San Fernando	P	1.5 E; hwy I SW	1165	1	24-S1	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE; RR SW	1033	2	38	F4	P-lines NNE, SSW. Rgt Tfc NNE.
(P)SAN FRANCISCO INTNL	P	9 SSE; bay E	10	4	h89-BL4,6,7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley	L	15.3 NE; rd S	630	1	25		Rd crosses strip. Tfc pat. NE. Surd by mtns. Cattle on fld.
San Jose	P	3.4 E; rd W	114	1	h26-S1	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW; RR SW	62	1	h43-BL4-S5-U	F4	
" Reid's Hillview	P	4 E; rd NW, SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo	L	1.9 N;RR SW	342	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
" State Polytechnic College							
(PC) " COUNTY	P	3 SSE; hwy E	209	2	h40-BL4-S5-W	F2	P-line E.
San Marcos, Valley	P	1 W; RR N	550	2	20-S1	F2	Rgt tfc N. Caution weeds on strip.
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S; hwy N	54	1	h48-BL4-S5-W	F4	
(P)SANTA BARBARA	P	8.1 W; RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Sky Park	P	5.3 N; hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
← Santa Maria, Hancock	P	1.8SE; RR N	236	3	h33		P-lines W, NW, SW. Rgt tfc E, ESE. 3800' strip avail. NW/SE strips not maintd. NE/SW strip clsd.
" Machado	P	2.2 N; riv N	230	1	27	F2	W blkd. Unattended.
(PC)SANTA MARIA-PUBLIC	P	4.2 SSW; hwy E	259	2	h57-BL4-S3-U-W	F3	
(P)Santa Monica	P	2.6 ESE; rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3. Rnwy 4-22 perm clsd.
Santa Paula	P	0.8 S; riv S	240	2	21-*L4-S5	F2	Rgt tfc to S. 91 oct avail on req.
Santa Rosa	L	2.8NNW; hwy E	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW; RR I E	125	2	h50-BL4-S5-U-W	F4	
Santa Susana	P	0.5 S; RR N	965	1	18-S1	F1	W blkd; hills S, E; Rgt tfc N. Ctn-weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	1000' dirt overrun W end, 400' dirt overrun E end.
" Crawford	L	4.1ESE; hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8ESE; rds E,N	2150	1	53		1800' SSE end strip unusable winter mos-mrkd. Unattended.
Selma	L	2.3 E; rd N	315	1	22-S5	F2	Shallow ditch NW end. Rolling.
(PC)Shafter-Kern Co. #14	L	5 E; RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W; ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S; hwy W	1580	1	23		Mtns N. Rgt tfc N.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE; lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Solemint, 6 S Ranch	P	1 WNW; hwy S	1349	1	h26-S1	F2	E, W blkd. Clsd Suns - auto races.
(PC)Sonora, Columbia	SEE: Columbia, Columbia Airport						
South Belridge, Belridge	L	0.8 NNW;hwy E	575	1	38		
(P)STOCKTON	P	4.5SE; hwy E	28	3	h48-BL4,6-S5-W	F4	
" Oranges Bros.	P	5 N; RR E	23	1	h20-L4-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	1	19	F1	Unattended. E end E/W strip ruf.
Stratford, Jones Farms	L	1.1NW; RR NE	200	1	16		
" Newton	L	2.7SSW;hwy NW	190	1	h22-U		P-line NNW.
" Rowan	L	1.7SE	200	1	19		
" Schwartz Farms	L	2.0 SE	195	1	25		
" Westlake Farms	L	6.1SW; hwy W	200	1	15		
Strathmore, Traugen	P	1.1NNE; RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunset Beach	P	2.0 E; ocean S	30	2	19-S5	F2	6' fence end rnwy 24. P-line WSW.
Susanville	P	6.5SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft-Kern Co. #2	P	0.6 E; RR S	873	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip 7R-25L.
Tehachapi-Kern Co. #4	L	0.8 NE; RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8SW; hwy W	-117	2	h50-BL4-S5-W	F3	Use rnwys.
Three Rivers	L	2.2NNE;riv S,W	850	1	20		SSE blkd. Soft when wet.
(PC)Torrance	P	3 SW; hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NE, NW.
(PC)Tracy	P	3.5SSW; RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5ESE; riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1ESE; RR S	164	1	27		SSE blkd. Soft when wet.
(PC)Trinity Center	L	0.4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	L	5 NE; dry lk S	1716	1	60-B*L2		Rolling.
Tulare	P	3.7SSE; hwy W	270	1	21-S1	F2	
Tulare Moore's	L	2.2NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE; hwy SW	4048	1	35		
Turlock	L	4WSW;RR SW	78	1	20		Edges soft.
" -Municipal	L	9 E; hwy N, W	150	1	h33-S1	F2	
" Roe		7.8 S; riv S					ABANDONED
Twentynine Palms, Cones	P	1.5ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
(P)UKIAH	P	1.5S; RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N. Rnwy rstd to acft in excess 24,000 lbs.
Upper Lake, Gravelly Valley USFS	L	20 N; lk I S	1900	2	44		NNE blkd; hills WNW. Deer on fld. Clsd Nov-Mar. Land NNE, WNW; take-off SSW, ENE.
" Polk	L	0.6SE;hwys N,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8NE;hwy NW	65	1	28	(F2)	
Valley Center, Schafer's	L	4 E; riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd, Hill E.
Ventura Arpk	P	1.7SE; RR NE	13	1	h24	F3	Rgt tfc SE.
Vidal	L	1 SE; hwy SW	590	1	29		Emergency only.
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwys.
(PC)VISALIA	P	5 W; RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8WNW; RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7NNW;riv S	320	1	20		CLOSED.
" Dinuba	L	8.5NNW;RR I NE	310	1	h25		
Walnut Grove	P	2.4SW;riv W	SL	1	26	F2	P-line E.
Warm Springs	L	2.3SSE; RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4W; hwy N	2875	1	35		
Wasco-Kern County #5	L	2 NNW; rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6NW; hwy S	160	2	h45-*L4-S5-W	F2	Bcn prior req.
Weaverville	L	1 SSE; hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8NW;Sea adj	-152	2	51		CLOSED, except on ofl bus.
Westwood	L	1.5 W; hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2NNW;hwy W	546	1	24		SSE blkd.
Williams, Dalton	P	1.3NE; RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3ENE; rd S	1356	1	18	(F2)	P-line W. Slippery when wet. Rgt tfc strip 25.
Willows, Nolta's	L	4 N; hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S; RR W	90	1	20		Soft when wet.
" Glenn County	P	1.3WSW; hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5ENE; hwy W	98	1	h60		
Woodland	L	3 SE; rd S, W	30	2	27		Soft when wet.
← " Watts	P	5.5 W; hwy E	121	1	h27-*L1-S5	F2	P-line ESE. 3400' strip avail. E/W strip perm clsd.
(PC)Yuba City, Sutter County	P	0.6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W; hwys SW	2350	2	22		P-line WSW.
NEW AIRPORTS (or airports out of alphabetical order)							
Upland Cable-Claremont	P	1.8 ENE;hwy S	1450	3	h21-*L4-S5	F3	ENE blkd. 3350' strip avail. Bcn on request.
Vacaville, Nut Tree	P	1 NE	112	1	h19-U	F2	Rgt tfc rnwy 19
(NG)Van Nuys	P	4 NW	799	2	h60-BL4-S5	F3	2-way rdo rqrd. Rft tfc rnwys 26, 34.
Fremont, Center Fld.	L	2.1SSE;hwy N,W	40	1	20-(S1)	(F2)	P-line WNW. Atnd wk'ends only.
COLORADO							
Akron, Ward	P	0.7 N	4600	1	28-*L4-S1	F2	P-line S, E.
" 9, DEN-GRI	P	4.2 SE	4585	2	32-BL2-W		P-line E. Ruf.
(PC) ALAMOSA	P	2S; riv 1.5NE	7535	3	h59-BL4-S1-W	F3	Unlgtd 1120' overrun
"Kramer	P	3 WNW; RR N	7550	2	52-*L4-S5	F2	NE blkd. Soft edges, ends on NE/SW strip.
Aspen	L	3.5 NW;RR E	7800	1	45		
Blanca	L	2.7SSW;hwy 1 SN	7730	3	58		S blkd.
(PC) Boulder	P	3ENE;bet RRs	5350	4	42-BL4-S5-U	F2	
Brush	L	2.7ENE;hwys W	4280	3	35	F1	S, SSE, W blkd. Ruf.
Buena Vista	L	2 SW	8080	3	35		Stock on fld.
Burlington	P	0.5W; RR S	4160	4	38-S1	F1	S, SE blkd; p-lines N, NE, NW.
Calhan	L	0.6ESE; hwy N	6500	1	22		Use at own risk. Ctn-ditch S. Cattle-fld.
(PC) Canon City, Fremont County	L	6.9 E; hwy N	5436	2	h54-L2,4		
Center	L	6.5WNW;canal W	7800	2	44		Water crosses ENE/WSW Strip.
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd. Ruf. Soft when wet.
(AF)Colorado Sprgs, PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
" Pine Valley		9.2N;bet RR,hwy					CLOSED
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	2	59-BL4	F4	Combined with Ute Fld.
(PC) Craig	P	2 SE; riv N	6197	1	56-L2-S5	F3	Caution-ditch. Use strip.
Creede	L	2SSE;hwy NW	8700	2	50		P-line NE. Use strips.
Crested Butte	L	0.8 SE	8800	1	27		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Del Norte	L	2.5N	7900	3	60		Hills SW, W. Ravine S. N/S Strip rolling
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
(PC) Delta, Starr Nelson	L	4 E; RR N	5200	4	56-*L1		
Denver, Ruston Hgts.	P	10NNW;hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E; RR S	5478	3	41-L4-S5	F3	Rgt tfc strips 26, 30, 36. Ditch W.
→ (P) "STAPLETON	P	5 ENE; RR N	5331	5	H100-BL4-7-S5-W	F4	Rgt tfc rnwys 35, 26L, 26R, 30, 21. 2-way rdo rqrd. Land W numeral 26L Acft avoid flgt vcnty jail lctd 4000' NE apch end rnwy 21.
Dove Creek	L	0.6 E;hwy W	6910	1	44	(F1)	P-line SW.
(PC) Durango-LaPLATA	P	10.6SE;riv NW	6684	1	h56-BL4-S5	F4	SW end soft, ruf.
Eads	L	1.3WSW;RR N	4250	2	35		Ruf. Emerg only.
" Freeman	L	10 SSE;hwy W	3950	4	35		P-lines S, SSW, W, NNW.
Eagle, 76, LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Eaton-Barnett	L	3 ESE	4800	2	34		Ruf.
Englewood	P	4 E;dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
Fairplay	L	3 SSE	9700	1	63		Cattle on f ld.
Flager	L	1 S; hwy N	4975	3	40-*L4-(S3)	(F1)	E, SE blkd.
(PC) Ft. Collins, Christman	P	4 WNW	5160	2	h40-BL2-S5	F3	Use strips.
Ft. Morgan, Young	P	6.0 N	4550	3	52-L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6.0 N; riv E	8000	1	68		Surd by mtns. Peake either side S apch. Ctn-holes
Glenwood Springs	L	2S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd. Cattle on fld.
(PC) Granby	L	1 ENE; RR S	8203	1	40		
(P) GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC) Greeley	P	3.5 E; rd S	4645	3	50-BL4-S5	F2	Keep alert for dusters during summer months.
(PC) GUNNISON-County	P	1.2 SSW; RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6, 17.
" Quarter Circle	L	29.8 SSE	9440	1	37		Closed winters.
"Taylor Park Reservoir	L	28 NE	9400	1	57		Closed winters.
Holly, Romer	L	1.5 SSE;riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld. Ruf, Emergency only.
(PC) Hugo	L	1.5 NW; hwy W	5128	3	40		
Julesburg	P	2.4 SW; RR N	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	L	10.0 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC) Kremmling	L	0.9 E; hwy N	7411	1	h55		
(P) LA JUNTA	P	4.5 NNE;hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW;riv 1 N	3673	3	42-BL2-S3	F1	N blkd; p-lines SW, W. Ruf.
Las Animas	L	1.4 S; hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE; hwy S	5365	2	42-*L4		Ctn-loose dirt edges of strips.
Littleton, Bar None	L	3 SE	5616	1	26-*L	F1	N blkd. Rolling. Land, take-off N.
(PC) Longmont	L	2.9 W; hwy S	5047	3	44-B*L4-S5-U		
(PC) Loveland	P	2 WNW;hwy S	5078	2	31-S3	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E; riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E; hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista, SAN LIUS VALLEY	P	6 E; hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC) MONTROSE COUNTY	P	1.5NNW;hwySW	5758	2	h56-BL4-S5	F1	P-line SW. NE/SW Strip soft when wet.
Norwood	L	3 NE; riv E	7250	1	27	(F1)	Rolling. Unattended.
Nucla	P	2.3SSW;riv 1 S	5580	2	50-(S1)	(F1)	
Ordway - #1	L	0.9 S; RR N	4300	3	39		Poor drainage, dangerous.
(PC) "- #2	L	6.4 SE	4367	3	h60		Unusable-weeds.
Ovid, Woodham	L	2.1 E; RR adj S	3421	1	30		Ruf.
Paonia	L	3.7SSW;RR NW	5850	1	30-S1		Soft when wet.
(P) Pueblo Memorial	P	7 ENE; hwy S	4725	2	h85-BL4-S3-W	F4	
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" - Heights	L	0.6 SE;riv 1 N	5500	1	32		INACTIVE. S blkd.
Rifle	P	3.3 E; riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8SSW;canal N	4370	2	28		P-lines NW; hill SE.
Saguache	L	2 WNW;hwy NE	7835	3	52	(F1)	P-lines ESE, NW.
Salida	L	4 W; RR S	7484	1	38-(S5)	(F1)	Ruf. Steep grade on W.
San Acacio, Lyckman Ranch	L	5.3 SW;hwy N	7710	4	74	F1	Soft, ruf.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Springfield	P	3.8 N;hwy W	4410	3	32-*L-S1	F1	P-lines W, SW.
Steamboat Springs	L	25 NNW;hwy NE	6920	2	34		Unsafe when wet.
(PC) Sterling-Logan County	P	2.8 W; RR S	4037	2	h47-S5	F3	P-line NE. Ditch S.
Stratton		1.3 NE; hwy S					ABANDONED
(P) TRINIDAD	P	10.5ENE;riv NW	5761	2	h55-BL4-S3-W	F3	Use runways.
" Newcombs Ranch	L	20 E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U. S. Vanadium	L	2.9 NE	5850	2	52-L1-S3	F2	Soft-wet. Rolling. Unattended.
Vernon, Dickson	L	5.0 SW	3950	1	45	F1	P-lines S.
(PC) Walden, Jackson County	L	1.5NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsenburg	L	4.6 NNW	6080	2	54		NE/SW strip clsd-unusable. Caution-wind eroded holes center of E/W Strip, use S75'.
Walsh, Griffin	L	0.7 NRR;hwy S	3950	3	29-(S1)	(F1)	P-line SE, S. Ruf.
Watkins, Craig	L	6.2 W; hwy S	5500	2	26		S blkd; p-line W. Rolling.
" East Colfax	P	2.7WSW;hwy N	5650	3	30	F2	P-lines N, NW. Ruf.
Wray	P	1.2 NNW;hwy E	3600	2	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S. Emergency only.
Yuma	P	1.4 SSE; hwy N	4150	3	34-S1	F1	SE, S, SW blkd; p-line NW. Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
CONNECTICUT							
Bethany	P	1.3 N	680	1	28-*L2-S3-U	F1	500' N end slopes sharply.
(P) BRIDGEPORT	P	3.5ESE;hwy 1 N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj NE.
(PC) Danbury	P	2.5SW;RR N	457	3	h54-S5	F3	No storage. SW, SSE blkd.
E. Hartford, Rentschler	P	1.5SSE	45	4	h58-L4-S5	F4	Code ben. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
(PC) GROTON, Trumbull	P	2.8SE;RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
(PC) Hartford, Brainard	P	2.8SE;riv E	18	2	h47-BL3,4S3-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall. FEE. Rnwys 9-27 & 15-33
Madison, Griswold	P	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited. Iperm clsd.
Meriden	P	2.4SW;RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC) NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
New Milford, Candlelgt Farms	P	3.0 W	650	1	21	F1	
→ Pachaug	P	1.4 E	204	1	25-*L4-S3	F1	
Plainville, Robertson	L	2.5N;RR E	200	1	21-*L4-S5	F1	
Simsbury	P	2.6NNE;RR W	210	2	18-S5-U	F3	
S. Woodstock, De Florez	L	1.2SSE;hwy W	465	2	18-S3	F1	No storage
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7NNW;RR 1E	843	2	20-S3	F1	
Waterford, New London	P	1.7N;hwy N	60	2	19-*L4-S5-U	F3	SE blkd. Ridge NW.
(PC) Willimantic, Windham	P	2.7NE;hwy SE	244	3	h43-BL4-S3-U	F2	Dike NE.
(NG) WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4,5-S5-W	F4	2-way rdo rqrd unless prior authorization rcvd
NEW AIRPORTS (or airports out of alphabetical order)							
DELAWARE							
Bridgeville	L	1.7SE;hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	L	2.2 N	37	3	24		P-line SW.
(PC) Georgetown, Sussex Co.	L	1.5SE;RR N, E	51	2	h50-U		Fuel emergency only.
Hartley, Lasch	L	0.8WNW;rd NE	70	1	15		SE blkd.
Laurel	L	1.5SW;hwy S	30	3	21		Unattended.
Milford	P	1.1NNW;hwy E	35	2	24-*L4-S5	F3	ESE blkd.
" Biggs	L	1 NW;RR E	60	3	21		SE blkd. P-line NE. Rolling, ruf. Rgt tfc N, NE, NW.
→ Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W;hwy N	23	4	33-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE. Seasonal airline stop.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	L	0.8 E;riv N	20	1	18-*L		
" Ewing	L	3 SSE;hwy E	50	1	16		
→ Wilmington, Du Pont	P	3 WNW;hwy S	135	2	29-BL2, 4-S3-U	F2	twr, Philadelphia rdo only. SSW blkd. Lgts to 2300 prior req ctc NewcastleCo.
(AF, NG) " NEW CASTLE CO.	P	4.8SSW;hwy SE	79	4	h71-BL4, 6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W;rd SE	45	1	21-S3	F1	WNW blkd; p-line ESE. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
New Castle, Piasecki	P	1.5 W;hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip. soft-wet. Rgt tfc NE.
DIST. OF COLUMBIA							
AF, N WASHINGTON NATIONAL	P	2.2S of Monument	16	3	h67-BL2, 3, 4, 6, 7a-S5-W-	F4	2-way rdo rqrd. FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. Rnwy 9-27 perm clsd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. →— - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Allenhurst, Haulover Canal	L	0.5 N; hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE; rd S	3	1	19		S blkd. Sandy.
(PC)Apalachicola	P	2 W; bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE; rd W	60	4	33		
Atlantic Beach, Bull	P	1 NW; ocean E	15	1	20-S5	F1	
Avon Park	L	1.5 W; hwy N	156	4	h40-S1	F1	P-line NW. Use rnwys.
(P)Bartow	L	5.5 NE; RR NW	124	3	h50-B*L4		AF primary contr school. Intensive student trng within 20 mi radius 0700-2400. Mon-Fri. No ATC interphone. CLOSED CIVIL ACFT.
Belle Glade- State	P	1 NNE; hwy W	17	2	24-S5	F1	W blkd. Soft when wet.
Bradenton	P	1 SW; hwy E	22	2	34-U	F1	Soft when wet.
(PC)Brooksville	P	7.5 SW; RR E	70	3	h70-S5	F1	Use runways.
(PC)Bunnell	L	3.5 E; lk SW	34	4	h50		Cattle on fld. Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W; hwy 1S	20	1	h40		Use rnwy.
(PC) Cedar Key, Lewis	L	1W; gulf W	7	1	h24		Tower S. Use rnwy. Unattended.
Chipley	L	1.8 SE; RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30- S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W; hwy N	20	2	h50-*L4	F1	Use rnwy.
Cocoa (Merritt Island)	P	2.1 ESE; riv E	4	1	31-BL4-S5	F1	
Crestview	L	2.5 N; RR E	274	1	33-BL4-S5-W	F2	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE; hwy W	7	1	30		
(P) DAYTONA BEACH	P	2.8 SW; hwy N	34	4	h50-BL4,6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-B-S5	F1	Use rnwys.
Dunnellon	L	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW; hwy E	13	2	26		NE, SE blkd.
Everglades	P	0.5 SW; bay SW	6	1	25-B-S5-U	F1	1000' center of strip paved.
(PC)Fernandina Beach	P	4.0 S; riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW; RR SE	14	4	h40		Caution-not maintained. Use rnwys.
" Bradley	P	2.8 N; RR W	9	1	h26-S5-U	F4	
(PC) " BROWARD CO. INTNL.	P	3.7 SSW; RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY. Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	5	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE; RR E	19	3	27-S5	F1	N, NW blkd; p-line W. Caution-wet.
(PC) " St. Lucie County	P	3.5 NW; RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-B*L4-S5	F4	Use rnwys.
" Stengel	P	4 WSW; lk E,W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds. P-line N.
High Springs, Sky Road Inn	P	5.0 N	90	1	21	F1	
Hollywood		1 S; RR E					ABANDONED.
(PC) " North Perry	P	6.3 W	8	4	h32-*L1-S5-U	F4	Use rnwys.
(PC)Holopaw	L	2.2 E; hwy S	70	1	26		
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3ENE; RR W	20	3	h50-BL2,4	(F3)	Unattended.
(P)Jacksonville, Craig	P	9.0 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(PC) " Herlong	P	9.0 SW; hwy NW	87	4	h40-S3	F1	perm clsd.
(NG)" IMESON	P	6.3 N; RR W	52	3	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Rnwy 18L-36R
" Mile Branch	P	11 SW	62	2	18-S5	F1	Cattle on fld.
(PC)Keystone Hgts, Keystone	P	4.5 NNW;RR W	196	3	h50-S3	F2	Use rnwys. xcpt 9-27 clsd.
(P)KEY WEST, International	P	2.3 E; ocean S	4	1	h48-B*L-S3	F4	ARPT OF ENTRY. FEE. Use rnwys. All rnwys,
(PC)Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	Rgt tfc rnwys 15, 24, 27.Use rnwys. Cattle on fld.
Labelle Mun	L	1.0 S	18	2	24		P-line N. Unattended. NE/SW unusable.
(PC)Lake City	P	3.7 ESE;hwy N	202	4	h68-S3	F1	Use rnwys.
(PC)LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of T-28 or T-34 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F3	Rnwy lgts not avail after 2400.
(PC)Lake Wales	P	2.3 WSW;RR N	125	2	h40-*L2-S5-U	F3	Int. mil student trng 0700-1730 Mon-Fri. Rgt tfc rnwy 17.
(PC)Leesburg	P	4 ENE;lkSE,NW	67	2	h50-BL2-S5		Use rnwys.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80-S3	F1	
(P)MARIANNA, Graham Airbase	P	5.0 NE;hwy E	113	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo rqrd. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW;RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
Miami, Brown's	P	9.7 SW; RR W	10	1	26-S5	F3	Acft higher than 600 hp prohibited.
(AF)"-INTERNATIONAL	P	5.0 NW;canal NE	9	4	h94-BL4,5,6-S5-W	F4	ARPT. OF ENTRY. FEE. 2-way rdo rqrd. FOR. CLEAR. BASE. Non-sked exec & pvt acft use 20th St. term. ramp. No storage. Use rnwys.
" Tamiami	P	9.0W;canal N,W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S,W. blkd.

A-paved rnwys, B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Minneola, Kerlin	L	0.5 NE;hwy W	100	2	16		Unattended.
Mount Pleasant	P	1.0 W	301	1	22	F1	
(PC)Naples-America	P	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys. Rnwy lgts prior req after 2400.
(PC)New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F3	35' antenna 300' NW end Rnwy 11. Use Rnwys.
(PC)Okeechobee-County	L	2.5 NW; RR S,E	34	2	h50-(S1)	(F1)	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF)ORLANDO	P	2.5 E; lk S	115	5	h55-BL4,6-S5-W	F4	Rnwy 10L-28R perm clsd.
" Hoequist	P	3.8 SW; lk NW	100	2	20-S5	F1	E blkd.
(PC) Pahokee,Palm Beach County Glades	L	2.5 SW; lk W	17	2	h47		Levee WSW. Use rnwys.
(PC)Palatka, Larkin	P	3 NW; RR N,S	56	4	h50-BL4-S1	F4	Use rnwys.
Panama City, City Air Park		3.5 NNE;hwy E					ABANDONED
(PC)" FANNIN	P	3 NNW;bay NW	14	2	h49-BL4-S5-W	F4	Use rnwys. Unattended 2300-0600C.
" Skyland	P	0.2 W; RR N,E	32	1	19-S5	F2	P-lines N,S. N end soft. Rft tfc S.
(P)PENSACOLA	P	4 NNE;bay E	121	4	h50-BL4, 6-S5-W	F4	Use rnwys.
(PC) Perry-Foley	P	3.2S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC)Plant City	L	2.5SW; RR SE	154	1	19		Washes near edges of rnwy. Use rnwy.
"Robinson	P	1.5 WSW;RR E	125	2	19-S1	F1	E, ESE blkd, Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-BL4-S5-U	F4	Use rnwys.
(PC)Punta Gorda, Charlotte Co.	L	3.6 ESE	25	3	h50-S5	F1	Use rnwys.
Quincy	P	2 NE; hwy S	226	2	35-S1	F1	SW blkd.
(PC)St. Augustine-Fairchild St. Augustine	P	4 N; hwy W	10	3	h50	F4	E/W rnwy clsd. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(AF) " PINELLAS CO. INTNL.	P	9.5 N; bay E	10	3	h50-BL4-S5	F4	Rdo rcvr rqrd. Rnwy 13-31 perm clsd.
(CG)St. Petersburg,Whitted	P	2.5E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd, Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC)"-BRADENTON	P	3.5NNW; RR E	24	4	h50-BL4,6-S5-W	F4	N/S rnwy emerg use only.
(PC)Sebring Air Terminal	P	6.5ESE;RR2 SW	63	4	h52-BL4-S5	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
(PC)Stuart, Witham	P	1.5SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
Tallahassee	P	9NNW; riv NW	250	2	26-S3	F1	Surrounded by trees.
(P)" DALE MABRY	P	3 W; RR S	70	3	h52-BL4, -6-S5-W	F4	Rnwy 9-27 clsd ngts. Use rnwys.
(PC)Tampa, Hillsborough Co.	L	7 NNE;riv 1.5 S	67	3	h50		CLOSED-LEGALLY, Cattle on fld.
" Knight	P	3.7 S; bay S	8	4	h40-BL2-S5-U	F3	Use rnwys.
(P)"- INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5,6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-lndg N, NW; hwy tfc S.
Tarpon Springs	L	2WNW; gulf W	12	2	20		INACTIVE.
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC)Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnwys.
(P)VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P)West Palm Beach, Palm Beach County Park	P	7.5SSW; lk N,E	16	3	h35-L4-S5-U	F4	Use rnwys.
(PC)Williston	L	2.2SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying T-34 acft engaged in student trng. Rgt tfc rnwy 29. Ctn-entering active rnwy. Hard-surfaced parking area for mil.
(PC)Zephyrhills	P	1.5 ESE;RRNW	92	3	h55-*L-S1	F1	Bcn prior req/circling. Use rnwys. acft only.
		NEW AIRPORTS (or airports out of alphabetical order)					
Clewiston	P	1.0-SW	18	3	30-S3	F1	P-line N, NE, SW- trees NW.
Longwood,Slade	P	2 mi W	110	1	26-S5	F1	P-line S.
					GEORGIA		
Adel, Cook County	L	1.3W;hwy N	220	2	h40	(F1)	SW blkd. Use rnwys.
(P)ALBANY	P	4 SW;hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys.P-line W. E/W rnwy clsd ngts air carriers.
" Pine Knoll Lodge	L	11.5WSW;RR S	196	2	30		SW blkd.
(P)Alma, 43, MIA-ATL	P	2.5W;RR N	200	2	43-BL4		P-line NW
(PC)Americus, Souther	P	4NE;RR W	470	2	52-S5	F1	No sto,Slick-wet.Ctn-hangar in E/W strip.
(PC)ATHENS	P	3.5E	807	2	h40-B*L4-S5-W	F2	Use rnwys.
(P)ATLANTA	P	8S;RR N	1024	5	h78-BL4, 6, 7-S5W	F4	FEE.Clsd HB. VHB acft.Trans AF acft use Dobbins Fld.Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3W;riv NW	820	3	h44-BL4-S5	F3	
(P)AUGUSTA, Bush	P	7.3SSE;riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W;RR S	424	3	h41-BL4-S3-U	F4	Embank.W. Use rnwys. N/S rnwy clsd.
(P)Bainbridge	L	6.5NNW;hwy E	141	3	h50-B*L4-W		AF primary contr school.Use rnwy.Clsd wk ends, holidays xcpt prior approval.
(PC) " Commodore Decatur	L	2 WNW;hwy ENE	103	2	h40-BL4		Use rnwys.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Blakely, Early County	L	2 SSE;hwys NE	260	2	20		Soft when wet.
(PC)Brunswick	P	2 NNE;RR W	14	2	h23-B*L4-S3	F3	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC)Butler, 14, TLH-ATL	P	0.5 NW;RR S	667	2	32-BL2		S blkd; p-line SW.
(PC)Cairo-Grady County	L	3.3 ENE;hwy S	263	2	21		Road WNW, S, N; p-lines WNW, S; house N. Ruf.
(PC)Camilla	L	2.2WSW;hwy N	180	2	30		E blkd. Use center of strips.
(PC)Carrollton	L	2.3 NE;hwy E	1049	1	23-L4	F1	P-line NE. Trees SW.
Cedartown, Waters	L	1.2 W;hwy E	703	2	26		P-line E. Soft when wet.
Chipley, Gardens	P	2.0S	904	1	31	(F1)	
Cochran	P	5NE;riv E	324	2	21-S*L2, 4-S5	F1	
(P)Columbus	P	1.5SSE;riv S	240	2	47-S5	F1	SE blkd. Rgt tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE;RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys. Caution-due unlgtd trees in apch areas.
Commerce	L	1.8E;hwy S	910	2	14-(S1)	(F1)	Lgt acft only - rolling. [to rnwy 5, approx 1000' of rnwy unusable.
Conyers	L	1S;hwy E	750	1	20		P-line N. Ruf.
(PC)Cordele	L	1.8NNE;RR W	308	3	h50-BL4-S5	F3	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW;RRs E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonega, Wimpy's	L	4NNW;lk SE	1311	1	15		S blkd. Cattle on fld. Soft when wet.
Dalton	L	5.7ESE;riv NE	700	2	21		INACTIVE.
" Mountain View	P	2NW;hwy E, N	867	2	19	F1	ESE/WNW rnwy clsd.
(PC)Darien, Edenfield	L	3.5 N;hwy NE	30	1	30		
Dawson, Terrell County	L	2.5SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC)Douglas, S. Georgia College	L	1.3 S;RR W	255	1	h21		Use rnwys.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-S5	F1	Use rnwys-holes adjacent.
Dublin Arpk	P	3.0 S	300	2	20-B-S3	F1	
Ellaville, Gill's	L	1.E;hwy N	565	1	16		INACTIVE. N blkd. Land from S to N, take-off from N to S.
Fitzgerald	L	2 SSW;RR W, E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W, E	1277	2	BL4, 6	F3	Use rnwys.
Griffin-Spalding	P	1.5S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW; Hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S5-W	F4	
Lithonia, Gunn	P	3.3 WNW;hwy S	960	1	h21-S3	F1	Hill W. Rolling.
Louisville, Port Maybe	L	4N;hwy W	330	2	40		
(P)MACON-Cochran	P	10 S;RR E	354	2	h50-BL4, 6-S3-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E, W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd, P-line NE. Do not ind SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SSE strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd. P-line NW. Soft, slick-wet. No sto.
" Parkaire	P	7.7 E	1100	2	23-S1	F3	
Milledgeville	L	1.5 NW; RR SW	360	2	25		Unattended. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E; RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E, W	287	3	h43-L4-S1-W	F1	Clear Jr. bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-BL4		AF basic contr, school-student trng 25 mi radius. Lmtd svcg, facs trans mil acft 0800-1700 Mon-Fri. 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd. No storage.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h80-BL4, 6-S5-W	F4	Use rnwys. Rnwy 14-32 closed.
Smithville, N. Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W strip clsd-p-line W, end.
(PC)S. Newport, Harris Neck	L	8.E;riv N	22	3	h53		Use rnwys. Stock on field.
(PC)Statesboro	L	3.8 NE;hwy W	183	3	h53		S blkd; twr W. Use rnwys.
Stockbridge, Bellah	L	4.ENE;dam SE	750	aw 1	21		Unattended.
→ Swainsboro, Emanuel Co.	L	1.4 W;hwy E	300	2	h42-L4		
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL4	F1	Controlled split rnwy tfc 0730-1730, Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, Le Tourneau-Westinghouse	L	2.5 NE;RR W	950	2	46-BL2, 4	(F3)	E, NNE blkd; p-line SSW. UNICOM-req. Servcg, fuel on call.
←(P)VALDOSTA	P	3.7S;RR W	203	4	h56-BL4-S3-W	F4	Use rnwys.
(PC) Vidalia	P	3.2 SE; RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19	F1	Rolling.
Wadley, Foster	L	3.0 E	250	1	30		
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5NW;RR 1.5 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE; RR S	943	2	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
IDAHO							
Aberdeen	L	2.7SW, canal E	4460	2	26		Soft when wet.
American Falls	P	2NE;RR NW	4404	1	36-S5	F2	Ctn-weeds, ridge of dirt SE edge
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2SW;hwyNNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1WNW;rivNE	5300	2	50		Soft when wet
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle on field. Soft when wet.
Ashton, Anderson	L	5.8 ESE;rivN	5520	1	22		Ruf. Soft when wet.
Atomic City, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle on field. Soft when wet.
" Cox's Well	L	26.6SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle on field. Soft when wet.
" Midway	L	0.7N;hwy SW	5000	2	h21		500' extension NE/SW strip ruf.
Bancroft	L	1.2E;RR SW	5425	1	28		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	19.5W of Forney	3710	1	19		CLSD WINT. Land to N; take off S.
Big Creek USFS	L	0.2NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take off NNE. Fence SSW. Skis winters.
Big Springs USFS	L	1.1WNW;RR SE	6350	2	27		Skis winters. Soft when wet.
(PC)Blackfoot	P	1.5 N;rivNW	4488	1	h30	F2	
(NG)BOISE AIR TERMINAL	P	4.5 SSW;RR2W	2858	3	h80-B14,5,6S5-W	F4	Non-rdo equipd acft use rnwys 28R-10L only when tfcNW or SE, making left pat. on rnwy 10L. Rgt tfc rnwy 28R. Rnwy 16-34 perm clsd.
" Bradley	P	3.3WNW;rivNE	2637	1	30-L4-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5NW;riv 1.5S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Campbell Arpk	P	5 NW;riv SW	2620	1	20-S5	F2	Stay N of river. Rgt tfc WNW. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5NW;Stanley	6404	1	19		Land S; take-off N. Cattle-fld. Skis wint. S end wet.
(PC)Buhl	P	1.8W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3ENE;rivNE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, signs SW.
(PC)Caldwell	P	1.3W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13. 5NW, Stanley	6635	3	40		Open June-November. ESE blkd.
Cascade	L	2SE;riv NW	4239	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	L	36.5ENE Pierce	3770	1	20		CLSD WINT. Land to SW; take-off NE.
(PC)Challis	L	1.2NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW; ridge SSE. Skis winter. E/W strip unusable.
(P)COEUR D'ALENE Air Terminal	P	6.3NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE BigCrk	6705	1	18		EMERG ONLY. Skis winter. Danger-ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5N;canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.5S;bet rd, crk	5200	1	36		Maintd June to Nov. Land to N; take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.8SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	L	0.4NE;RR S	2850	1	26-*L1		P-line S. Skis Nov-Apl. Ngt lndgs S. Soft when wet.
(PC)Emmett	L	2.6SW;RR NW	2359	1	24		Use strip. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				IDAHO			
Fairfield, Camas County	L	0.4S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW. SE blkd.
Fish Lake USFS	L	36.5 ESE Pierce	5800	1	29		
(PC)Glenns Ferry	L	1.3WSW;riv S	2536	1	32		
(P) Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F4	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. Weeds, cattle on fld. Soft off gravel wet
Grandview	L	0.7ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)HAILEY, Friedman	P	1.1SSE;RR NE	5315	1	52-S5	F3	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Henry's Lake, Flying R	L	2.8SE;hwy E,SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1NW;riv NE	2300	1	14		Ctn-brush on strips. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW;take off to SW.
Horse Heaven	L	9.5SE;Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-Off to SW. Open May-November.
(P)IDAHO FALLS, Fanning	P	2NW;riv E	4731	2	h51-BL4,6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15SE Stibnite	4662	1	23		Land NE, take-off SW. Holes SW end. Poor apchs.
Indian Valley	L	2.0 N	2800	1	20		Unattended. Open Apr.-Nov.
Island Park, Last Chance	L	4.4WSW;rivW	6160	1	30		S 500'usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam rd.	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28	F2	Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft-wet. Ruf.
(PC)Kooskia	L	0.7S;riv W	1265	1	19		P-line E. Hill NNW.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd;hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5ESE Belmont;bet crks	2990	1	28		Open June - October
Mahoney Creek USFS	L	23ESE Stibnite	4565	1	20		Open May-October. Skis winter. Land SW;take-off NE.
Malad City	P	2.6WSW;hwySE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2750	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5ENE;rivSW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6NNE;hwy S	5975	1	26-(S5)	(F2)	No storage. Hills S. Tk-off N. Soft-wet.
Moose Creek USFS	L	26.5NNE Red Riv HotSprings	2400	1	23 watch for tfc. Open Apr-Nov. NE, SW blkd. P-line NNE. Cattle on field.		EMERG ONLY. Exper flyers only. One-way apch.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8W;RR NE	3161	1	38-L4	F2	4800'x2500'aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5E;hwy NW	2535	3	28-S5	F2	WSW blkd;p-line ENE.
New Meadows	L	0.5N;hwys SE	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3NW;riv NE	1003	1	27-S3	F3	Use ctn. Ridge WNW, ESE. Rgt tfc lndg SE. Ruf.
Paris, Bear Lake County	L	3.3ENE;rdS	5928	2	h57-B		Ctn-fowl on fld. Fuel, repairs on call.
Parma, Clarks Flying Service	L	0.6SSE;RR NW	2225	1	26	80	P-line NW. Rgt tfc to S. Attnd sunrise-sunset, May-Oct.
Patterson, Ima Mines Inc.	L	0.8S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks.
Payette	P	2NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
(P)POCATELLO MUN	P	8.1 WNW	4448	3	h83-BL4, 6-S3-W	F4	Ctc Pocatello twr for take-off and landings.
(PC)Preston	P	1.5NW;riv W	4726	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-*L4	F2	Rnwy lgts operd by elec clock SS-2200M daily; on req
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds, thereafter.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3NE;riv WNW	1800	1	25		NNE blkd;mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19NE Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N. Canyon to S. Soft-wet.
Rupert, Brockie	L	9ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1SSE;RR NW	4966	1	39-S5	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" River	P	1.2S;hwy E	3980	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet.
(PC)Sandpoint	P	1.5NNW;RR W	2126	1	h32-L4-S1	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper. flyers only. One way apch. Cattle-fld. Watch for tfc.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				IDAHO			
Shoshone, Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		ENE/WSW strip hazardous.
Spirit Lake	L	0.7W;RR NE	2500	1	22		CLOSED. ENE, WSW blkd. Ruf. Jon fld. Hills NW, SE. Ctn-debris;rd crosses strip. Cattle
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		Land SW;tk-Off NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30-BL2		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000'ENE soft-wet. When wind permits land upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10WSW;riv SW	5850	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct. avail in emerg. or prior req.
Victor	L	0.8SE;crks SW	6240	1	31		INACTIVE. Use ctn-not maintd. SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8S;riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S, W. Cattle on fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
		NEW AIRPORTS (or airports out of alphabetical order)					
				ILLINOIS			
Alexander, Negus	L	2.8WNW; RR S	645	2	22		
(PC)ALTON, Civic Mem'l.	P	5.2 E; hwy N	541	3	h39-BL4-S5-U	F2	
Antioch	P	2 SW; hwy E	750	2	22-S3	F2	No storage. E blkd.
Aurora	P	2.7NNW;RR E	701	2	h28-U	F3	N, S, W blkd.
Beardstown, H ood	L	2.1SE; hwy E	440	1	18-(S3)	(F2)	
Benton	P	1.5 NW	445	3	26	F2	Soft when wet.
(PC)BLOOMINGTON	P	3.3 E; hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Mound, McCoy	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC)CAIRO	P	4.5NNW;RR E	322	2	h36-BL4-S5-U	F3	
Canton, Ingersoll	P	2.5NNW; RR E	700	2	26-*L4-S5-U	F2	Soft when wet.
(PC)Carbondale, Southern Illinois	P	4 NNW	408	3	h36-BL4-S5-U-W	F4	5400' strip avail.
Casey	P	0.8 NW; rd N	645	2	23-*L-S5	F2	Rgt tfc S, W over town.
Centralia	P	1.5ESE; rd N	520	2	h20	F2	2600' strip avail. N blkd. E/W strip soft-wet.
Champaign	P	2 NNW;hwySW	766	2	28-*L-S5	F3	S, NW blkd; p-line W. E/W rnwy perm clsd.
(PC) " UNIV. OF ILLINOIS	P	5.5SSW; RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.
Charleston	L	1.3SW;RR1NW	690	2	26		Unattended.
Cherry Valley, Morlind	P	1 E	750	3	33-S5	F3	NE blkd. P-line N.
Chicago, Hammond	P	24.6SSE of Loop	615	4	32-BL2-S1	F3	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips. Soft when wet.
" Howell	P	19.1 SSW	600	4	28-S5	F4	Soft when wet. Use strips. perm clsd.
(P) " MIDWAY	P	9 SW of Loop	618	7	h64-BL2-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Rnwy 18L-36R
" Stinson	P	13.1WSW;quarryS	646	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h37-BL4-S5-W	F4	0600-2200. Rgt tfc N. FEE. 2-way rdo rqrd.
AF,NG" O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	4	h73-BL4,6,7-S5	F4	Rdo rcvr rqrd. Overrun lgts.
" Pal-Waukee	P	2NW; RR W	642	4	h29-BL4-S5	F4	No 91 octane.
Chicago Heights Governor's	P	5WSW; hwy E	750	2	29-S5	F3	E blkd. Rolling.
Clinton, Thorp	L	4.8NE; crk N	720	2	15	80	
Compton, Bresson	P	5 N; hwy E,S	800	1	26-S3-U	F2	S blkd. No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Dalton City, Moody	L	2.2 S; hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5SW; hwy E	650	2	18-*L4		
(PC)DANVILLE, Vermillion Co.	P	4.8NNE; RR E	687	3	h40-B*L4-S5-W-U	F4	Use rnwys.
(PC)DECATUR	P	4 E; RR S	679	3	h53-BL4-S5-U-W	F3	
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5SW; RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon	P	1.9ESE; RR S	786	2	h28-S5-U	F2	Code Bcn.
East St. Louis, Lakeside	P	7 NNE; lk W	420	3	32-S5-U	F1	Soft-wet.
" Parks	L	4.2 SW; RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.8S; RR W	585	2	30-S1	F2	S blkd. Road crosses E/W strip.
Elgin	P	2.3 N; riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy 18. Rolling.

·h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ➔ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Forrest, Honegger	L	3 S; RR E	710	2	23	F1	E blkd. Use strip.
→ FREEPORT, Albertus	P	3.5 SE; RR S	840	3	h23-BL1-S1	F2	S blkd, 3200' strip avail.
→ Galesburg Mun	P	3.5 W	763	1	h38	80	
Gilman	P	1.2NNE; RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6NNE; RR E W	499	1	26		Unattended.
(PC) Harrisburg-Raleigh	P	5.2 N; hwy E	399	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail. Use when wet. Lgts oper by elec. ear.
Harvard, Dacy	L	0.8 SW	930	1	24		
Harvey, Rubinkam	P	3WSW; hwy E	615	4	36-B*L1-S5	F2	Tank S. Soft when wet.
Havana	P	6.3 E; hwy N	510	1	30-S3	F2	
Highland-Winet	P	3.6NE; hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE; lk E	625	1	24		N, S blkd.
(PC) Jacksonville Mun	P	2.7 N; hwy E	623	3	h30-BL4-S3-W	F2	3200' strip avail.
(P) Joliet	P	5 W; riv W	582	2	h30-BL2-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S; hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
Kankakee	P	3.2WSW; RR 15E	625	2	26-S5-U	F3	Ditch N. S blkd. Use strips.
Kewanee Arpk	P	6 E	760	2	24	F2	
Kewanee	P	3 S; hwy W	825	1	23-S5	F2	
Lacon, Marshall County	P	1.2 E; hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
(PC) Lawrenceville	P	4.5NE; lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5SE; RR N	440	1	22-S3	F2	S blkd. P-line N. Soft-wet.
(PC) Lincoln, Logan County	P	2ENE; hwy NW	595	2	h27-S5	F3	3200' strip avail.
(PC) Litchfield	P	1.4SW; hwy E	690	2	h23-BL4-S5	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	P	2.2WNW; canal E	670	4	h31-BL4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8NNW; RR S	740	3	24-*L-S5	F2	P-lines, S, SW.
" York Township	P	2 SSW; riv W	740	2	18-S5-U	F2	Use strips.
Macomb	P	2.4 E; hwy E	695	2	26-S5	F2	N, E, blkd.
(PC) MARION-Williamson County	P	4.6WNW; hwy W	472	3	h38-BL4-S5-U	F4	4200' strip avail.
(PC) Mattoon, Coles Co., Mem'l.	P	5 E; RR 1 N	720	3	h37-BL4-S5-U	F4	3900' strip avail.
Metropolis	P	2 NW; hwy S	380	2	h25-S5-U	F2	
Milford	P	0.7NNW; hwy E	650	2	28-L1-S5	F3	E blkd.
(P) MOLINE, Quad-City	P	4 S; hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
Monmouth	L	1.5NNE; RR W	770	1	31	(F2)	S blkd. E/W rnwy clsd. Unattended.
→ Morris	P	4.5N; hwy W	588	2	h22-L1-S1-U	F3	
(PC) Mt. Carmel	P	13.7NNE; hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W; RR S	424	1	22-S1	F2	N blkd. Soft when wet.
→ (PC) Mt. Vernon	P	2.5ENE; RR S	465	3	h32-BL4-S5-U	F3	3800' strip avail.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6NW; RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12,000 lbs. Lgts req after 0100.
Olney, Ulrich	P	1.8ESE; RR S	537	1	30-S1	F1	P-lines N; S blkd.
Ottawa	P	1 NNW; rd N	615	2	28-S5	F3	N, S blkd. Rgt tfc S.
Palestine, Crawford county	L	1 N; RR S	444	1	26		W blkd.
Pana	L	2 E; RRs N	670	2	23		N, S blkd.
Paris, Stewart Hog Ring	L	1 S; RR W	742	1	21-L6	F1	
Pecatonica	P	1 N; hwy E	750	1	23-S5	F1	P-line S.
→ Pekin	P	5S; RR E	521	3	34-L4-S5-U	F3	E blkd; p-line W. Rnwy lgts until midnight-later on req.
(NG) PEORIA, Greater Peoria	P	4.8WSW; hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Mt. Hawley	P	6.4N; RR SW	800	3	30-L4-S5	F3	NE, SE, S, SW blkd.
Plymouth	L	2 W; rd S	650	1	20-(S3)	(F2)	S blkd. Atnd week ends.
Polo, Hamilton	P	2.3 NE	895	2	26-L2-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5WNW; hwy SW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5E; hwy N	625	2	24	F2	N, S blkd.
(P) QUINCY, Baldwin-Quincy	P	10.5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
Robinson	P	5.3E; hwy S	453	2	35	F2	E/W rnwy clsd. S blkd. Ruf.
Rochelle	P	2 S; hwy E	780	1	22-S5	F2	Closed.
Rock Falls	P	3 S; hwy W	645	4	25-S5-U	F2	P-lines W, SW, NW.
(P) ROCKFORD, Greater Rockford	P	4.9 S; hwy E,W	734	3	h45-BL4-S5-W	F3	
" Machesney	P	6 NNE; riv NW	732	3	30-*L2-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Salem-Leckrone	P	1.9NW; lk NW	571	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4WSW; RR N	670	2	20-S5-U	F3	P-line N. Soft when wet. ed.
Savanna, Stransdale	L	4 SE; hwy W	610	3	23-S1	(F2)	1000' NW end NW/SE rnwy clsd. P-line W. Unattend-
Serena	P	2.8NelevatorSE	640	1	21-L4-S3-U	F3	P-line NNE. Soft when wet.
Shelbyville, Shelby County	L	2.5 W; RR S	618	2	28-S2	F2	NE, SE, SW, NW blkd.
Sheldon, Disoway	L	5.4 SSW; RR W	688	2	26-L4-S5	F2	S blkd.
South Beloit, Beloit	P	1 S; RR E	772	4	27-S5	F1	Use strips.
(NG) SPRINGFIELD, Capital	P	3.2NNW; hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.
" Southwest	P	3.5SW; RR N, S	606	2	28-*L4-S5-U	F3	Use strips. Bcn on req.
Steger, Will County	L	0.5 S; RR W	710	3	15		W blkd; p-line N. Soft when wet. Rgt tfc strips 9, 36.
Stockton	L	1.9SSE; hwy W	940	1	20-S3	F2	Rolling.
Streator	P	2 ENE; RR N	650	2	23-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Sycamore	P	1.4ESE; RR N	840	4	26-S5	F2	Rgt tfc NW tk-off, P-line N, NE, E, SE.
Taylorville	P	1.8WSW; RR SE	612	1	h32-B-S5	F2	Soft-shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	3	29-S5	F2	Soft when wet.
Toledo, Plane Lane	L	1 S	595	1	22		Soft when wet.
Tuscola	P	2 SW	650	1	23-S5	F2	
Urbana, Illini	P	2 NNE; hwy E	735	3	26-*L-S5-U	F2	
Utica, Starved Rock	P	1 SE; hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	L	1 WSW; RR E,S,W	640	1	22-S3		P-line N.
Waukegan	P	1.5NW; RR W	725	4	25-B-S5	F2	Rolling.
" Lake County	P	5 NNW	718	3	37-S5-U	F2	Landing fee multi-engine acft.
(PC) West Chicago, DuPage Co.	P	3 NW; RR S	760	4	h32-BL4-S5-U	F4	
Wheeling, Chicagoland	P	3.8 NNW	668	4	40-B-S5-U	F3	
Wood Dale, Moody-Woodd ale	L	1.3NNE; rd adj N	711	4	27		Clsd wk-ends. Acft over 3500 lbs prohibited.
Wyoming	L	1.4SSW; hwy E	720	1	21		
NEW AIRPORTS (or airports out of alphabetical order)							
Momence	P	3.5 mi W	645	2	25-S5	F2	NW, NE, SW blkd.
Carmi, Rebstock	L	1 NE	372	1	25	(80)	Unattended
→ Flora	P	1 E; hwy N	469	1	25	80	
INDIANA							
Anderson	P	3.5SE; hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S; RR E	910	3	41-S5-U	F4	
(PC) Angola, Tri-State	P	4.2W; hwy S	984	3	29-B-S5	F3	SE blkd. Hill NW.
(PC) Annapolis, Port-O'-the Woods	L	2.2 NNW; hwy 1E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW; RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE, N blkd.
(PC) Bedford	P	3.5 SE; hwy E	728	2	h31-U	F1	Use rnwy. Ruf.
(PC) BLOOMINGTON, Kisters	P	5 WSW; RR SE	840	3	h38-BL4-U	F3	Use strips, rnwys.
Bluffton, Miller	P	4.2 WSW; RR S	827	2	26-B-S5	F2	E blkd. Rgt tfc E, S. Depression near center E/W strip.
" -Wells County	P	2.8 WSW; RR S	820	1	32-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5SSE; RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW; hwy W	751	3	27-*L1-S5	F2	E, NE, SE blkd; p-line SW. Use strips.
(PC) Columbus	P	5 SSW; RR E	612	2	h45-S5	F4	Use pavement only.
" Arpk	L	1.5 SSW; hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC) Connersville, Mettel	P	2.8 NNE; canal W	867	3	h25-BL4-U	F4	3200' strip avail.
✈ Converse	L	1 WSW; hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW; hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	30-S1	F3	P-line NE, E.
Culver	L	2 E; lk W	815	2	23		Rolling. Use strips.
Decatur, Hi-Way	P	3.0 E	841	1	26-S3	F1	Soft when wet.
DeMotte, Cheever	L	2.2SSE; hwy E	676	3	29-(S1)	(F1)	N,S, WNW blkd; p-line ESE. Ruf. Unattended
Dyer, Triangle	P	1.5NE; RR E	630	4	31-*L-S5	F2	S blkd. Use strips. Soft-wet.
Elkhart	P	2.7NNW; hwy 1E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E; riv N	750	3	30-*L2, 4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W; hwy S	380	1	20		S blkd.
Elwood	P	2 S; hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(AF) EVANSVILLE, Dress Meml.	P	4.5NNE; RR W, E	389	3	h60-BL4, 6-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	2.9 NW	380	2	26-S5		P-line S. No storage.
(NG) FORT WAYNE, Baer Fld	P	7.5 SSW; RR E	801	3	h70-BL3-7-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N; hwy S	833	3	h33-BL2-S5-U	F3	
Franklin	P	4 S; hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S strip at N end. Use strips.
French Lick	L	0.8 ESE	500	1	h26-S1	F3	Hill N.
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC) GARY MUNICIPAL	P	4 NW; hwy N	591	2	h46-BL4-S5	F4	Use rnwys.
(P) Goshen	P	4.5 SSE; hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SW. Bcn, lgts req after 2100.
→ Greenfield, Pope Fld.	P	2 ENE; RR S	910	2	30-S1	F2	S blkd. P-line.
Greensburg	P	2.1 WSW; RR N	915	2	23	F2	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-L4-S1	F2	
Hartford City-Inman	P	1.8 N; hwy E	910	2	24 -S3	F2	
" Hoover's	L	1.8 SW; hwy N	875	2	19	(80)	
Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW; hwy S	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3 S; RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE; riv S	810	2	21-S5	F2	P-lines SW; gully S.
(P) INDIANAPOLIS, Weir Cook	P	8 SW; RR N	796	4	n51-BL4, 6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open jet acft. Fee multi-eng and wt excess 110,000 lbs.
" Shank	P	6 NW; hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F3	E blkd. Ruf.

F - fuel octane. → - new or revised data. UNICOM U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
→ Jeffersonville, Hap's	P	2 N	475	1	20-S5	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-BL4	F1	S blkd, P-line SW. No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
Knox, Starke County	P	0.9 S;hwy E	714	2	28-S5	F2	P-lines NE, NW, SE blkd.
KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S1-W	F3	
" Ruzicka	P	2.5 S;hwy E	840	1	20-S5	F2	Use strips.
Lafayette, Aretz	P	3 NE bet RR, hwy	614	2	30-S5	F1	P-line NW. Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	h40-*L4-S5-U	F3	P-line WNW. Use strips. Gross wt - 50,000 lbs.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
→ LaPorte	P	2.5SSW;RR W	803	aw	32-BL4-S3-U	F3	P-lines SW,SE,NW.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE. N blkd. Use strip.
→ Logansport, Williamson	P	6 NE	790	2	23-S3	F2	P-line W.
Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	P	3.8SSW;hwy E	850	1	h42-BL4-S5-U-W	F4	Attended 0530-2300 daily.
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
Michigan City	P	4 E; hwy Jct SW	650	2	h30-*L4-S5-U	F3	Tower N; P-line S, E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N, W.	668	1	h24-S1	F2	
Mishawaka, Sportsman	P	3.7NE;riv S	760	2	21-S5	F2	P-lines NE, SW.
Monticello, Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd.
" Dittman	P	2.8 S; lake E	700	2	30-S3	F1	P-line SW
Mt. Vernon	L	1 E; bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
(PC) Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
" Reese	P	3 SE	991	3	20-S5	F2	
New Castle	P	1.8 ENE; hwy N	1080	3	29	F2	N, NE blkd. Rgt tfc W. Use strips.
" " -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
→ (PC)N. Vernon, St. Anne	P	2.3NNE;RR W	750	2	h45	F3	
Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S3	F2	E blkd.
Peru	P	3 WSW;riv N	735	2	28-S5	F3	
(PC)Plymouth	L	1.5 NW;RR E	796	1	25		E, W blkd. Rgt tfc S.
Poriland, Brigham	P	1.5 NE;rd S	923	2	30-S5	F2	S blkd. Use strips.
" Steed	P	1.5 NW;hwys N,E	926	3	26-*L4-S5	F2	N, NE blkd. Use strips.
Princeton	P	0.8 E; RR NE	502	3	20-S3	F2	Use strips. Tower NW
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F3	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	24-S3-U	F3	Hill E. Use N/S strip when wet.
Rising Sun	L	0.5N	530	3	22-S1	F2	Rolling
Rochester	P	1.5 E, bet RR, hwy	787	4	25-S5	F3	N,NW,NE,S,SE blkd. Use rnwys. N rnwy tk-off only.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd. P-line S.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE, E Blkd; p-line N. Use strips.
Sheridan	P	2.1 N;rd W	940	3	23-B-S5-U	F2	SW, W, NW blkd. Use strips.
" Black Hawk	L	5.3 N; road E	925	2	18		P-line N. Use strips.
(P)SOUTH BEND, St. Joseph Co.	P	3.5 NW;hwy S	778	4	h50-BL4, 6-S5-W	F4	2230-0630 daily rnwy lgts avail on req. thru S Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail;bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
" Cadet	L	6.5 NE;RR 2E	730	3	25-S1	F3	INACTIVE
" Chain-O-Lakes	L	5.2W;lk SW	765	4	24-U		P-line N, NW.
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1	F1	P-lines N, NE, SE.
(P) " HULMAN	P	5.ESE;hwy N	585	3	h82-BL4, 6-S5-W	F4	Use rnwys.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-B*L4-S5-U	F2	
" Urschell	P	1.7N;RR S	829	2	26-L4-S5	F3	Use strips. P-line N.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.Rgt tfc N,E. NE. Use rnwy, strips.
" Smith	L	4 N; RR E	839	2	27	(F3)	NE, SSW blkd. Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W. Use strips.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical order)							
→ (P) Lafayette, PURDUE UNIVERSITY	P	1.5 SW	607	2	h39-BL2-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission. Use rnwys. FEE.
Huntington, Scott Ranch	P	6 SSE	816	2	22-L4	F2	
Roselawn, Zoro Airpark	L	1 W;RR N	655	1	22	F2	Trees E, p-line W.
Elkhart, Midway	P	4.9 NW;riv NE	780	2	26-*L1-S3	F1	S, W blkd.
→ Shelbyville-Mem'l	P	3 NW	800	2	34-S5	F2	N,E,W blkd.

h-paved rnwys. B-rotating lgt, L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Algona	P	2 WNW;hwy N	1219	2	28-BL4-S5-U	F2	P-line N.
(PC)"Squeeze	L	4.5 S; hwy W	1201	2	24		P-line W.
(PC)Ames	P	2.5 SSE;hwy E	932	2	39-BL4-S5	F2	
Anamosa, Dasenbrock	L	1 E; hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W; hwy E	1153	3	33-*L4	F2	P-line N. Bcn prior req.
Audubon	P	1SSE;RR, hwy W	1300	1	15	F2	
Baxter	L	0.5 SE; hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N; RR W	652	2	9		DANGER-SHORT FLD. Ruf. Land at own risk.
Belmond	L	1.2 NNW;hwy E	1150	1	20		Use strip.
Bloomfield	L	1.7WNW;hwys S	850	1	19-(S-3)	(F1)	Atnd week-ends. No storage . S end ruf. Rolling.
Bondurant, Tufts	L	0.5 NNE;RR S	950	1	23-*L		Land at own risk. Rolling P-line S.
(PC)Boone	P	2 ESE; hwy N	1143	2	26-BL4	F2	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12, 18. Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1145	1	18		
Carroll	P	4.2 ESE; RR N	1196	3	34-L4-S5	F2	
(P)CEDAR RAPIDS	P	6.7 SSW; RR E	863	2	h54-BL-4,6-S5-U	F4	
"Hunter	P	3 S; hwy E	732	4	27-L1-S5-U	F2	
Centerville	P	3.5 SSW; RR N	1017	2	26-S5	F2	
Central City, Wassmer	L	3.5 SW;hwy E	960	2	20		N, E, W blkd. Land at own risk.
(PC)Chariton	L	2.5 W; hwy S	1050	1	24-L2		P-line S.
(PC)Charles City	P	3.3E;bet RR, hwy	1126	3	28-BL4-S5	F2	S blkd; p-line N, SW, NW.
(PC)Cherokee	P	1 S; RR W	1212	3	33-L4-S5-U	F3	P-lines NE, SE. Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE; RR W	992	2	h21-BL4-S5-U	F2	Rgt tfc SW, SE. Ditches S, NNE.2900' strip avail.
" Schenck	P	0.8 SE	992	1	25-*L1-S3	F2	Minor eng rprs only. Rgt tfc N.
Clarion	P	1.4 NW; hwy S	1162	4	27-BL4-S3	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S; hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)CLINTON	P	7 WSW; hwy S	701	3	h37-BL4-S5-U-W	F4	
Columbus Junction	L	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
Council Bluffs	P	3 SE; hwy S	974	4	37-S5	F1	SW blkd; p-line SE; tank S.
Creston	P	2.5 SW; RR N	1320	1	18-S1	F2	
Dallas Center, Husband	P	3 W; hwy W, N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.N1000'N/S rnwy
(P) DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F4	unusable when wet
" Air Park	P	4 ENE;hwy 1 W	670	2	18-S5	F2	
(PC)Denison	P	2.8 SW; hwy N	1250	3	30-*L4-S5-U	F2	Soft when wet. Land at own risk.
(NG) DES MOINES	P	4.5 SSW; hwy S	957	4	h75-BL4,5,6-S5-W	F4	Rdo rcvr capable of rcvg twr commun rqrd for all
" Dodge	P	8.0 NW	935	1	25-S5	F2	P-line N. itinerant acft.
" North	L	4.9 NNW	810	1	20		
Dewitt	L	1.5 SE; RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd. Land at own risk.
(PC)DUBUQUE	P	7.5 SSW; hwy E	1075	2	h56-BL4,6-S5-U-W	F4	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk. Rolling.
(PC) Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk - 2200.
Elkader, Meyer	P	1.1 SE; RR E,S	915	1	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W; riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5S; hwy E	1200	1	20-*L1		S blkd. S end rolling.
Emmetsburg	P	1.3 SW; RR N	1205	3	35-S1	F2	
(PC) Estherville	P	4.6 E; hwy S	1298	3	32-*L1-S5-U	F2	P-line SE, S, SW.
Fairfield Memorial	P	1.0 SE	780	2	36-S1	F1	P-line N.
Farnhamville, Saucke	L	3 SW;hwy 1.3N	1150	1	17		Use caution.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling
Floyd, Henry's	L	4.0 NE; riv E	1110	1	18-*L1-(S1)	(F1)	Land at own risk.
(PC)FORT DODGE	P	3.5 N; hwy E	1160	2	h44-BL4, 6-S5	F4	Use rnwy.
Garner, Wicks	P	1.8 NW; hwy W	1230	2	26-S5	F2	P-line NW.
George, Sudenga	L	2.0 NE; riv E	1430	1	14-*L		N blkd.
Gowrie	L	1.1 SW; hwy N	1150	1	25-*L1		N blkd.
Grand Mound, Grand	P	1.2 SW;Rt 1A N	770	2	23	F2	
Grant Center, Maynard	L	2.0 E; RR E	1100	1	16		Unattended.
(PC)Guthrie Center	L	0.5 NW; riv E	1083	2	26-*L-S(S1)	(F1)	
Guttenberg, Abels Island	L	2.3 N; riv E	610	1	26		
Hamburg, Hoover	L	2.2 W; RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	L	2.7 NW; lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5.0 SSW; hwy E	1204	2	27-BL4-S5	F2	P-line S.
Hartley	L	1.2SSE; RR NE	1490	2	26	(F1)	SE blkd.
Hawarden	L	1 S	1174	3	21-(S1)	(F1)	W blkd; p-lines S, SE; bins NE atnd week-ends. Caution-weeds.
Humboldt	L	1.0 N; RR N	1120	1	19		P-line N. Twr W in tfc pat.
Ida Grove, Nicholson	L	1.9 WSW;RR 1 N	1250	1	20		Use strip. Rolling.
Independence		4.1 W					ABANDONED.
(PC)IOWA CITY	P	1.7 SW; riv E	661	3	h43-BL4-S5-U-W	F4	
Iowa Falls	P	4.1 S; RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E; hwy N	1041	2	24-*L1-S5	F2	
(PC)Keokuk	P	4.6 NW	671	2	h38-BL4-S5-U	F1	
Lamoni, 10, MKC-MPS	P	3.0 WNW; RR E	1163	2	37-BL2-W	F1	
LaPorte City, Clarks	L	2.4 NW; hwy 1 E	900	3	26		Land at own risk. Rolling.
Laurens-Skyways	P	0.5 WSW;RR N	1300	1	24		
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S5	F2	W, NW blkd; p-line SE.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Lenox	L	1.3 N; hwy W	1200	1	26		N blkd, Rolling. Use center of strips.
Leon	L	4.1 N; RR SE	1050	1	20		Land at own risk.
Malvern, Bass	L	5.5 SSE; RR E	988	1	16		Land at own risk.
Manchester	L	1S; RR, hwy W	935	1	25		Unattended.
Manning	L	0.6 SW;RR W	1321	2	24		Twr NE. P-lines S, SW. Emerg. only.
(PC) Mapleton	P	0.5 NW;riv NW	1150	2	29-S5	F2	NE,SE, SW blkd. Ruf.
Marshalltown, Neiderhauser	P	4.0 N; hwy 1 E	990	2	26-L4-S5-U	F2	W blkd; p-line N.
(P) MASON CITY	P	6.5 W; hwy S	1216	2	h56-BL4-S5-W	F3	
" Eco	P	2.6 ESE; riv S	1215	1	24-S1	F2	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd. P-line S. Cattle on fld.
Milford, Fuller	L	0.7 mi NNW	1440	2	36		S, W blkd. P-line E.
Missouri Valley	L	1.5 S of RR,hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3.0 SSE	1410	1	21-S1	F1	
Mt. Ayr	L	1.8 WSW;hwy N	1100	1	15		Ruf.
(PC) Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19 S1	F2	
(PC) Muscatine	P	6.0 SW;hwy SE	546	2	h42-BL4-U	F3	
" Greiner	L	6.0N; hwy E	700	1	13	(F1)	Rolling
Nashua, Harrison	L	2.0 NW;hwyE,N	1000	2	26-(S1)	(F1)	E, NW blkd. W end E/W Strip ruf.
Nevada, Nelson	P	1.7 W; hwy N	995	2	21-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd; p-line SE.
Newton Mun	P	1.7 SE	952	2	26-BL4-S5-U	F3	P-line SW.Fld soft when wet
Nora Springs, Spotts	P	3.2 W; RR S	1170	2	26-*L-S1	F2	E blkd. Rolling.
Oakland, Kimberly	L	0.5 NW; riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3.0 W	1050	3	28-S5	F2	W blkd; p-line NW. Use strips.
Osceola	L	2.2 N;RR,hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	P	2.0 SSE;RR NE	850	2	21	F2	P-line NE. Use strips.
(P) OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S5-W	F4	
Pella	L	3.5 SE; RR NW	877	1	24		
(PC) Perry	P	3.5WSW;hwy N	1014	2	23-L4-S3	F2	
(PC) Pocahontas	L	1.5 ENE;hwy S	1216	2	25-(S1)	(F1)	N blkd.
Prairie City	P	2.0 N	950	2	30		Ctn-cattle on fld. Trees W; cable line.
→ (PC) Red Oak	P	1.5 W; hwy N	1044	3	28-L4-S5-U	F4	P-line N, Ngt serv on call.
Riceville, Mosher	L	1.1 WNW;hwy S	1263	2	16-(S1)	(F1)	S blkd.
Rockwell City	L	W; hwy W	1234	1	22-S3		90 oct. P-line W. Trees N.
Rudd, Ehlebrachts	L	0.5 S; hwy N	1150	2	19		N,W blkd. Rolling. Use at own risk.
Sac City	P	3.0 SSE; riv W	1250	2	22-*L1-S5	F2	
Sheldon	L	5.0 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E; RR S	900	2	18	F1	Land at own risk.
(PC) Shenandoah	P	2.8 WSW;riv NW	963	2	37-BL4-S5-U	F4	
Sibley	P	2.0 S; RR NW	1500	2	26-*L4-S5	F2	E,S,W blkd; p-line N.
Sigourney	P	3.0 S; riv N	692	2	24	F2	S blkd. Soft when wet.
→ (AF,NG) SIOUX CITY	P	6.5 S; RR 1 NE	1097	3	h75-BL4,6,7-S3-W	F4	
" Rickenbacker	SEE: North Sioux City, S. Dak., Rickenbacker Fld.						
Spencer	P	2.9 WNW; RR 1S	1335	3	40-L4-S5-U	F2	P-line NE. Lgts prior req after 2400.
Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S5	F2	Use strips.
Strahan, Hillyer	L	1.1 NE; RR SE	1178	1	15	F1	P-line SE. Rolling.
Tama	L	1.3 S; hwy E	825	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW; riv W	870	1	17-*L		Land at own risk.
Victor, Smith	L	2.0 E; hwy S	810	3	18		S blkd;p-line SE;culvert W;use strips;cattle on fld
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE; riv E	1245	1	21		N blkd.
Washington	L	1.5 SSE;RR NE	769	2	26		P-line E.
(P) WATERLOO	P	5.0 NW; riv 1 S	870	3	h54-BL4,6-S5-W	F4	
" Canfield	L	3.0 NW;hwy NE	800	4	28		P-lines N, NE, bldgs SE. W blkd. Personal use only.
(PC) Waverly, Bantam	L	6.0 E	1000	1	26	(F1)	P-line N.
Webster City	P	3.3 SW;RR 2,3 N	1100	4	26-S5-U	F2	P-lines N, NE.
Wesley	L	1.5 E; RR N	1250	1	50		N, S, W blkd.
Winfield	L	3.0 E; RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.
NEW AIRPORTS (or airports out of alphabetical order)							
Spirit Lake Mun	L	1.0 mi S	1405	1	15	F1	Ruf - rolling.
Corning		3/4 W; hwy N	1250	1	24-L4	F1	Rgt tfc S.
Larchwood, Zangger Flying Service	P	2 E; RR S	1470	2	20-*L1-S3	F1	RR south.
→ Onawa	L	0.5 SW	1059	1	24-L4	(F1)	P-line and trees NW.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
(PC) Abilene	P	1.7WSW;RR N	1148	3	h21-L4-S1	F3	2300' strip avail. NE blkd. p-line SE. Ruf. Soft-wet
→ Anthony Mun.	P	2.7WNW;hwyS	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Arkansas City	P	3.5S;hwy, RR W	1170	4	27-S5	F2	N, NE, S blkd;p-lines SE, SW.
" Strother Aux #1	L	7.5NE;riv E	1145	1	26		Use strip.
" " Aux# 2	L	6.6W;hwy N	1337	2	h40		Use rnwys. Ruf.
Ashland	P	1.2S;RR NW	1940	2	32-S5-U	F2	Use strips.
(PC) Atchison	P	3 W;hwy S	1070	1	h30-(S3)	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2960	4	26-S5	F2	Use strips
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N, E, W blkd;p-lines S. Lgts prior req after 2200.
Baxter Springs, Y & M	L	3.5W;hwy N	840	1	h25-(S1)	(F2)	
Belleville	P	1.8 WSW;hwyS	1520	3	24-S5	F1	P-line SW. Use strips.
(PC) Beloit	P	1.2NW;RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Bern	L	0.6S;RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.
Bird City	L	0.5 S	3470	2	24-B	(F1)	P-line N. Caution-wet. Use strips.
Brewster, Hutton	L	1SE;hwy N	3420	3	35		SE blkd;p-line SW. Low area S center of fld un-usable. Ruf. Use strips. Caution-elevator adjNW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd. Ditches N, W.
Byers, Moore	L	1.7 NE	2000	1	18-S1	F1	P-lines N, W. Use strips.
Caldwell	L	1.2E;hwy S	1105	2	22		SE blkd;p-line SW. Ruf. Use strips.
(P) Chanute	P	2 WSW;lk SE	1001	2	h42-BL2,3-S5-W	F3	SE blkd; p-lines S, NW
(PC) Cimarron	L	1.8N;hwy W	2750	3	29-(S1)	(F1)	Unattended
Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S, SE, SW, NW. Ctn-wet. Ruf.
" Dinsmore	L	6WSW;RR N	1250	2	21		N, S blkd. Soft-wet. Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
(PC) Coffeyville, McGugin	P	5.3NE;RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC) Colby	P	1.8N; hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf-caution.
" Murray	L	0.8N, ;hwy W	3125	1	22-S1	F1	P-line S. Ruf. Hazardous-erosion center of strip. Use strip.
Coldwater, Stark	L	0.7NE;RR SE	2100	1	27		P-line NE. Use strip. Cattle on fld.
Collyer, Scherr	L	1.7 E;RRN	2563	4	25-(S1)		S, SE, SW blkd. Cattle on fld.
Columbus	L	1.2SW;RR E	900	2	21-S3	F1	NE blkd;hedge S. Soft when wet.
(PC) Concordia	P	1.7S;hwy W	1474	3	36-S1	F2	Erosion edges of strips. Use strips.
" Blosser	L	1S;hwy W	1475	1	18		P-line E. Caution-ruf.
(PC) Cottonwood Falls, Chase Co.	L	0.5 SSW	1264	1	26		P-line N
Council Grove	L	4.5WNW;lkS, W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd; p-line S, SE.
(P) DODGE CITY	P	3ENE;RR SE	2594	4	h46-BL2,4-S5-U-W	F4	Use rnwys.
" Ford County	L	6WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Garden	P	6.3ESE;RR S	2440	1	22-S5	F2	Soft when wet.
(PC) Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6SE;hwy W	1360	4	25-L4-S5	F3	E, S blkd;p-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE;RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5NW;hwy,RR	1790	2	26-*L4-S5	F2	Caution-oil well 58'E N/S strip; N blkd; use rnwys
Ellsworth	L	1N;hwy S	1611	2	24		
(P) Emporia, 37, AMA-MKC	P	5.4S;hwy E	1204	3	h21-BL4-W	F3	N/S strip 4000';use ctr strips, dry; pvd rnwy, wet.
Eureka	L	2.7E;hwy S	1100	1	26		S blkd.
Fall River	L	3.9NW;dam NE	1035	1	20		S blkd. Rolling.
Florence, Clothier	L	5.8SE;crk E	1320	2	19-(S1)	(F1)	
(PC) Fort Scott	P	4.5SW;hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3NNW;hwy E	880	2	26		
Garden City	P	3.3E;hwy S	2842	3	44-S5	F3	Use strips. Caution when wet.
(P) " NEW GARDEN CITY	P	8.5ESE;RR SW	2895	4	h65-BL4-S1-W	F3	Use rnwys. Only rnwy 17-35 usable ngts.
(PC) Gardner	L	1.5 W;hwy SE	1070	2	39		Ruf. N blkd. Use strips.
(PC) Garnett	L	1.6 E;hwy NW	995	3	28		Ctn-at all times. Intsxns ruf. SSW blkd.
(P) Goodland	P	2 NNE	3653	4	h44-BL4-S5-W	F4	
(PC) GREAT BEND	P	5WSW;hwySE	1891	3	h80-BL4-U	F3	Use rnwys.
Great Bend-Darr	L	1W	1890	2	32-U		Soft when wet. P-line S.
Greensburg	P	1E;RR N	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
(PC) Harper	L	1.3WSW;hwysE	1429	3	22-(S1)	(F1)	P-line N. Ditches end of strips. Soft-wet. Use strips
Hays	P	1.5E;RR S	2021	aw	29-B*L2-S1-U	F2	
(PC) Herington	L	8 ENE;RR 3N	1485	3	h67		Rgt tfc NW.
(PC) Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf. Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC) Hillsboro	L	0.7SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Holyrood	L	0.5ESE;RR N	1820	1	17		P-line N. Shoulders ruf.
(PC) Horton	L	1.2NNW;hwy E	1134	2	22-L4	(F1)	
Hoxie	L	0.8N;hwy S	2665	3	28		S blkd; p-lines NW, SW.
" Hedge	L	1.8 NW;hwySE	2780	1	17-(S5)	(80)	Ruf.
Hugoton, HAP	L	1.5SW;hwy N	3120	4	26		N blkd;p-line NE;hill SW. Use strips.
(P) HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4,6S5-W	F4	Use rnwys.
" Mills	L	4.4S;RR W	1533	1	25-(S1)	(F1)	
(PC) Independence	P	6 SW;RR E	820	3	h55-BL4-S1	F4	Rnwy 18R-36L perm clsd.
(PC) " Montgomery County#1	L	9.5NW;hwy W	918	1	35		Use with caution. Ruf.
(PC) " Montgomery County#2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution. Ruf.
(PC) Ingalls	L	6.8 NW;riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5	F3	Soft when wet. Use strips.
(PC) Jetmore	L	7.2S; hwy W	2465	4	h60		Use rnwys.
Johnson	P	0.5 NW;hwyNW	3330	3	28-(S5)	F2	P-lines N, S, NE.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. →← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
(PC) Junction City	P	0.8NW;hwy E	1104	3	36-B*L4-S5-U	F1	P-lines NE, SSW. Use strips.
Kanorado, Winter	P	0.6SE;RR N	3910	1	27-S5	F2	P-line N. Use strip.
(AF) KANSAS CITY, Fairfax	P	3 NE;riv N, E	746	4	h67-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5NNW;RR E	1606	4	27		Unattended
(PC) Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5WNW;hwy S	1375	1	20		Cattle on fld. Caution-gopher holes.
La Crosse, Hoover	L	0.5 ENE;RR S	2060	1	21		N blkd; p-line S, Ruf.
La Cygne	L	0.7W;riv NW	825	2	29	(F1)	HAZARDOUS. N, NW blkd.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A) Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use strip.
Larned	P	1.6NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S strip;soft when wet.
Lawrence	P	2.5NNE; hwy S	832	3	32-*L2-S5-U	F3	P-line W. Use strips.
(PC) Lenora	L	1.2NNW;crkNE	2260	2	24	(F1)	Ruf.
(PC) Liberal	P	2.5WNW;RR S	2888	6	h70-BL4-S5	F4	
Lincoln	L	1.5NW;RR S	1412	2	27-*L4		NE, NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N, windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC) MANHATTAN	P	5.5 WSW;RR SE	1060	2	h38-B*L4-S5	F4	Use rnwy, strip. Ditch SE end NW/SE rnwy. Ctn-Danger AreaWNW arpt. NW end ext 1050'-sod.
" Mankan	L	3.7 ENE;hwy S	1035	1	20-S5	F1	W blkd. Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	26-S1	F1	Windmill NE;dike W end E/W strip. Use strips.
Marion	L	1.8 ESE;hwy N	1390	4	36		S end N/S and NW/SE strips soft when wet. E, NE, S, NWblkd;p-line SE, SW.
(PC) Marysville	L	1.3 NE;hwy S	1283	2	27-L-(S5)	(90)	P-line NNE, NNW
(PC) McPherson	P	1.5SW;hwy adj	1493	2	h23-L4-S5	F3	P-line N, E. Shoulders soft-wet.
Meade	L	1W;RR, hwy N	2528	2	26-B*L4		P-line N. Use strips. Caution when wet.
Medicine Lodge	L	2.1SE; RR S	1520	1	34		Caution-gopher holes. Ruf. Use strips.
Minneapolis, Deeds	L	0.5 E;hwy S	1290	1	26		Snow fence S end winters. N, S blkd.
" Horner	L	2 NW	1265	2	26		Unattended
Moline, Elk County	L	2.3ENE;hwySW	1050	3	31		SW blkd. Cattle on fld.
(PC) Neodosha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	22-S5	F1	Caution - soft when wet.
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F2	Ruf. Use strips.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips. P-lines N & SE. S blkd.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-BL4-S5	F2	SE blkd. Caution-60' poles adj S. Use strips.
Olathe-City	L	5 ESE; hwy W	1090	3	h17		P-line NW. Lgt acft only. Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N, S blkd. Use strips.
(PC) Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32	(F1)	
Osborne	L	0.8ESE;riv S	1565	2	26-*L4-(S1)	(F1)	P-line NW. Soft when wet.
(PC) Ottawa	P	5.3S;hwy W	975	3	h24-S5	F2	Use N/S rnwy. 2700' strip avail.
" Conard		3.8 NNE;hwy W					ABANDONED.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd. Use strips. Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Use strips.
(PC) PITTSBURG-ATKINSON	P	2.5NW;hwy E	948	3	h40-BL4-U-W	F1	Use rnwys.
Plains	L	0.3NNE;hwy N	2755	3	30-*L4-(S1)	(F1)	P-lines NE, SE, S. Use strips.
(PC) Pratt	P	4.5N; hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
PrettyPrairie,Prairie Oak	L	1 NNE;RRNW	1573	2	25-(S1)	(F1)	E blkd;p-lines N, W. Use strips.
Protection	L	0.7SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E, W.
Rexford, Dible	L	0.5W;RR NW	2900	2	24	(F1)	N, W, blkd. P-lineE. Ruf-obstns-dangerous.
" Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N, NE, E, SE, NW. Cattle-fld.
(P) Russell	P	2.7ESE;hwyNE	1863	3	h26-BL4-S5-W-U	F3	SW blkd.
(PC) Sabetha	L	1.4E;RR NW	1290	2	22		Ruf. Use strips.
St. Francis	P	1S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P) SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW. Use strips, rnwy only.
Satanta	L	1.2N;RR SE	2970	2	26-(S1)	(F1)	Closed
Scott City	P	1.3ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200'strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
Sedan, Walter's	P	2.7SSE;hwy S, W	940	1	17-S3	F2	
Seneca	L	0.5W;RR S	1180	1	33		P-lines N, S.
Sharon Springs, Lacey	L	0.5 N;hwy S	3500	1	33		SE blkd. Use strip.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5W;hwy N	1889	4	26-L3, 4-S5-U	F3	P-line N, NE. Lgts avail sunset-0200. Use strips. Ruf.
Sublette	L	1NE;RR SE	2900	2	26	(F1)	P-line S. Caution when wet.
Summerfield	L	0.3 SSE	1450	1	23-(S1)	(F1)	
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE, SW.
Topeka, Allen	P	4.3 WSW;hwy N	1000	3	h23-*L4-S5	F2	N, SW blkd. Ctn-N/Satrip-dtich. Soft when wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4, 5, 6-S5-W	F4	Bridge SE.
Toronto	L	1.1NE;RR E	965	4	24		SW, Wblkd;p-line NW. Cattle on fld. Use strips.
Tribune	L	1 S;hwy W	3620	2	26		P-line W.
Ulysses	P	1.3NNW;hwy E	3070	3	30-S5	F2	S blkd; fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	38		
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line, rolling, ruf.
(PC) Washington	L	0.9E; hwy S	1290	2	16		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2WSW;RR S	1332	2	h73-BL6-S5-W	F4	Use rnwys. 145 octane avail.
Wichita, Beech	L	6E;hwy S	1378	3	h51		Factory use only. P-line N. Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr-tfc instructions. 5300'strip avail.
" Ken-Mar	P	7.6 NE	1410	4	h22-L4-S5-U	F3	P-line N, SW. Use strips. 2900'strip avail.
" Rawdon	P	5.7 E	1396	1	25-S1	F3	P-line S. Rgt tfc N, W. Use strip.
" Westport	L	4.5SW;RR N	1290	1	26		N blkd. No storage. Cattle-fld. Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd. Ruf. Caution when wet.
(PC) Winfield-Ark. City Strother Fld	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S, SE. NW/SE strip ruf. Use strips.
Zenith, Hayes	L	0.8 ESE;hwy N	1800	2	24	(F1)	N blkd. Use strip. Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
Oakley	P	2.3 mi E	3042	3	28	F2	Caution when wet. P-line N.
Ness City Mun	L	0.5 mi N	2240	1	26		Not attended. Strip usable dry wea-ctn; unusable wet.
Abilene Wright Airpark	P	1 mi S	1150	1	23-S5	F1	
KENTUCKY							
Albany		6.0 W; hwy S	1020	1	22		Ctn when wet-New turf.
(PC) Ashland-Boyd County	P	7.5NW; RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr. prior req thru Huntington rdo.
Bardstown, Nelson County	L	4.1 W; hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	P	2.5SSE;h wy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
Carrollton, Butler St. Park	L	2.0SE;hwy, RRW	500	1	25		Caution - wet.
Clementsville, Gulf Interstate	L	6.0 W;Liberty	1080	1	35		
(P) COVINGTON, Greater Cincinnati		SEE; Cincinnati, Ohio, Greater Cincinnati Arpt.					
Danville, Goodall	P	4.2 S;RR W	1030	1	24-S5	F1	
Frankfort, Capital City	P	1.0 SW	788	1	h40-BL4-S3	F3	Use rnwys.
(PC) Georgetown, Marshall	P	1.5 S; hwy E	910	1	18	(F2)	Unattended.
Gilbertsville, Ky. Dam. State Park	P	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E, W landings use rnwy.
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Caution-slippery when wet.
Golden Pond, Ken Lake	L	4.4 W;lk W	388	1	22		Hills N, S, E. Caution when wet.
Harlan	L	5.3 NE; riv S	1230	1	21-S1	(F2)	E blkd. Mtns each side of strip. Unattended.
Harrodsburg, MaAfee	L	5.9 N; hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling.
(PC) Hazard	L	2.5 NNW;rivN,W	861	1	21	(F1)	S blkd. Mtn sur fld. Unattended.
Henderson	L	5.0 WSW	385	1	20		P-lines along hwy in N apch.
Hopkinsville	L	1.0 E	510	1	18	(F2)	
(P) LEXINGTON, Blue Grass	P	6.0W; hwy N	978	3	h50-BL4-S5-W	F4	
London	P	3 SSE; hwy E	1189	1	h40-BL4-W	F2	Use rnwy.
(P) Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL4-S5-W	F4	NE blkd. P-line S. Trees SW.
(NG) " STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h50-BL4,6,7a-S3-W	F4	2-way rdo rqrd. FEE. Config b on req.
Madisonville	L	6.0 ENE;RR S	420	2	h25-(S3)	(100)	
" Athey	P	1.0 NE;hwys SW	500	1	24-S3	F1	
(PC) Mayfield-Graves Co.	L	3.6 ENE;hwy S	525	1	h33		Unattended.
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E. Levee W. Use rnwys.
Midway-Green Meadows	L	3.0 SE;hwy N	900	1	22		Rolling.
Milford		0.5 SE; riv S, W					ABANDONED.
Monterey, Karsner	L	2.0 SE;hwy W	540	1	20-S1	F1	NNW, SSE blkd.
Morehead	L	8.0 WSW;RR N	610	1	20		300' SW end ruf. Unattended.
(PC) OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(P) PADUCAH, Barkley	P	8.8 W; RR 1 N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	15-(S3)	(F1)	Caution-mtns sur fld.
Russell Springs		1.0 S hwy E	1080	1	20		Unattended.
Shelbyville, Shelby	L	2.9 E;hwy S	830	2	17-S1	F1	
(PC) Somerset-Pulaski Co.	P	2.5 S; hwy W	927	1	30-S5	F1	
Springfield	L	4.0 ESE;hwy N	810	1	19		P-lines along hwy in N apch.
Stanton	L	1.0 E	650	1	31-S1	F1	
(PC) Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Point	P	1.3 ENE;RR W	430	1	20-S5	F1	Hills to SW.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Abbeville	L	3.0 E;hwy S	16	2	20-S3	91	
Alexandria-Flying Service	L	2.4NW;hwy N;	88	1	25		Unattended.
" McArthur Drive	P	2 WSW;hwy E	87	1	16-S5	F3	
(PC)Bastrop, Morehouse Mem'l	P	2.5 S E;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Downtown	P	3.5 E; hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only. P-lines N.
(P)" RYAN	P	5.5 N; rlv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2.0 N; RR E	113	3	h36-BL4-S5	F3	P-line E.
Bunkie, Haas	L	3.0 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;rlv2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-*L-S1	F3	
(PC)DeRidder, Beauregard Parish	P	3.0 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Bcn prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd. Soft spots when wet. Land from and take-off to S.
Elton, Doise	L	1.5 S W;hwy, RR N	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Gueydan, Saltzman #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE; rd N	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	P	3.0 ENE; hwy S	40	3	h50-B*L	F1	
Haynesville	L	0.9 N; hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly		1.2 NW;hwy W					Perm Closed
Jackson, Holloway		5.0 S SW;hwy 2 S					Perm Closed
" Howell	L	2.5 ENE; rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE; RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan-Broussard	L	0.5 S	12	2	15-S3	F2	Attended May-Nov.
Kaplan, Trahan Airstrip	L	6.0 W; hwy N	10	1	20		P-lines N, S.
(P)LAFAYETTE	P	2.0 SE; RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
Lafayette, Girard	P	2.0 NNW;hwy S	39	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur		0.5 ESE; hwy S					Perm Closed
"Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
Lake Charles, McFillen Airpark	P	4.0 S	17	1	26-S3	F2	
(PC) Lake Providence, Byerly	L	1.8 NW; lk S	106	2	35	(F3)	
Longville	L	0.5 SE; RR W	80	1	27		
(PC)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
(PC) Marksville	L	2.2 S; RR E	78	1	27		
Minden-Minden-Webster	P	1.0 NW	250	1	h35		
(P) Monroe, SELMAN	P	5.0 E; RR N	79	4	h50-BL4-S5	F4	Use rnwys.
Morgan City, Brown & Root		6.0 SE;hwy NE					Perm Closed
Morganza-Pte Coupee	L	0.1 S; RR E	35	3	20		Soft when wet.
(PC)Natchitoches, 20, NEW-MKC	P	2.0 SSW; hwy E	115	2	h41-BL4-S5	F2	
(NG)New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No rgt operns 5-23, 9-27.
(P)" MOISANT INTN'L	P	11.0 WNW;rlv S	3	4	h70-BL4, 6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
(PC)Opelousas, St. Landry Parish	P	2.0 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Mem'l	P	20WNW;bayouNW	9	3	45-S5	F3	NE, W blkd.
(PC)Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1.0 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
(PC)Rayne	L	1.0 NW; RR S	29	2	18		
(PC)Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
(PC)Ruston	P	1.0 SE; RR N	317	3	h34-BL4-S5	F4	
St. Joseph, Castle	L	2.0 N; hwy NE	75	1	22		P-line N.
(P) SHREVEPORT, Greater Shreveport	P	6.5 S W; RR NW	251	2	h64-BL4, 5, 6-W	F4	Use rnwys.
(PC) "-Downtown	P	3.5 N;rlv S,E, N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	L	8.0 S; RR E	170	1	31-S5	F1	S end soft when wet.
Tallulah, Scott	P	2.4 ENE;hwy S	84	2	32-*L4-S3	F2	Bcn prior req.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5WNW;hwy S	40	1	16		
(PC)Welsh	P	0.5 NW;RR S	19	2	31-*L4-S5	F3	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3.0 NW;hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution, Unattended, No storage.
← Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1-U	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
← Alexandria, Myers Arpt # 2	P	9NW;Riv N	75	1	30-S3	F1	P-line S. Rgt tfc N.
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC)AUBURN-LEWISTON	P	4.5 SW;rlv 1 N	292	2	h44-BL4-S5-U	F3	Rnwy 13-31 perm clsd. Use rnwys.
(P)AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30, 3-21 clsd to acft over 15,000 lbs, and all acft winter months.
(PC)BAR HARBOR	P	9.0 NW;rlv E	84	3	h45-BL2-S5-U	F4	Bcn oper June-September.
(PC)Belfast	L	1.0 SW;hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable. EMERG USE ONLY.
Benton, Fernald's	L	0.6WNW;rlv W	120	1	14		Overhead cable W-dangerous. Ruf, Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5NNE;hwy SE	360	1	23		
← Brewer	P	1.6 S	100	1	21-*L-S5	F2	Soft when wet. Use gravel strip only in spring.
(PC)Caribou	P	1.0 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT. OF ENTRY.
(PC)Deblois Flight Strip	L	2.0 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun.
Dexter	L	3.0 ESE	485	2	h30		NE blkd. Use rnwy.
Eastport	L	1.5WNW;hwyNE	67	2	h28		No storage. Unsafe-holes, ruf high bushes. NW blkd; p-lines NE, SE, SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1.0SW;RR,hwyW	470	2	18-S5	F1	NNW blkd.
(PC)Fort Kent	L	3.4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwyN,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC)Greenville	P	2.0ENE;pond E	1401	2	h30-S1-U	F3	Unattnd winters. Repairs avail. on request.
← (P)HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. WNW/ESE rnwy emerg only. Rnwy 1-19 not lgtd. Rnwy 5-23 plowed winter mos; 1-19 not plowed.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling. SW blkd. Ruf, soft, rolling.
Lewiston, College Road	L	2.2NNE;rlv 1 W	210	1	16		DANGER-SHORT FLD; Soft when wet.
Lubec	L	2.8 SW; rd SE	85	1	12		Unattended. Use rnwys. Ctc lgts avail rnwy 16-34 only.
← (P)Millinocket	L	1.0 SE	408	2	h50-BL2, 4-W	(80)	Rgt tfc W. P-line W.
Milo	L	1.3 SE;hwy W	295	1	18		N, S blkd.
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	Clsd Winter. W blkd.
Moose River, Sky Lodge	L	1.0 N; riv S	1350	1	14		Use rnwys.
Norridgewock	L	3.7 W;rlv NE, W	270	2	h40		Soft when wet. Use strip. Unattended.
Norway	L	1.0 N; RR S	387	1	15-S1		Ctn-edges of rnwys ruf. Use rnwys. FEE.
(P)Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F4	DANGER-SHORT FLD. S end soft.
Patten, Camerons	P	5.0 NW;hwy E		1	10	F2	
Peru, Linnell's	L	08NW;RR, riv N	410	1	20		
Phillips, Pleasant Valley Farms	L	2.9 NNW;riv N	670	1	41		
(PC)Pittsfield	L	0.8SSE;riv N, S	190	2	h40		SSE blkd. Skis winter.
← (P)PORTLAND	P	2.0 W; riv NE	60	3	h50-BL2, 4-S5-W	F4	Rnwy 10-28 perm clsd.
(PC)Princeton	L	1.5 SSE	250	2	h40		Use rnwys. NW blkd.
(PC)Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC)ROCKLAND	P	3.0 SSE	60	3	h45-B*L4		
Rumford	L	2.0 SSE;riv NW	615	1	18		
(PC)Sanford	P	4.7 SE;hwy N	243	3	h60-*L4-S5	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Lgts unreliable.
Seven Isl., Maine For. Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD).
Skowhegan	L	1.0 NNE	240	1	18		P-line W.
South Portland, Port O'Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Stonington	L	1.2NNW;hwySW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
Turner, Rollins	P	2.5 NNW;hwy E	335	1	20-S3	F2	Ruf.
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5	F1	Fld surrounded by trees. W blkd.
Van Buren, Levesque	L	1.0 NW; riv E	520	1	15		INACTIVE. Ruf, rolling.
(PC)WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S5-U	F3	WSW blkd. Use rnwy 14-32 with caution.
Winterport, Fernald	L	3.0WNW;RR E	181	2	h40		Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). §17 September 1957).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	P	4.8 WSW; riv NE	30	1	30-*L-S3	F1	P-line ESE.
Baltimore, Eastern	P	11 E; riv S	20	2	21-S5	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S; RR W	146	3	h94-BL4,6,7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG, A) " Harbor	P	6 SE; riv SW	14	2	h44-BL3,4,5-S5	F4	Civil fuel avail 0800-2100. Fld lgts inop 2400-0800 Use paved areas.
" Martin	L	10 E; plant W	18	4	h81-L6		No public services. Company bus. only. P-line N, NW.
" Rutherford	P	8 WNW; rd W, N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf.
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Russell	P	8 WNW; bay W	25	1	32-U	F4	
Churchton, Deep Creek	P	1.6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	P	2.5 E; hwy S	400	3	21	F1	P-line S. Rolling
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, ctc Washington rdo.
College Park	P	0.4 E; RR W	49	2	22-*L4-S5	F3	N, NW blkd.
(PC) Crisfield	L	3 NNE; RR SE	4	2	h25		3500' strip avail. Soft-wet. Unattended
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S; riv N, S	780	3	h58-BL4-S1-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W. Ruf. Rgt tfc E.
(PC) EASTON	P	2.2N; RR E	66	2	h40-BL4-S5-U-W	F3	Use rnwys.
Elkton, Lovett	P	3.1 NNE; RR NW	140	3	21-S3	F1	Clsd to heavy acft when wet. Rolling.
(PC) Frederick	P	1.8E; riv N, E	304	2	h38-B*L4-W	F3	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs. NE/SW rnwy 15,000 lbs.
(P) HAGERSTOWN	P	4.2N; factory SE	704	2	h44-BL2,4-S3-W	F4	Use rnwys. Weekends lgts avail sunset-2200.
Hollywood, Half Pone Point	L	3.5 E; riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Laytonsville, Davis	P	2.3N; hwy E	640	1	21-*L2-S5	F2	
Piney Point	L	0.8WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.
Salisbury, Delmarva	L	2.8 NE; RR S, W	45	1	30-U		permission only. Clsd all com operns. Lndgs by prior
(P) " -WICOMICO COUNTY	P	5.3 ESE; hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8SSW; hwy SW	10	1	20		SSW blkd. E/W strip under const.
Stevensville, Kentmorr	L	4.7 SSW; bay W	12	1	25		E blkd.
Westminster	P	2.6N; hwy E	780	1	25-S3	F1	Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
MASSACHUSETTS							
Adams	L	1.3SSE; RR W	1400	1	18		CLOSED
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5-U	F2	Hi-tension line SE; p-line E. Ruf.
Barre, Hiller	P	4.7SSW; riv NW	599	1	40-L4-S3-U	F3	
Berkley, Myricks	L	3 E; RR SW	65	2	20		S blkd. Ruf.
(AF) BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd. 17-35 perm clsd.
" Beverly	P	17.5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL,6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum. 2-way rdo rqrd. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
" Revere	P	5.5 NNE; twr N	25	3	h27-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S; hwy E	80	1	h18		CLOSED. P-line N.
(PC) Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW; RR S	640	1	16-S3	F1	Ruf.
Edgartown, Katama Arpk	P	2 S; bay E	20	4	43-S1	F1	P-line NE, SE.
(PC) Fall River	P	4.3NNE; RR N, W	192	2	h39-BL4-S3	F3	
Falmouth, Coonamessett Ranch	P	6.4 NNE	100	2	40-*L4	F1	
FITCHBURG	P	2.5 SE; riv S, SW	348	2	h45-BL4-S1-U	F3	P-line SSE.
(PC) Gardner	P	2 SW; hwy N	946	2	22-S5	F1	
Great Barrington	P	2 W	726	3	27-S5-U	F3	P-line NE, SW.
Hanover, Clark	P	2.6 WSW; riv S	74	3	h23-S5	F1	N, NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW. Ruf.
Hopedale, Draper	L	2.7 SE; RR ENE	269	1	h32	F2	
(PC) HYANNIS, Barnstable	P	0.9 N; RR E	56	3	h41-B*L4-S5-U	F4	
(PC) LAWRENCE	P	2.5 ENE; riv W	165	3	h40-BL4-S5-U	F4	Use rnwys.
Leicester	P	2 N	1141	2	h20	F1	Ruf.
Mansfield	L	2 SSE; RR NE	124	3	25-S5	F3	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E; riv SE	9	1	23-S1-U	F1	
Marston Mills, Cape Cod	L	2.2 NNE; lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(PC) MARTHA'S VINEYARD	P	4.3 S; hwy E	68	3	h40-BL4-S5-U	F4	Antenna pole SE.
(P) NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi.
(PC) NEW BEDFORD	P	2.5 NNW; RR S	79	2	h50-BL2,4,5,6-S5	F4	
Newburyport, Plum Island	P	1 ESE; riv N	11	2	28-S5	F1	P-line NW. W blkd.
(PC) North Adams, Harriman	P	3 W; riv N	651	1	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE; lk NW	200	2	20-*L1-S5	F1	P-line SE. Ruf.
Northampton, Atwood	P	1.2 SSE; riv S	116	1	22-*L4-S5-U	F2	Mtn SSE. Rgt tfc N
(PC) " LaFleur	P	1.2 ENE; RR W	120	2	23-*L4-S5	F2	
(PC) Norwood-Memorial	P	2 E	50	2	h40-B*L4-S5-U	F3	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC) ORANGE	P	1.5 SE; hwy SE	555	3	h50-S1	F1	
Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
Palmer, Metropolitan	P	4.8N; RR E, SE	410	3	22-*L1-S5-U	F3	Hill NNW. Rolling.
(PC) PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW; hwy N	149	3	28-S1	F1	Use strips only
(PC) Provincetown	P	2.3 WNW	8	1	h35-*L4-U	F2	
Southbridge	P	1.7 N; hwy E	700	2	26-S5	F1	
Spencer	L	3.5NNE	1040	1	17-(S5)		Ruf
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No storage. P-line SE.
Taunton, King	P	4 ESE; riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE; riv E	90	1	18-35	F2	Hwy tfc SSW apch. P-line S.
(PC) Turners Falls	P	1.8 ESE; riv NW	365	3	31-*L1	F1	SSW blkd.
Wareham, Country Club		1.3 E; riv S			3500' strip avail. Soft-wet. Unattended		ABANDONED.
Westboro	P	1.9 WNW; RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9 SE; RR SW	650	2	20-S5	F3	P-line SW.
(NG) WESTFIELD, Barnes	P	3.NNE; hwy W	270	3	h70-BL4, 6-S5	F4	
Williamstown, Fair View Farm	L	4 SW; hwy E	954	1	16		
(P) WORCESTER	P	3.5 W; hwy N	1009	3	h55-BL5, 6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
MICHIGAN							
Ada, Somerville	L	1S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC) Adrian-City	P	3SW; RR N	800	2	34-L4-S5-U	F3	WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E, SE blkd. P-line NW. Ruf.
(PC) Alma	P	1.3 NE; riv S, E	750	2	h25-BL4-S5-U	F2	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7NNW; hwy E	860	2	22-*L4-S5-U	F1	
(NG) Alpena, Phelps-Collins	P	6.5 W; riv adj	689	3	h80-BL4-S3	F2	Ben opers October-May
(PC) Ann Arbor	P	4 S; RR E	835	3	32-B*L2-S5	F4	Soft when wet.
" Washtenaw	P	6 W; hwy S	867	3	22-S5	F1	
Athens, David	L	1.3 SSW; hwy S, E	915	1	24		S blkd.
Atlanta	L	0.8 ESE; hwy N	875	3	22		Use strips. Ruf.
Au Gres	L	0.9 NNW; RR S	590	2	20		NW blkd. P-lines NE, SE, SW. Soft-wet. Use strips.
(PC) Bad Axe, Huron Co. Mem'l.	L	1.2 SSE; RR W	763	3	25-L4	F1	
Baldwin	L	1.3 SSE; hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use strips.
Baraga	L	4 NW; hwy N	835	2	26		N blkd. Soft when wet.
" Big Lake	L	10.5 SSW	1317	2	20		N, S, W blkd. Ruf. Ctn-trees on strips.
Barryton	L	0.8 ESE; riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4, 6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	P	3.5 S; riv W	599	3	h26-S3	F3	3600' N/S strip avail. Use rnwys.
Beaverton	L	0.8 SW; RR W	728	2	16		
Belding	L	2.1 W; hwy S	790	3	26-(S1)	(F1)	S, W blkd. E/W strip ruf.
Bellaire, Antrim County	L	1 NE; RR W, S	614	3	26	F1	NW, SE blkd. p-line E. Ctn-sand blows N end.
(PC) Benton Harbor, Ross Fld	P	1.5 NNE; hwy S	642	4	h50-BL4-S5-U	F3	Embank, all apchs. Use rnwys.
Big Beaver	P	0.8 E; hwy W	650	2	24-S5	F1	Ditch SW. Use strip N blkd.
Big Rapids	P	1.5 NW; RR E	928	2	38-BL4-S5	F1	Ben. lgts prior req after 2230.
Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-BL4-S5	F4	N, S blkd. Trees NE, W. FEE.
Blaney Park	P	0.5 NW; lk N	710	aw	22	F1	Road crosses NNW/SSE strip at S end.
Blissfield, Betz	L	2 NNW; riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE; RR NE	685	2	26-S1	F1	Twr SW. Use strips. Strips plowed-winters.
Breedsville, Bangor	L	0.6 WNW; RR E	654	2	18		INACTIVE. N, S blkd. Ruf. Soft-wet.
Brevort	L	1 NW; hwy S	740	1	23		W blkd. Rolling. Use strip
Brighton, Hyne	L	3 N; hwy E, W	1020	1	20-S5	F1	Rolling.
Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N end N/S Strip. Knoll N, NE.
(P) Cadillac	P	2.5 NW; hwy E	1305	4	h37-BL2, 4-S5-W	F1	
Caro	L	2.8 SW; riv SE	700	4	23-*L-S1	F1	S, SE, NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, antennas surround fld. Use strips.
Charlotte, Beach	P	1.8 ENE; RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Cheboygan	L	0.5 ENE; riv W	590	2	25-S1	F2	S blkd.
Chesaning	P	0.8 W; hwy NE	639	2	23-L4-S1	F2	W blkd; P-line E, S. Lgts to 0400.
Clare	P	1 NE; riv SW	840	4	26-S5	F2	P-lines, S, W, SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC) Coldwater, Branch County	P	2.7 WSW; RR S	954	3	h35-BL4-S3	F3	
Croswell-City	L	1 W; riv E	732	2	25		ESE, S, N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE; lk E	1390	3	30-(S1)	(F1)	P-lines SW, WSW.
Deckerville, Nauman	L	1.5 S; hwy E	800	1	24	F2	E blkd.
(PC) DETROIT-CITY	P	5.5 NE	626	4	h46-BL2, 3-S5-W	F4	W blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) "METROPOLITAN WAYNE CO	P	16.9 WSW City Hall	639	4	h79-BL4, 6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
(AF) " WILLOW RUN	P	22 WSW; riv 1 S	716	6	h73-BL-2-4,6,7-S5-W	F4	FEE. 2-way rdo rqrd.
Dowagiac, Cass County	P	1 NW; hwy S	750	4	31-S8	F3	S, SW blkd. P-line NE. Minor eng rpcs only.
Drummond-Island	L	0.5 S; bay 1 N	630	2	25-(S1)	(F1)	ENE blkd. Rolling.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (SEE (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd,P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N; RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
← Eastport, Torchport	P	4 S;hwy E	640	2	26	F1	E, W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S.400' W end E/W Strip soft-wet. Use strips
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip.
(PC)Empire	L	3.2 SE;hwy 1N	920	2	27		
Engadine, Hiawatha Club	L	5 ENE;riv SW	680	1	21		Use ctn.
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2			P-line SW.
Fenton, Dauner	L	1.5 N;hwy W	890	2	26		INACTIVE. E, S, W blkd.Ctn-loose sand.
Flat Rock, Nan-Bar	L	1ENE;RR N	596	1	26-S5-U	F2	P-line E, NE.Rgt tfc W, SW.Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE, NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2E;riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Attnd week-ends, N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE, ESE, SSW, WNW. Ctn on NNE/SSW strip when wet.
Fraser, McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N, SW blkd;p-line SE. Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F2	
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E, SE, W, NW blkd;p-line NE.3300' N/S strip lgtd dusk-2400 other req. Skis winter.
(P)Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	23-S1	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5	F1	P-line NW. Lgts dusk-2400 other req. Use rnwy strips.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S, W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	638	2	44-BL4-W	F1	Use ctn-sand.
← (P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h70-BL2, 4,6-S1-W	F4	NE, E, SE, SW, W blkd. Ant, NW.
Grant	L	1.8 ENE; RR E	970	3	27-(S1)	(F1)	SE blkd.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
Greenville	L	2.5 S;RR 1 E	855	2	24		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	33		S blkd.
Gulliver	P	1.4 S;lk W	626	aw	34-S3	F1	S blkd; p-line N. Not maintd winters.
Hammond Bay	L	2 ESE;hwy N	670	1	20		E, W blkd. Ruf.
Harbor Beach	L	2.5 W;rd S	670	2	20		NE, SE blkd.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3	F3	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	L	2.3NNW;hwy E	1100	3	33		INACTIVE. E, S, W, SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2SSE;hwy 1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	L	2 N;hwy W	760	2	28		
Hillman	L	2.4 NW	850	2	23		S blkd; woods N, W.300' overrun ext N.Use strips.
Hillsdale	L	1.6 NW; RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW; bay 1 S	612	3	27-*L4-S1	F1	N blkd; p-line NE, SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd.Use NNE/SSW Strip-emerg. No storage.
" -Sands	L	2 ESE; RR SW	605	2	50		Unattended.
Houghton Hgts,Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N; pole, antenna NNW.
Howell	L	3 WNW;hwy S	943	2	18		P-line S.
Indian River Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Interlochen	L	3 S;lk E, W	880	2	30		Use strips.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W; dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
Ithaca, Johnson's	L	1 ENE; RR S	750	1	23		Use strip. Soft when wet.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	Rnwys 9-27,18-36 rsid 12,500 lbs. gross wt. P-line S. Use rnwys.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd. Anten, NW.
→ (PC)KALAMAZOO	P	4 SSE;RR E	872	3	h38-BL2,4-S5-W-U	F4	P-lines W, SW.Unlgtd ant, on house W apch. Use rnwys. Rnwy 18-36 perm clsd.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N, E, W blkd. Ruf.
Lake City, Homes Acres	P	2 ESE; RR S	1290	2	26-L-S3	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW.Ctn-oil derricks.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd.P-line SW. Use strips.
← (P) " CAPITAL CITY	P	3.8 NW; RR S	859	2	h50-BL3,4,6-S-W	F4	NE blkd. Rnwy 14-32 aband; NW end for taxiing only.
Lapeer, Dupont-Lapeer	P	2.4 ENE;lk W	830	4	36-S5	F2	Use strips.
LaSalle, Price	L	4.9 SW Monroe	608	1	19-*L4		P-line S.
Laurium	L	0.5 SE;RR NE	1200	3	28-(S1)	(F1)	SW, NW blkd.P-line W.Soft when wet.
Lawrence, Boothby	L	1 E;hwy S	695	3	21		W blkd;p-line SE. E/W strip soft-wet.
Lawton, Marks	P	1 N;RR S	770	3	23-S3	F1	ENE, ESE,WSW, W, WNW blkd; p-line E.
Leslie, McMath Memorial	L	4 W	960	2	22	(F1)	NW blkd.P-lines S, SE.
Lewiston	L	0.8 NE	1275	3	30-(S1)	(F2)	P-line E.
Lowell	L	1.3 N;riv SE	700	3	18		NE blkd, N/S strip ruf. Ctn.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-*L4-(S1)	(F1)	No gas Mondays. Race Track SE; twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	L	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S strip ruf. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Manistee-Blacker	P	4 ENE;riv S	613	2	h39-*L4-S3	F1	E end E/W Strip ruf.
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd; p-line SE.
Maple Rapids	L	0.7 ESE;riv N	760	2	18		NE end NE/SW Strip-soft.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd.Soft-wet. Ruf.
← Marine City	P	5 W	616	2	21-S5	F1	SE,NW blkd. Ruf.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd. Rolling. Use strips.
← Marquette-COUNTY	P	8.0 W;hwy S	1415	2	h50-S1	F4	
(AF) " SAWYER	P	14 S;RR W	1181	1	h73-BL4-S3-U-W	F3	Use rnwy.
Marshall, Brooks	P	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W.
Mecosta	L	1.8 W;hwy S	1022	2	18		Soft, Strips under cultivation
(PC)MENOMINEE-County	P	1.5 NW; RR E	616	5	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No storage, fuel Sunday.
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N.
Milan	P	3.8 SW;RR SE	705	2	23-31	F1	P-line N.Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-BL4-S3-U	F3	
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Montague, Ottiger	L	3 N	700	3	30	F1	Trees N, E, S. P-line W. Attnd evenings.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd. P-line W.
Munising, Hanley	L	4 SSE;RR S	850	2	28		N, E, W blkd.
(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F3	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
Napoleon, Maule	P	0.6NW;bet NR hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	L	0.8 SSE;hwy W	785	3	25-*L4-(S3)	(F1)	Ruf.
New Baltimore, Kendall	L	2NW;rd S	660	2	18		N, S, NW blkd;p-line SE.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
New Hudson, Knapp	L	0.5 SW; RR SE	947	2	25		N blkd.
← Newport, Marshall	P	3.2S;lk SE	588	2	29	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F3	P-line SW. Unlgtd TV antenna SW.
Northport, Woolsey	L	3 NE; bay E	625	2	21		P-line SSE. Rolling.
Onaway	L	0.6 NNE;RR S	830	2	21		P-line SW. Ruf, rolling.
" Black River Ranch	L	12.2 SSW;riv W	850	2	20		N, E, S, W blkd. Rolling, ruf.
(PC)Owosso-City	P	2 E; riv S	739	3	h30-BL6-S5-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F4	First 500' E end E/W Rnwy clsd; also clsd ngts.
Petersburg, Ensign	L	1.8 ESE;RR 1W	680	2	26	(F1)	E, S blkd. Ctn-sand-erosions.
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		NE blkd. Ctn-Oil drilling NW, E end. NE/SW strip under water.
Plainwell, Otsego-Plainwell	L	1.5 N;riv NW	727	2	26		INACTIVE. E, SSW blkd.
← Plymouth, Mettetal	P	1.5 SSE; RR E	700	4	22-*L-S5	F3	NW blkd; p-lines NE.
Point Aux Pins, Bois Blanc	L	2.5 NNW	620	1	26		
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h40-BL2-4-S5-U-W	F4	UNICOM opers 0700-2200;other hrs on req.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N, E.	585	3	27-S5	F1	NE, SSE, SW blkd; hill N. Ant, NW, Ruf.
(PC) " St. Clair County	P	6.4 SW; hwy S	649	3	h30-BL4-S5	F3	AIRPORT OF ENTRY
Prudenville, Roscommon Co.	P	4.5 N; riv N	1150	3	25-S1	F1	N, SW blkd. Use strips.
Ralph	L	0.7 S;riv W	1135	1	20		E end soft.
Rapid River, Del's	L	0.3 N; riv E	599	1	15		
Reed City, Miller	P	0.5 N	1055	1	23-U	F2	Unicom 0600-1700
Rexton	L	1.9 WSW;RR N	850	2	22		N, E, W blkd. Ctn-sand blow.
Rogers City, Presque Isle County	P	0.7 SSE; lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru October.
← Romeo	P	2 E; lk E	730	2	24-S5	F1	900' overrun S end N/S rnwy. P-line N. Soft when wet.
" Kuntsman	L	4.9 SE; dam NE	660	2	26		INACTIVE. N, S blkd. Soft-wet.
Roscommon	L	2.5 SE; RR NE	1100	2	42		E, W blkd.
Saginaw	P	4.5 E;RRS, N	607	3	33-B-S3	F3	E, NW blkd; p-line SE. Use strips. Bcn on req.
(P) " TRI-CITY	P	10 NW;hwy SW	687	3	h50-BL4-S3-W	F4	Use rnwys.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd. Ruf. Ctn-hole at strips, intaxn.
← St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	32	F3	
St. James, Beaver Island	L	4.2 SSW	605	2	35-*L4	(F1)	
Sandusky, Williams	L	5.5 S;hwy E	780	2	18		Fuel on req.
(P)Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips. Winter E/W strip only. Bcn 1 hr prior req.
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low.Soft when wet.
(PC)Sebewaing	L	0.7W;riv N	584	2	25-S1	F1	Use rnwys.
Shelbyville, Lapham	L	6.5 ESE;lk N	825	1	28		S blkd. Rolling.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Silmar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch, Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4S;RR W	663	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stamaugh	L	0.2 W;riv W	1622	1	20		
→ Stanton, Plane Haven	L	2.9 NE; RR W	845	3	34-S1	F1	E blkd.
Steuben	L	7 SW	850	2	18		ENE, WSW blkd. Ruf.
(PC)Sturgis, Kirsch	P	1 NW;RR E	924	3	h36-L4-S5-U	F4	P-lines E, S.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Thompson, Al-O-Ray	L	0.8 W;hwy S	650	2	16		NE, SE, SW blkd; p-line NW
Thompsonville	L	1.5 W;riv E	850	2	25		N Blkd.
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5-U	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Vassar, Welsh	P	4.3ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
→ Warren	P	1.6 WNW	625	2	21-S5	F1	N, W blkd. Ruf.
Waters	L	0.6 NE;RR W	1270	3	23		INACTIVE. P-lines NW, SW.
(PC)Watervliet	L	1 NE;lk NW	655	2	18		
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage. Use strips. P-line NE.
West Branch	L	0.7ENE	960	2	18		P-lines SE, NW. Rolling. Closed winters.
" Gentry's	L	14.5ENE;riv NE	950	3	34		W blkd. E/W strip rolling, ruf. Use strips.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
Wixon, Spencer	L	0.8 W;RR N	940	1	24		S blkd; p-line N.
Yale	L	1.3 SSE;RR E	825	2	23-S1	F1	W blkd. Use strips.
→ Ypsilanti, McEnnan	P	2.7 SSW;riv l NE	738	4	23-L4-S5-U	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
→ Saline	L	2 S	820	2	19	F1	
MINNESOTA							
Ada, Larson	L	0.8 NW	915	1	26		P-line N. Use strip.
Aitkin	L	1.7ENE;Riv W	1204	1	24	(F2)	Use strip.
(PC) Albert Lea	P	2.3 N; hwy E	1244	2	h38-S5	F2	
→(P)ALEXANDRIA	P	2 SW; lk NW	1425	4	h57-BL4-W	F3	P-line NE.
Anoka	P	1.2 SE; riv l SW	896	3	38	F3	Ruf. Use N/S strip. Rft tfc S, W, SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	F2	S, SE, SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F2	NE/SW strip soft.
Backus	L	0.6 NE; hwy E	1335	1	26-S1	(F2)	
(PC)Baudette	P	0.8 NW;riv NE	1063	3	20-S5	F2	AIRPORT OF ENTRY.
(P)BEMIDJI	P	3.8NW; hwy S	1395	3	h57-BL4-S3-W	F4	
" Port-O-Wilds	P	9.4NNE; hwySE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips.
(PC)Big Falls	L	2.5NE;riv SW	1232	1	26		
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
Bigfork	L	2 N; lk E	1346	1	25		
(PC)Blue Earth	L	3 S; RR E	1102	3	23	F2	
→(PC)BRAINERD, Crow Wing Co.	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F4	Beacon oper, prior req. N/S rnwy skis only winter months.
Cloquet	L	2.5 WSW	1278	3	32	(F2)	
Cook	L	2 S; RR 1 E	1330	2	22		
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30	F2	
Deer River	L	1.5 NNW	1320	2	20	F2	P-line NE. Use strips.
Detroit Lakes	P	1.5 W; RR N	1396	3	35-S1	F2	10' drop E end of strip. Use strips.
(PC)Dodge Center	L	1.2 SE; RR N	1299	2	23-U		
(AF,NG)DULUTH	P	6.5NNW;hwy 1S	1430	3	h80-BL4,6,7-S5-W	F4	ARPT OF ENTRY. Use rnwys. 1000' overrun lgtd.
Ely	L	1.2 E; lk NW	1425	2	24		P-line SW, NW. Use ctn.
Erskine	L	2 ENE; lk S	1241	2	25	(F2)	ENE blkd. Use strips.
(PC)Eveleth-Virginia	P	3.5 SE; lk E	1385	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E; hwy N	1161	2	h22-L-S5-U	F2	3000' strip avail.
(PC)Fairbault	L	3 NW; lk 1 W	1052	2	h21-(S5)	F2	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W; riv E	1185	3	h40-BL4-S5-U	F3	
Fertile	P	1.0 NNW	1137	1	24	F1	
Fosston	L	1.5NW;RR SW	1270	2	23	(F2)	
Garrison, Miller	L	1.4 N;lk 1.6 E	1264	1	26		Use strip.
(PC)Glenwood	L	3.2 E;hwy N	1393	2	24		Use strips.
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
(PC)Grand Marais-Devil Track	P	5.5 NNW; lk S	1658	1	26	F2	Attended summers.
(PC)Grand Rapids	P	2 SSE; riv NE	1302	3	h41-BL4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	2	30-B-U	F3	Closed Dec - March.
Greenbush	L	1.1SSW;hwy NW	1070	2	26		
Hallock	L	1.2NNE;riv W	800	2	20	(F2)	Rolling.
(PC)Hector	P	0.7 S	1082	2	25-S5	F2	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2-S5-U	F3	
Howard Lake, Frank		2 SW					ABANDONED
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F4	ARPT OF ENTRY.
Isle	L	0.5 N	1271	1	23	(F2)	
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
Karlstad	L	1.1 W	1025	1	26-S1	(F2)	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Lake Bronson	P	0.5 NE	960	3	26	F2	P-lines S, W, NW.
LeSueur	L	1.5 S; riv W	850	2	24		Rolling.
Litchfield	L	1 N	1116	1	28-S1		
(PC)Little Falls	L	1.8ESE;hwy W	1118	2	30		Closed
(PC)Littlefork	L	1.8WNW;riv l E	1145	2	23		N/S strip ruf.
Madison	P	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W; RR S, E	1179	3	h31-BL4-S5	F2	
Mazeppa, Holtorf	P	2.7 SE; riv N	1140	1	20-S1	F2	Rolling. Ctn-on ridge.
McGregor	L	0.8 N; hwy W	1227	2	23		Use strips.
Melrose-Riverside	L	1.2NW;rnys,rivN	1215	1	34	(F2)	Gravel pit NW end.
(PC)Minneapolis, Anoka Co.	P	12.5NNE;hwy E	908	3	h37-BL4-S5	F2	Ctn-newly seeded. Use rnwy.
(PC)Minneapolis, Flying Cloud	P	13.8SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " Crystal	P	9 NNW; RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
(AF,N)" ST. PAUL INTN'L (Wold Chamberlain)	P	6.5SSE;riv 2 S	840	4	h65-BL6,7-S5-W	F4	Rdo rcvr rqrd, Rnwy 17-35 perm, clsd. Rgt pat rnwys 4, 11R. Flashing amber lgt on twr indicates rgt pat.
Montevideo	L	2.2NNE;hwy W	1036	2	25	F2	Use strips.
Monticello	P	1.3NNE;riv SSW	940	2	36-S5	F2	P-line S. Use strip.
(PC)Moose Lake	L	3.3 SW; lk W	1075	1	25		
(PC)Mora	L	1.2NE; lk N	1012	2	25	(F2)	NW/SE strip ruf. P-lines SE.
Morris	L	3 SW	1134	4	31-S1	(F2)	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W; hwy N	1005	2	31-S5	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW; lk SW	1231	1	36-S3	F2	N blkd. Use strip.
Northome	L	2 NE; lk S	1427	2	20		
Ortonville	L	1 ESE; hwy S	1095	2	24		
Oslo, Hoff	L	2.8 NE; riv W	800	2	20		Use strips.
(PC)Owatonna	P	2.9NW; hwy E	1147	2	h35-L4-S5-U	F2	Lgts oper dusk-2400.
Park Rapids	P	1.7SSW;RR E	1440	3	30-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F2)	P-line N. Use strips.
Perham	L	1.8 NW; hwy NW	1370	2	25	(F2)	Rolling.
Pine Creek	L	2.5 NW	1071	1	22		Use ctn.
Pine River	L	1 WNW;RR NE	1313	2	20	(F2)	
(PC)Pipestone	P	1 SE; RR E, W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300.
Plummer	P	3.5 SSE;RR E	1120	1	22	F2	
Princeton Mun	L	1 W;hwy N;RR E	983	1	23-L4-W	(F2)	
Red Lake Falls	L	3.5 NE; hwy W	1066	1	20		
Red Wing	P	2.5 NE;hwy N	770	2	26-S3	80	P-line N.
(P)Redwood Falls	P	1.8NE;riv l.5 NE	1022	2	22-B-S3-W	F2	
(P)ROCHESTER, Lobb Fld	P	1.7SSE;RR W	1041	3	h45-BL2,3,4-S5	F4	P-lines N, NE, SW. Rnwy 17 clsd ngts.
Roosevelt, Red Lake	L	13.7 SSW	1250	1	20		(EMERGENCY ONLY). Very ruf.
Roseau	L	1.6NW; riv E	1040	3	35	(F2)	P-lines N, W. Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S5	F2	P-lines N, W.
(PC)St. Cloud, Whitney Mem'l	P	1.5NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt lndgs.
St. James	L	2.3 E; hwy S	1068	1	27	(F2)	Ctn-wet.
St. Paul Lake Elmo	P	10.2 ENE; lk W	925	2	h23-*L4-S3	F2	
St. Peter	L	2.4NNW;riv l E	900	2	22		P-line S. Rolling. Use strips.
Sauk Centre	P	2.1 SE; riv W	1253	2	28-S3	F2	
Silver Lake	P	3.2 NW	1050	1	26-S1	F2	Rolling.
(PC)Sleepy Eye	L	3.3SSE;hwy W	1004	2	26	(F2)	
(PC)South St. Paul	P	1.8S;riv 1 NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9SW;hwy N	1073	2	22-S3	F2	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	(F2)	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F2	P-line NW, SE. Use strips.
Staples	L	1.5NNW;RR SSW	1298	3	22		Use strips.
Stephen	L	1 NE	830	1	22		
(PC)THIEF RIVER FALLS	P	3.6 S; riv W	1115	2	h39-BL4-S5	F2	Lgts prior req after 2400.
Tofte, Gervais	L	1.2 NE; on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	1	26-S3	F2	P-line N. Use strips.
Tyler	L	1.4NW;RR SW	1742	3	21	(F2)	P-line SW.
(PC)Wadena	P	1 E; RR NW	1350	4	32-S3	F2	P-line S, SE, NW.
Walker	L	5 NW; lk E	1364	1	26		
Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
Warren	L	2.8 E;riv 1 N	880	2	26-(S1)	(F2)	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F2)	
Wheaton	L	3 SW; crk N	1022	2	20-S1	(F2)	Use strips.
White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F2	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC)WINONA	P	3.8NW;riv N	656	3	h40-BL4-S5	F4	
(PC) Worthington	P	1.6N;lk 1.5SSW	1572	4	h40-BL4-S5	F2	
NEW AIRPORTS (or airports out of alphabetical order)							
Barnesville	L	In City Limits	1018	1	25		
Benson	L	2.0 NW	1038	1	26		No Storage.
(NG) St. Paul Holman	P	1.5 mi S;riv N, E	703	4	h55-BL2,3,4-S5	F4	P-line NE. Clsd to all trans jet acft.
White Bear Lake, Northport	P	4 E;hwy N	1022	2	21-S3	F2	P-line N.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW; hwy E	239	3	30-(S1)	(F1)	W, NW, blkd; p-line N. Ruf, Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW; hwy E	115	2	19-S5	91	P-line SE. Soft when wet.
Bay St. Louis-Hancock Co.	L	2 W; hwy S	10	1	22		Ctn when wet. Use at own risk.
Baldwyn	L	0.5 E; rd S	380	2	14-(S1)		Soft-wet. E/W strip ruf. Cattle on fld.
Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call. Unattended winters.
Benoit, Speakes	L	2.5 S; riv NW	135	1	43		
Biloxi, Art's	P	4 NNE	46	1	27	F1	Rgt tfc N
Brookhaven	P	3 NE		1	30-S1		Soft when wet.
(PC)CLARKSDALE, Fletcher	P	8 NNE; hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F1	S blkd. P-line W. Sides of strips soft-wet. Rnwy lgts on prior req after 2400.
Columbia	L	3 NNE; rd W	110	1	26		
(PC)Columbus, Lowndes County	P	3.2 SE; hwy W	186	1	40-BL4-S1	F3	Max lndg wt 15,000 lbs sing. wheel acft.
Corinth, 7, MEM-TPA	P	5 WSW; hwy N	418	2	39-BL2		
Crosby Municipal	P	1.2 NNE	315	1	h31-BL4-S3	F1	
Egypt, Ball	L	1.8 S; hwy E	300	1	26-(S1)	(F1)	
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
(AF)GREENVILLE	P	3.5ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	118	1	23-S5	F1	No storage. Soft-wet.
" Cypress	P	2.4SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
(P)GREENWOOD MUNICIPAL	P	2.3 SW; RR E	129	3	h40-BL4-S3-W	F3	P-lines E, SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N; RR S	207	3	h51-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h30-BL4,7-S5	F4	Use rnwys. Overrun apch lgts.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S3	F3	
(PC)Hazlehurst-Copiah County	L	1.8 E; hwy N	480	1	24		
" Kaywood Plantation	L	8.2SW; rd E,N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16L-34R clsd to hvy acft. Use rnwys. only.
(PC)LAUREL	P	3 SW; hwy SE	235	3	h50-BL4-S3	F3	
Leland-Huntley	P	3 W	118	1	18-S3	F1	W end soft when wet.
" Tate	L	1 NNE; hwy E	119	2	13		Ditches across E/W strip unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE; rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Lyman, Woodome	L	3.5 WNW	110	1	20		
Madison, Campbell	P	1.6SSE;hwy W	335	3	29-S5	F1	
(P)McComb-Pike County,SC, MSY-STL	P	1.3 NW	460	2	h30-BL4-S5-W	F3	ENE/WSW strip ruf. Rft tfc SW.
(NG)MERIDIAN, Key	P	3 SW; RR NE	297	4	h70-BL6-S3-W	F4	Hi-intensity overrun lgts.
Merigold	P	0.8 N; hwy W	142	2	20-L4-S5	F1	Soft-wet. P-lines NW.
Natchez, Air Park	P	2.5NNE;riv W	251	1	30-S5	F3	
(PC) " -ADAMS COUNTY	P	7.1ENE;RR S	272	3	h50-BL4-S5-U	F3	
Nitta Yuma, Davis	P	0.5 SSE; RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	8 S; hwy adj	300	2	30		Use ctn. SE, NW blkd. Ruf. Soft-wet.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR1N	16	3	h45-BL4	F1	Cattle on fld.
Pertshire	L	0.4 S; hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwyE	75	1	22		P-line N, S.
Pickens, Presley's	L	1 NNE; RR E	230	5	23-(S5)	(F1)	W, NNW blkd; p-line N, NE, E, S. Cattle on fld.
(PC)Raymond, Williams	P	3.5NNE;RR SE	244	3	h40-BL4	(F1)	
Ripley	L	1.8 W; hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
(PC)Starkville	L	2.5 SW; *R NW	325	3	h50		Caution
Starkville, Oktibbeha	P	8 ENE; hwy E	250	3	30-S3	F1	
(PC)TUPELO	P	3 W; hwy S	361	2	h38-BL4-S5-W	F3	Hvy acft use rnwys.
(PC)Union	L	1.6NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE,NW,SW.
Walls, Twinkle Town	P	1.8 S	210	3	43-U	F4	
Winona	L	1 SSE; RR W	370	1	27		Very ruf.
Winterville	P	0.5 W; hwy W	122	1	24-S3	F1	E blkd. Soft when wet.
(PC)YazooCity, Barrier	P	2 N; RR E	110	2	32-BL4-S5	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
Indianola, Valley Flying Service	P	1.5 mi NW	120	1	24	F2	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Belton, Lamar	P	4.5 SW;RR E	1125	2	23		P-line N. Soft-wet. Rgt tfc pat.
Bismarck-Memorial	L	1 SE; RR N	1038	1	24-B-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1 W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5NNW;hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable - when wet.
Bowling Green	L	2.3NNW;hwy E	882	2	22	F1	S blkd. Use strips.
Branson, Golf Ranch	L	3.0 E	1178	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
Brookfield, Browne's		2 WSW;RR1N					ABANDONED.
Brunswick, Elliott	L	4.3NE;hwy W	700	1	12		Use strip.
Buffalo	L	0.6NE;hwy W	1120	1	19		Use strip.
Butler	P	2 N; RR W	870	1	26-W	F1	
(PC)Cabool-Memorial	L	0.8NE; RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	23-S1	F1	Ruf, erosion, ditches, golf course.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5SSW;hwy E	342	2	h40-BL4-S5-U	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S; hwy E	1083	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4SW; RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE; RR N	780	3	h25-BL2-S5	F3	4000' strip avail. 15° hill E apch.
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat on tk-off or lndg to S; other times left tfc pat
Craig	L	0.4 SW;hwy E	866	2	20		Use strips. Taxi on rnwy when fld is wet.
DeSoto, Cole	L	8 S; lk W	875	3	28-(S1)	(F1)	Cattle on fld. Use strips.
(PC)Dexter	P	1.4SSE;hwy N	315	2	h45-BL4-S5-U	F1	Rft tfc to N, NE. Use rnwys. Use strips.
Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd. P-line E. Rgt tfc NE/SW strip.
Elmo	L	0.4 S; RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle on fld. Use strips.
(PC)Excelsior Springs Mem'l.	L	1.6ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Farmington	P	1 ESE;hwy N,E	920	3	32-BL4-S5-W	F3	Rgt tfc N,E, SE. P-line E, N. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	27-S1	F1	P-line NE. Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	
(PC)Gideon	L	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	L	3WNW;channelW	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE; lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips.
Harrisonville, Mid West	L	3.4 S; hwy W	900	1	18	(F1)	Use strip.
Hayti,	L	1.5 SE; rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
(PC)Hornersville	L	2 W; RR SE	270	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet.
(PC)Houston-Memorial	L	0.8NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels. Usable width 65'.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5ESE;lk SE	825	2	24-S5	F2	NE/SW strip soft-wet. N/S strip ruf. P-line S.
(PC)Jefferson City-Memorial	P	1.3NNE;riv SW	546	3	h36-BL4	F3	3800' strip avail.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h55-BL4,6-S5-U-W	F4	Use rnwys.
(P)KANSAS CITY	P	5NNW;riv S,W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Tk-off and lndgs prohibited on rnwy 17.
← " State Line	P	11.6 S;rd E	990	4	22-S5	F2	NE blkd.Rolling.
(PC)Kennett	P	1.3ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	P	2 W; RR N	1050	2	h26		N blkd; use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	26-BL2	F3	E, NE, S blkd. W 1000' E/W strip ruf.
Lexington	P	3 NW; hwy NE	690	4	30-S5	F2	S blkd; p-line W, NW, SW. Soft-wet.
Macon, Power	P	0.7 SSE;hwy W	860	1	30-*L4-S5	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Clsd civil acft.
(PC)Marceline	L	1.3 N; hwy E	874	2	24		Use strips.
(P)Marshall-Memorial	P	1.8 S; hwy E	777	2	39-B-S3	F3	Use strips. Soft-wet. E center N/S strip ruf. N blkd.
(PC)Maryville-Memorial	P	2.2WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
McFall, Woodward	L	1 NNE;RR W	980	1	24		P-line N. Use strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S strip W end of fld clsd. W blkd. 2800' strip avail.
Milan, Reece	L	2.6 ESE	850	2	19		Use strips. Rolling.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F2	P-lines NE, SE. Use rnwys.
Monett	L	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
Neosho	L	2.5SW; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2ENE;RR N	882	2	h25-*L4-S3-U	F4	N, W blkd. 3550' strip avail. E/W strip soft when wet.
(PC)Osage Beach, Linn Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	30	F1	
Owensville, Depperman	L	0.7NNW;hwyS,E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Passaic, Cushard	L	2 E;RR, hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use E parallel rnwy only.
(PC)Poplar Bluff, Fields Mem'l.	L	4.3 E; hwy S	330	1	h40-BL4		Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					MISSOURI		
Portageville, Fuller	L	1.2 N; rd E	280	1	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S; hwy W	900	1	16		Caution. Use strip.
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
St. Charles	P	4.7 N;hwy 159ESE	470	3	30	81	N, NW, SE blkd. Use strips.
St. Clair	L	1.4 ENE	750	2	21		E, SE, W, NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH Rosecrans Memorial	P	4WNW;riv SW	822	3	h60-BL24,5,6-S5-W	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	P	10.8NW;hwy W	568	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
" Southwest	P	12.5SW;hwy S	450	3	h20-L4-S5	F1	Rgt tfc W, S, SW. Use strip. 2500' strip avail. Rnwy lgts sunset-1:30 am.
(N) " Smartt	L	22NNW;hwy S	438	8	h20-S1	F1	Clsd transient acft. Tests conducted.
" Starling Arpk	L	14 SSW;riv N	420	2	23	F1	P-line E edge. Trees W, SE.
" Parks Metropolitan	P	3.5SSW E St. Louis, Illinois	413	3	h16-BL4-S5-U	F3	4000' strip avail. Rgt tfc take-off N, W, NE, NW.
" Weiss	P	11 SW	442	3	h28-*L4-S5-U	F2	W blkd. Use gravel strip-wet. Rgt tfc E, N.
Sedalia Commercial	P	6.3 NW;RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips. [Wed.
(PC)Sedalia Memorial	P	1.3 E; hwy S	908	2	h20-BL4-U	F2	Use hard surface NE/SW rnwy only. Unattended
(PC)Seymour, Owen	P	3NE;OrchardSE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling. Ruf. Land at own risk.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips.
(PC)Slater-Memorial	L	0.8WNW;hwy N.	846	2	21		Unattended.
(P)SPRINGFIELD	P	5.5WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy acft use strips only. Fence W.
Stanberry, Enyart		1.2NNE; hwy W					ABANDONED.
Stanton, Meramec Cavern	L	0.5 SW; hwy E	8752	2	17		NE blkd. Use strips.
(PC)Steele	L	2.5WNW;bayouN	258	2	h40		Use rnwys.
(PC)Sullivan-Memorial	P	1.3SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E; RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Versailles	L	1.7ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf, rolling.
Warrensburg, Sky Haven	P	3.7WNW;hwy S	850	2	28-L4-S1	F3	P-line S.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
(PC)Waynesville-Memorial	P	0.7E;hwy N	1049	1	25-L4-S3	F2	Unsafe for hvy acft wet. Use gravel strip.
(PC)Willow Springs-Memorial	L	0.6 E;hwy W	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Grain Valley		W city limits	800	2	h24-S5	F1	Open days.
Branson,Big Bass Lodge	P	5 mi ESE	950	2	26	F2	Caution when wet.
St.Joseph,King's Eastside	P	1.5E	1060	1	h22-S3	F2	760' twr approx 1000' E & 3000' S of S end rnwy.
					MONTANA		
(PC)Baker	L	1.3 SE;lk N	2990	3	37-S1	F1	N blkd;p-line S, W, NW. Dams ESE Soft when wet.
Basin Creek USFS	L	24 NE;Seeley lk in crk bend.	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25NNE Seeley Lk, riv S	4650	1	26		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips.
Big Timber, 13-A, HLN-MPS	P	2.5SW;hwy N	4493	3	50-BL2-(S3)	(F4)	
(P)BILLINGS	P	2.5 NW;hwy S	3612	3	h56-BL3,4,6,7-S5-W	F4	
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL,4-S5-W	F4	
Brady, Woods	P	23.5E, rd S, E, W	3350	4	24-S5	F1	
Bridger	L	0.3W; RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F3	
Carter	L	0.6 WSW;hwyNW	3000	1	25		
(PC)Chester	L	1 W;hwy N, E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6W;RR N	2410	1	25	F1	
(PC)Choteau	P	1.2NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3E; RR hwy N	2424	2	26-B		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	F1	P-line W. Rgt tfc E. Ruf.
(PC) Conrad	P	riv SW 1.2W;rds N, S	3537	2	30-S1	F1	Caution when wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					MONTANA		
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet. Cattle-fld. P-line S, SE.
(P)CUT BANK	P	3 SW;riv 1E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	45-BL2-S3-W	F2	
Drummond	P	4 SW;hwy 1, 5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportman's	P	1 NW;hwy E, S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7NNW;rd N, E	2680	1	30		80 oct emerg.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
Fort Peck	L	1.6 W; hwy S	2295	2	33	(F1)	
Gardiner	P	2WNW;hwy N	5300	1	36-S1	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8W Choteau	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG)GREAT FALLS	P	4.3 WSW;riv N	3671	4	h77-BL4,6-S5	F4	ARPT OF ENTRY
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	25	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	1	25-(S1)	(F1)	
(PC) Harlowton	P	1.5NW;rd S, W	4214	3	29-BL2-S1	F3	
(PC)Havre-City County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY
HELENA	P	1.9ENE;hwy S	3882	3	h55-BL4-S5-W	F4	Rgt tfc W, SW, NW. W, SW, NW.
" Morrison	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch	L	2 SSE;crk 1 E	4420	1	20		Private.
Hinsdale	L	0.8 SSE;RR N	2180	1	21		
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E; hwy W	2763	1	25-BL4	F1	ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	87	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S, W	2096	1	27-S1	F1	
Livingston, Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4-S5-W	F4	
(A)MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, rd N	2932	1	25-BL2	F1	
Poplar	P	0.6 NE;hwy S	2000	3	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW; rd N	5600	2	37-S3	F1	P-line SW
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34-BL4	(F1)	
(PC)Roundup	P	1.8 N; hwy W	3490	3	40-BL4-S3	F1	Ctn-holes. Ruf.
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26-L4	F1	P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.6 SE;hwy W	5160	3	28		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S, W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	L	1 S;RR SW	2762	1	34-L4-W		Code bcn.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

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MONTANA							
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)		Ruf. Cattle on fld.
Terry	L	1.1SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE. RR N	2460	1	24-BL4		
Turner	L	0.5 NNE	3040	2	28-S3	F1	
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
(PC)Valier	P	0.6 S;lk S, W	3820	3	35-S1	F1	Twr adi NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)West Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheeled acft winter mos.
" Watkins Creek Ranch	L	13.8NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
Whitehall, 36A, SLC-GTF	P	6.7 SW; RR N	4674	1	59-BL2-W		
Wibaux	L	0.8 ESE;RR N	2700	2	15		Rolling.
(PC)WOLF POINT	P	3 E;hwy N, E	1980	1	48-BL4-S5-W	F1	P-line NW.
" Anderson	P	0.8 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical order)							
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
Albion, Packard	L	4.0 NW	1807	1	12-*L1,4-S3	F1	DANGER-SHORT FLD: E blkd. Use strip.
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h92-BL4-S5	87	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2180	2	20		N blkd. Soft-wet. Use strips.
Arthur	L	1.3 WSW;h wy S	3700	1	27		Hill W. Use extreme caution.
Ashland, Linoma	L	3.1 NE; riv W	1070	1	16-B		NW blkd.
(PC)Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32-S5	F1	Use strips.
Auburn	P	2.7 E; riv SW	932	3	29-BL3-(S5)	F1	N, NE, NW blkd. Use strips.
Aurora , Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet.
(PC)Beatrice	P	2.5 N; hwy E	1318	4	h38-BL4-S5-U	F1	E, NE blkd. Use conc rnwy wint. Lgt ac ft use E/W strip.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld.
Benkelman	L	1.2NNE;riv SE	2990	3	28	(F1)	Use strips.
(PC)Blair	L	3.0NNW;hwy W	1079	2	27-B*L4-(S5)	(F1)	Use strips.
(PC)Bloomfield	L	2.0 SW	1673	1	23		Soft when wet.
Bridgeport, Beyers	P	3.0 NW; RR S	3693	3	29	F2	Clsd October thru April.
Broken Bow	P	2.0 N	2530	3	30	F2	SE blkd. Use strips.
(PC)Bruning-State	P	7.7 E; hwy S	1544	3	h68-B-S1	F1	
" Hawks	P	3.8 ESE;rd N	1544	1	25-S1	F2	N blkd. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P)Chadron, 15, CYS-HON	P	4.8 W; hwy S	3312	2	h45-BL4-S5-W	F1	Use strips. Soft-wet.
" O & N	L	0.5 NE; RR S	3312	2	34		P-line NE. Use strips.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2NNW;damNE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.
(PC)Columbus	P	1.3 NE	1439	2	h30-BL4-S1	F1	3200' strip available.
(PC)Cozad	P	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC)Creighton	L	1.3 ENE	1625	2	24-B-(S1)	(F1)	Use strips.
(PC)Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
Crofton, K. H. Ranch	L	3.5 WSW	1620	2	18-S1	F1	P-line N; hill W. Lgt acft only.
(PC)Curtis	L	2.0 ENE;crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER-SHORT FLD). W blkd. Use strip.
Enders-Dam	L	1.0 SE; RR NE	3130	1	26		Embank. S. Ctn-wet.
(PC)Fairbury	P	3.0 N; RR SE	1489	3	h26-BL4-S5	F1	3300' strip avail. Ruf.
(PC)Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-BL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4WNW;hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2.0 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd;p-lines S, SW, W, NW. Use strips. Ruf.
(PC)Gothenburg	P	0.7 SE; hwy S	2557	2	29-BL4-S1	F2	Use strips. maint - not to be used.
(P)GRAND ISLAND	P	3.6 NE;RR I W	1846	3	h72-BL4,6-S5-W	F4	Use rnwys. Taxiway parallel NE/SW rnwy not
" Roush	L	2.0 SSE; riv N	1850	3	32-S1	F1	E blkd; p-line W; trees S. Use strips.
NEBRASKA							
(PC)Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC)Hartington	P	1.8SE;RR,hwy W	1383	2	26	F1	Use strips.
(PC)Harvard-State	P	2.7 NNE; RR S	1817	3	h77-B		
(PC)Hastings	P	2.3 NW;RR 1 S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf soft-wet.
(PC)Hay Springs	L	0.4 SW;RR N	3831	1	28-BL4		Use strips.
(PC)Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC)Holdrege	P	2.0ENE;RR S	2310	3	34-BL4-S5	F2	P-line SE. Use strips.
Hordville, Bankson	L	1.5 W	1900	1	17		
(PC)Humboldt	L	0.8 E;RR, riv S	993	2	21		P-line NE;ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
" Sibbitt	L	1.4 N	3710	2	26	(F1)	Rolling. Soft when wet.
(P)Imperial, 17A, DEN-GRI	P	1.0 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
(PC)Kearney	P	4.7 ENE;RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3.0 S;hwy E	4900	3	29-B-S1	F1	P-line N, NE. Use strips.
(P)Lexington, 27A, DEN-GRI	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
Lincoln, Arrow	P	4.8 NNE;hwy E	1160	2	23	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S5U-W	F4	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.6WNW;RR E	4400	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
Marquette-Carlson	L	1.0 SE	1818	4	23	F1	P-line N.
McCook Municipal	P	2.0 E; hwy S	2586	3	h40-BL4-S5-W	F1	Use strips. 4400' strip available.
(PC)" State	L	8.5 NNW	2784	3	h75-B		
(PC)Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC)Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Mullen	L	1.0 W; RR adj.	3220	2	h19-(S1)		Use runway.
Nebraska City, Grundman	P	1.1 SSW;hwys E	1060	1	22-S3	F1	Cattle on field
(PC)Neligh	L	1.5 SSW;hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan	P	3.0 S SW; RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P)N.PLATTE, Lee Bird	P	3.2 ESE;riv SW	2779	3	h66-BL4-S5-U	F4	Dike W.
Oakdale, Wagner's	L	1.7 SE	1790	1	18		NW blkd. Use strip.
Ogallala	P	2.0 W;hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
Ogallala, Lake McConaughy State	L	10.5 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3320	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE;riv E	982	6	h70-BL2-6-S5-W	F4	Rnwy 14R-32L rstd. to under 10,000 lbs. Use rnwys. Use strips.
" Clear Ridge	P	5.2 NW;RR N	1248	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC)" N. Omaha	P	8.0NNW;hwy S	1322	4	26-L3-S3	F3	S, SW, W, NW blkd. Use strips. Rgt tfc N, W.
"S. Omaha	P	6.5 S SW;RR S	1064	2	29-S5	F1	P-line N, NE. Use strips.
O'Neill	P	2.0 NW;hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
(PC)Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Oshkosh, Buck	L	0.4 SW;hwy N	3400	1	27		E, SE blkd. Soft-wet
Papillion, S. Omaha	See Omaha, South Omaha Arpt.						
Paxton, Lierley	L	4.6 SSW	3320	3	26	(F1)	P-line NW. Cattle-fld. Use strips.
Pender, Lampe's	L	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
Potter	L	0.5NW;RR, hwy S	4387		22		(EMERG ONLY). Ruf. Use strips.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5SE;hwy adj SW.					ABANDONED.
Red Cloud	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
Republican City, Harlan County Dam	L	2.0WSW;riv 1 S	1980	1	30		N blkd. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED.
Scotia	L	1.6 W; riv E	1930	2	22-S3	(F1)	N blkd. Unattended.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-S5-W	F4	Use rnwys.
(PC)Scribner-State	P	3.7 SSE;RR 1NE	1315	3	h69-B-S1	F1	S taxiway closed.
(P)Sidney	P	3.0 S; hwy N	4300	3	h28-BL4-S5-W	F3	Soft-wet. 4800' strip avail. E/W rnwy ruf.
Stapleton, Brosius	L	6.0 SSE	3000	2	29		
Stromsburg	L	1.0 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
(PC)Superior	P	2.0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh	L	4.6 N; hwy W	1160	1	25		
Tekamah, Cram Brothers	L	5.5 NE;riv E	1035	1	26		N end low. S blkd. Use strip.
Tilden	L	3.2 WNW;RR S	1684	1	21		P-line SE. Ctn-Windmill. Use strip. Ruf.
(PC)Trenton	P	1.2 NW;RR 1 S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED).
(PC)Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F1	Unmrkd 80' twr in bldg area. Use rnwys.
Valley	L	1.4 WNW	1145	1	22-(S1)	(F1)	
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW blkd; p-lines N, NE, S. Ruf. Soft-wet.
" Mort's Prairieview	L	6.5 S	3550	3	31		W, NW blkd. Use strips.
(PC)Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1435	3	33-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	23-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3WSW;hwy N	1368	2	23		P-line N.
Wisner	L	1.0 E;hwy 1 N	1380	2	19	(F1)	Hwys N, NW. Use strips.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Wisner, Heller Air Ranch	P	5.0 SSW;rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
NEVADA							
(PC)Austin	L	7WSW;hwy SE	5728	2	h60		
(P)Battle Mountain, 35, SFO-SLC	P	4 SE;hwy N	4533	2	h73-BL4-S1-W	F2	
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3710	1	55-BL2		Unattended
(PC)Boulder City	P	0.6 S;hwy NW	2458	3	65-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	L	19.5 W;hwy N	4864	1	h64		Not maintained
Carlin	L	1.8 NE;hwy S	4950	2	19		Ctn - winters
Carson City	P	3.1 NE;hwy 15SE	4751	3	51-S1	F1	WNW blkd;mtns NNE, ENE. Use strips. Cattle on fld. Avoid easterly 1100'WNW/ESE strip.
Coaldale	L	0.6 WNW;lk W	4575	2	29		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW;hwy W	5600	1	35		Emerg. only
(P)ELKO	P	1.5 W;RRS	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE
(PC)Ely	P	3.5 NNE;hwy E	6258	3	h60-BL4-S5-U-W	F4	Bcn lctd on hill 2 mi SW
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(P)FALLON	P	2.5 NE	3962	2	h50-BL4-S1	F2	
Gabbs	L	4 NW;hwy NE	4698	2	60		Ctn-not maintained, hazardous
Gerlach	L	0.3 N;hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5E Moapa;hwy S	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW;hwy SW	4255	3	67-S1-W	F2	
(P)LAS VEGAS, McCarran	P	6.3 SSW;RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW;hwy W	2200	4	42-S5	87	
(P)Lovelock, Derby 26A, SFO-SLC	P	9SSW;RR hwy W	3908	2	h55-BL4-S1-W		
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h75-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
(PC) Pioche	L	5.8 NW;hwy SW	5840	1	48		
(NG)RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110' unlgtd, unmrkd trees 2200' N rnwy 16
" Sky Ranch	P	10.9 NE;hwy W	4528	4	50-S5	F2	Ruf.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC) Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Nusse	L	18.2ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Emerg. only. Ruf.
(P)TONOPAH	P	5 mi E	5426	2	h89-BL4-S1-W	F3	
" Lambertucci	L	3.2 WNW;hwy S	5864	3	31		Rolling
Wadsworth	P	0.3 W;hwy E	4096	1	18		(EMERG ONLY). P-line N.
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P) Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	474	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	P	7.5N; riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4,6-S5-U	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2W NW;pond NE	1245	1	17-U	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin		1.5SSW;RR E					ABANDONED.
Hampton	P	1.6 N;RR W	80	1	21-L1-S5-U	F2	Rolling
Haverhill, Dean Memorial	L	4.1 NE;RR W	585	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		Ctn - ruf, S 450' soft sand, S blkd. 10' brush.
Hooksett-Manchester	L	2 S;riv E	187	1	30-U		S end rolling. SSE blkd.
(PC)KEENE, Dillant-Hopkins	P	2.8; RR W	482	2	h45-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F3	Ctn-taxiing near gas pump island N, S blkd.
(P)LEBANON	P	3 WSW	608	2	h40-BL4-S5-U-W	F3	N, WSW blkd. Ditches gulleys ends strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld.
Merrimack, Sanders	L	3.7 S;hwy E	195	1	30		Pvt;prior permiss only;E,W blkd;p-line SE;bushes NE
(PC)Nashua, Boire	P	2.8 WNW;RR NE	193	1	h35-BL2,4-S5-U	F3	300' unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Clsd - unsafe for acft.
(PC)Newport, Parlin	P	2 NNW; riv SW	786	2	h20-U	F1	
N.Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3-U	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW; hwy E	320	1	20	F2	Rgt tfc SE.
Plymouth	L	3.5WNW;riv S	506	1	20		
Rochester, Skyhaven	P	2.8 ESE;RR E	320	1	25-U	F2	Rgt tfc N.
Warren, Morse	L	1.NW;rd adj NW	797	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580	1	17		
NEW AIRPORTS (or airports out of alphabetical order)							
(AF,NG)MANCHESTER, Grenier Fld.	P	4 S	233	3	h70-BL4-S2	F4	2-way rdo rqrd. FEE.
NEW JERSEY							
Albion	P	2.0 NE	150	1	24-S3-U	F2	P-lines SW.
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Ashland, Echelon	P	0.8SE;RR, hwy W	200	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N
Bargaintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	25-*L4-S3	F1	S blkd, Rolling, Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	280	2	24-S5-U	F1	E, W blkd;p-line NW. Rgt tfc NW.
(A)BELMAR, Monmouth Co.	P	5.5 W;hwy E	155	3	h18-BL4-S3-U	F4	3800' strip avail. Shoulders soft-wet.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd
Bridgeport	P	0.8ESE;hwy N, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Caution-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
Burlington	P	1.7 ENE;hwy NNW	30	2	24-*L4-S5	F1	E, W blkd;p-line NNW, SSE.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22;rgt tfc to NW on tk-off on rnwy 32. Clsd Sunday, holidays. Use rnwys.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U	F2	NW, SE, SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No storage.
Cross Keys	P	1.0 S	160	1	23	F1	Wires E end, woods W end.
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E	560	3	30-S3	F2	
Hanover	P	2.8 NNE;riv E	170	1	25-*L4-S3	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE
Lincoln Park	P	1.8 NNW	180	2	28-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd;p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	P	1.5 ENE Marlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4, 6-S5-W	F4	Peripheral taxiways perm clsd. N/S & NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft VFR days.
Moorestown	P	1 NNE;rd N, W	70	3	20-S5-U	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE. Rnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Mahalchik	L	4 NE; hwy W	60	2	20		HAZARDOUS - WET.
Neptune Twnshp, Asbury Pk Air Term	P	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
(NG) NEWARK	P	2.5 SSE;RR W, E	18	2	h70-BL4,6,7-S5-W	F4	LIMITED USE. Rnwy 6-24 closed. FEE. 2-way rdo rqrd.
(PC)New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
New Brunswick, North Brunswick	P	2 SW;RR E	125	3	33-*L4-S5	F3	E, SW, NW blkd; p-line NE, SE, W. No E tk-off. Maintain 300' alt over highway lndg on rnwy 14-32.
(PC)Ocean City Municipal	P	1.7 WSW;bay W	8	1	34-U	F1	Enter tfc pat to W. W turns on tk-offs. Unattended
Osbornville, Ocean Co.	P	0.2 S; crk S	18	2	27-S5	F2	NNE, SE blkd, Sept-May.
Paterson, Totowa-Wayne	P	4.8 W;RR W	185	1	h22-L1-S5-U	F1	2900' strip avail.
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd. No storage
Pennington	L	2 ESE;hwy S, E	230	1	21		Closed. E Blkd. Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE. Rolling.
" Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	
Princeton	P	2.8 N;hwy adj	160	2	23-*L1-S3-U	F3	SE blkd;p-line E.
" -Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F1	SSE blkd.
Rahway, Westfield		2 W;rd S, W					ABANDONED.
Readington, Solberg-Hunterdon	P	1 NNW;rd E, W	195	3	37-*L4-S5	F3	Use 1900' paved rnwy on NNE/SSW strip-wet.
Red Bank	P	1 S;hwy; RR E	80	2	26-*L4-S5-U	F3	N,S, W blkd. Clsd to acft over 10,000 lbs xcpt prior req.
Robbinsville, Trenton-Robbinsville	P	1 ESE;RR WNW	115	2	31-*L4-S5-U	F3	N blkd. Use strip. Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F1	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips. Atnd wk-ends and on call.
TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W	F4	2-way rdo reqd. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip activity xcpt by special permission. FEE - acft over 2500 lbs.
(PC)TRENTON, Mercer County	P	5 NW;RR SE	211	3	h48-BL4-S5-W	F4	PC for Navy only. FEE. Rnwy 2-20 clsd-use as ⇞ taxiway.
Tuckerton, Mathis	L	0.9 W;lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd;p-lines E, SE. Use strips.
" Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd;p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR,hwy E	22	4	h50-BL4-S5	F4	Airline Stop Summer Only.
(PC)Woodbine	P	2 SE;RR NE, W	39	3	h33		Twin-eng acft use concrete. Asphalt ext soft & broken
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
NEW MEXICO							
Alamogordo	L	2.4 N;bet RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	Closed.
Albuquerque, Alameda	P	7.4 N;riv E	5069	2	38-S5	(F2)	Ctn-loose sand. Use strips. Ruf.
" El Rancho	P	7 NW	5350	4	36-S5	F1	
" Kirtland AFB	P	3.8 SSE	5352	4	h28-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
" West Mesa	P	3.8W;hwy S	5129	4	63-L4-S5-U	F3	Lgts on req after 2400. Houses ENE.
Antelope Wells	L	5 SSW;rd E	4900	2	34		
Anton Chico, 79A, LAX-AMA	P	4 SSE;riv 2SE	5281	2	43-BL2		Ruf
(PC)Artesia	P	4.2 W;hwy S	3550	4	h68-E*L4-S5	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2NW;riv2, E,S	5700	2	30		Ctn-auto trails. Ruf.
(P)CARLSBAD	P	6.1SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Chaperito, Park Spring	L	8.5SSE;rivN, E	5100	3	38		Mtn NE. Cattle on fld.
Cimarron, Philmont Scout Ranch	L	2SSW;rd E	6450	1	36		Antelope on fld. Use strip. Ruf.
(PC)Clayton	P	1.5E;hwy N	4970	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf. Ctn - weeds.
Clovis, Hillcrest	P	2.1E;RR S	4244	4	36		CLOSED. P-line S.
COLUMBUS,34,PHX-ELP	P	0.6 ESE;RR N	4024	aw	42-BL2-W		
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
→ Corona, 7, ABQ-BGS	P	9.4 NNW;hwy SW	6429	3	52-BL4		Ruf for lgt acft
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY). DANGEROUS. N,W, WNW blkd: hills E, ESE, S. Holes on WNW/ESE strip. Cattle
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE;RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(P)Deming	P	2.5 ESE;hwy N	4314	5	h81-BL4-S1	F2	Ctn-high weeds.
" Cooper	L	2.7 S;hwy E	4300	1	25-*L1-S1	F1	Use strip.
Des Moines, Smith	L	15.5 E	5804	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6238	3	27		Ruf.
Droiet	L	0.9 W; hwy E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N;rd W	8800	2	83		NE blkd. Ctn-auto trails. best for use.
→ El Morro, 60B, LAX-AMA	P	4.5 WSW;lk WSW	7114	3	42-BL2		Ruf. Very soft-wet. Avoid intsxn area. N/S strip

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Espanola		8 NNE;hwy NW					ABANDONED.
Farley	L	0.5 SSE;RR N	6030	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW;riv 1.3S	5509	3	h57-BL4-S5-W	F4	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE;RR, hwy S	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-BL4-S5-W	F4	
→ Grants	P	2.9NW;RR,hwy NE	6520	1	h53-BL4-S5-W	F4	
Hagerman, Michelet	L	1.9 ESE;lk E	3410	1	24		P-line N, S
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
(AF)Hobbs	L	6.7 NNW;RR NE	3707	4	h88		
" Aux #4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W	F4	
Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails. Ruf. Emerg only.
(PC) Jal-Lea County	L	2.4 ENE;Rd S	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	36-S3	F3	
(P) Las Vegas	P	6 NE;RR hwy W	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
(PC)Lordsburg	P	1 SE;RR, hwy N	4286	2	82-S1	91	P-line WNW. Use strips.
Lovington, Lea County	L	3 W;hwy S	3974	1	h40-S3	F1	Only NE/SW rnwy avail. loose rocks,
Magdalena	L	0.8 N;RR S	6572	3	48		SSW, WSW blkd;p-line SW; mtns NE, ENE. Ctn-
Milnesand, Flying M Ranch	L	0.4 NNW;hwy E	4200	3	18		Use strips.
Mogollon, Negrito	L	17.5 NE	8160	1	43		P-line adjacent strip.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv E	4520	5	25		
" Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd; p-line S
OTTO, 74, LAX-AMA	P	6.8NNE Moriarty	6226	3	41-BL2-W		Ctn-lgt acft. Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd; use caution - ruf.
(PC)Portales	L	2.2 W;hwy N	4060	3	h35	(F1)	Unpaved strip for lgt acft only. Soft, Ruf.
Prewitt	L	1 NE;RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE;hwy N	6850	1	18		NNE, NW blkd.
(PC)RATON, Crews	P	11.5SSW;hwy NW	6352	2	h55-BL4-W		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED. NOT MAINTAINED.
Reserve	L	0.5 SW	5840	2	37		Mtns S, ESE, WNW. Use strips
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " #3	L	18.7 S	3712	3	h70		Weeds
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N, S.
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft
Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	F3	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8WSW;hwy 2 E	6344	3	h83-BL4-S5-W	F4	Lgtg rnwy 10-28 perm discontd.
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Shiprock	L	1.6 SSW;hwy W	4990	2	32		Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	P	11.5 SE;RR 1 E	5443	2	h56-BL4-S1-W	F3	
Socorro	P	2.5 S;hwy E	4796	1	h58-BL4-S1-W	F1	Unlgtd knoll S
Springer	L	0.7NE;lk4,5NW	5990	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W;hwy S	6300	1	30		Caution-weeds
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos, Zia	P	4.5WSW,hwy E	6870	3	47	F1	
Tatum, Lea County		2.5 E		1	h30		
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E; hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
(PC) Las Cruces, College	L	3 SE	3900	2	h40	(80)	

b-paved rnwys. l-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Accord	L	0.7 N; RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W; hwy S	260	1	16		ESE blkd.
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd. Use rnwys.
Amityville, Zahns	P	2 NNE; RR NE	80	2	h42-BL4-S5-U-W	F4	E, W blkd. Rgt tfc S, E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N; rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
(PC)Ballston Spa	L	3 N; crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage
(PC)Batavia	P	2.4 NNE;rd W	910	1	30-S3	F3	
Bayport, Davis-Edwards	P	1.3NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N, NW.
Bethpage, Grumman	L	0.5 W; RR NE	119	2	h66-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0700-1830E, Mon-Sat only.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4,6-S5-W	F4	Use rnwys.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	1	29		Emergency only at pilot's own risk.
← (P)BUFFALO	P	6.1 ENE; RR NE	711	3	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd.P-line N,SW. Use rnwys N/S rnwy clsd;E/W rnwy clsd ngt.FEE.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5	F3	Use rnwys.
Burt, Lakeview	P	2.2 W; RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Attnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S5	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW strip closed.
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S; riv NE	915	1	14		
← Cooperstown	P	1.4 NNW;hwy S	1660	3	25-S5-U	F2	
Corinth	P	1 SW; crk NW	642	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P) Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W	78	2	22-S5-U	F1	NW,SE blkd; p-line NE.
Depew, Buffalo Sky Harbor	L	2 NNW;RR N,W	720	2	18		Closed. Rgt tfc N, NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Dolgeville	L	1 NE;hwy SW	930	1	15	(F1)	
Duanesburg	P	0.1 S;hwy N	710	1	20-S3	F1	
Dundee	L	1 NE,RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E; RR S	692	2	h40-BL4		Unattended.
" Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW strip clsd. P-line SW.
East Amherst, Steffen	L	3.5 N; hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd. p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W; RR S	40	3	h42-*L4-S5-U	F4	P-line NNE. Ruf.
Elba	L	0.2 SE; RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		Closed to all xcpt soaring planes.
Endicott, Tri-Cities	P	3.0 W	832	2	h35-*L2-S5	F3	
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	3	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc landing rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft.Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE; RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W; RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Attnd week-ends only. No storage.
Gardiner	L	0.5 S; riv W	340	1	22		Soft-wet.
Getzville, Audubon	L	1.7 SSW;hwy W	500	2	16-(S5)	(F1)	Attnd evenings, week ends. No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
(P)GLENS FALLS, Warren Co.	P	2.8 NNE	328	2	h50-BL3,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N; RR W	420	1	20-*L4-S5-U	F1	
Greene	P	2 SSW; riv E	935	1	26-S1	F1	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE; rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE; RR E	865	2	17	F1	E, S, W blkd.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N; hwy E	1360	1	18		Rolling, rocky.
Henrietta, Hylan	P	2.0 NNW	525	2	26-S5	F3	P-line NW.
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Interlaken	L	0.5 S; RR NE	900	1	14		NW blkd.
(PC)Islip, Mac Arthur	P	8.0 NE; RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW; RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.

h-paved rnwys, B-rotating lgt, L-lighting facilities, S-servicing, aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Ithaca, TOMPKINS CO.	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	F3	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N; lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1725	2	h44-BL4-S5	F3	Rnwy 18-36 abandoned.
Johnstown, Fulco	L	2 ESE;hwy S	660	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FLD). E blkd.
Keene, Marcy	L	2.5 S; riv E	987	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S; hwy W	513	1	20-S1	F1	S blkd.
← Lake Placid	P	2 SE; hwy S	1744	2	35-U	F3	
Lakeport, Oneida Lake	P	0.4 WNW; lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E; crk SE	750	1	25	(F1)	Attnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE; lk 1 S	1700	2	30-*L-S1		Attnd summer only.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Livingston Manor	P	0.8 SE; hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N; hwy E	380	3	20-(S5)	(F1)	
Mahopac	L	2 WNW;hwy S	685	1	20-S5	F1	SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
Marathon, Pletyridge	L	2.9 NNE	1580	1	14		
(P)MASSENA, Richards	P	2.2 E; riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys.
(PC)Mastic-Flight Strip	P	2.6 NW;hwy S	66	1	h60	F1	
Mattituck	P	0.8 ESE; bay S	30	1	22-S5	F3	
Medina	L	2.0 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Attnd evenings, Sat-Sun.
Middlesex	L	0.5 N; RR SE	735	1	21		
Middletown, Randall's	P	1.8 ESE;RR NW	520	2	24-*L1-S5	F3	Rnwy lgts avail on 3 hr prior request.
Montgomery	L	1 SW; RR E	393	2	22-(S1)	(F1)	Attnd wk-ends only. N blkd; TV ant NNE.
Monticello, Sullivan Co.	P	1.4 S; RR E	1500	1	38-S5	F1	SE blkd.
Montour Falls, Martin	L	1 NE; RR W	460	1	20		
Nedrow	P	6.0 S		1	21-S3		N blkd.
New Baltimore, Farley's	P	1.8 S; riv E	10	1	20-(S3)	(F1)	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FLD).
New City, Christie	P	1.5 N; hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FLD). Soft-wet.
New York, Flushing	P	8 ENE Empire State Bldg	4	aw	29-S5-U		SW, SSW blkd. Rgt tfc N, NW turn left after lndg. FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg	12	5	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE. clsd mil acft xcpt those carrying high gov't offls. No 80 oct avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg	20	3	h5[illegible]-BL4,5,6,7-S5-W	F4	2-way rdo rqrd. FEE. Dikes N, E. Clsd to acft 105,000 lbs. Clsd to motorless acft.
" Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd. P-line SE. S end N/S strip ruf. Rgt tfc N, NE, SE, E.
" Staten Island	P	15.5 SW Empire State Bldg	45	2	h35-S5	F2	
(N.A.F. NG)Niagara Falls	P	5 E; RR 1.4 N	500	5	h76-BL4, 6, 7-S3	F4	N/S rnwy clsd to hvy tfc. 2-way rdo rqrd. Jet operns 150,000 lbs on 27R-9L only. Overrun lgts. S blkd.
" Colonial Village	L	5 NE; RR S	625	2	23		
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE; RR E	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vcnty.
(PC) Norwich, Eaton	P	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagon	L	1.8 WSW; RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	h38-BL4-S5-U	F3	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW; RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE; riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	3	18-S3	F1	
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle on fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	L	1 N; canal S	460	1	23-(S5)	(F1)	
(PC) Penn Yan	P	1.1 S; lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3.0 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	960	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E; Rt N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW blkd; p-lines SSW. Attnd wk-ends, holidays.
(PC)PLATTSBURGH	P	3.4 WSW;hwy N	371	3	h50-BL4	F3	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	Closed winters. SW blkd; p-line NE.
Potsdam, Damon	L	1.5 E; hwy S	460	1	20		Closed-wet, holes.
← (P)POUGHKEEPSIE, Dutchess County	P	5.5 S; crk NW	166	2	h34-BL2,4-S5-U-W	F4	Arwy bcn 0.5 mi NE.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Attnd wk-ends. No storage.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd; p-line E. Closed winters.
Ripley	L	1.4 WNW; lk NW	650	3	22-S1		P-line NNW.
(P)ROCHESTER-Monroe Co.	P	3.7 SW; riv SE	560	5	h50-BL4, 6-S5-W	F4	ARPT OF ENTRY. 2-way rdo rqrd.
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft
Round Lake	L	1.5 ESE; lk NW	175	1	17-S5		Comb. with seaplane base.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F4	
(NG)Schenectady-County	P	3.0 N; RR SE	378	3	h70-BL4, 6-S1	F4	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd. Comb opern with seaplane base.

F - fuel octane. ← - new or revised data. UNICOM U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Scotia, Gay Valley	P	4.0 W	255	1	18-S5	F1	
Seneca Falls	L	2.2SSE; rd W	490	3	28		Soft when wet.
Shelter Island, Westmoreland Farm	L	1.0 WSW	20	2	21		
Sherrill	L	1.0 N; crk S	540	1	22		CLOSED.
Sidney	P	1.0 WSW; RR S,SE	1012	2	31-*L1-S1	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW; crk N	215	1	17-S5	F1	
← Spring Valley, County	P	1.0 E; RR S	420	2	22-*L4-S5-U	F3	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE; hwy E	1395	3	25		P-line ENE. Lgt acft. emerg. only.
Star Lake	L	0.7 S; lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE; hwy N	350	2	28-S5	F1	
(AFNG)SYRACUSE, Hancock	P	5 NNE; rd N	421	3	h80-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Ticonderoga	L	2.7 NNE; rd E	236	2	32		Ruf. Mtn W to NW.
← Troy	P	2 SSE; hwy W	333	3	29-B*L2-S5	F4	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE; RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8WNW; RR NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE; hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED. P-line W. Break on N/S strip.
Walden, Newburg-Walden	P	2.2 SSW; riv W	404	2	30-*L2-S3	F3	WNW blkd. FEE. No services Mondays.
Wallington-Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E, NE, S, SE, W, NW blkd. Ruf.
Warwick	P	4.5 NE; RR NW	540	2	24-S5	F1	
(P)WATERTOWN	P	5.9 WNW; hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	P	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner	L	1 W; Riv E, NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	L	2 S, hwy E	277	3	18-S1		NE, SW strip closed. Unattended.
(NG)WHITE PLAINS, Westchester County	P	4 NE; lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE, hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro-Mamakating	P	2 NE, RR SE	560	4	29-S5-U	F1	N, NW blkd; mtns E, S, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
Calverton-Peconic River	L	2.0 W	75		h100-BL6		Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only.
← Westville, Cooperstown-Westville	P	1 W	1230	1	21-*L4-S5-U	F2	200' over-run S end Rgt tfc N.
Skaneateles, Skan-Air-Park	P	2 E; hwy NE	960	1	20-S3	F1	
NORTH CAROLINA							
Aberdeen	L	1.2W; pond NE	415	2	24		E, SE, W blkd; p-line NW. Rolling.
Ahoskie, Jernigan	P	3.0S	125	1	22	(F1)	50' wires both ends of strip. Fuel-call 3106. Unattended Sept-June.
Albemarle	P	1.5ESE; RR SW	565	1	37-*L-S3	F3	Rgt tfc NE.
Andrews, Murphy	P	2.2W; hwy W	1696	1	47-S1	F3	Rgt tfc NE.
(P)ASHEVILLE, Hendersonville	P	11.5SSE; RR WNW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S, SW.
" Owen's	L	2.3 SSW; riv SE	1979	1	30		Rgt tfc E. E, W blkd.
(PC)BEAUFORT-Morehead City	P	1 N; riv N, W	13	3	h42	F3	
(PC)Burlington	P	4 SW	638	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet
" Fairchild	P	1.5; hwy N, E	640	1	h36-S3	F1	
Candor	L	1.1E; hwy N	710	1	21-(S3)	(F1)	
Chapel Hill, Hogan	L	3.8NW; hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3NNW; lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F2	P-line SSE.
(NG)CHARLOTTE, Douglas	P	5.5W; hwy N	748	3	h75-BL4,5,6-S5-W	F2	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 30,000 gross weight.
China Grove	L	2.5; hwy NE	750	1	21-S1		
Clinton	P	2 N; hwy E	160	1	24-S5	F1	P-lines N, S.
Concord	L	4.5 ESE; hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
Draper, Tri-City	L	1.2W	560	1	26		ENE blkd. Rolling
← Elizabeth City	P	4 SW	15	3	28-S3	F1	Caution in lndg-ruf. Vehicular tfc across S end N/S rnwy.
Elizabethtown, Fisher	L	2 SE; hwy N	120	2	34-(S1)	(91)	
Erwin	P	1 SW; riv W	195	1	30	F1	Rough
(PC)FAYETTEVILLE, Grannis	P	4S; riv 2 E	188	3	h48-BL4-S5-U	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
Gastonia	P	4.5 SSE; hwy SW	800	2	h30-L4-S5	F3	P-line SE.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Greensboro, Air Harbor	P	7 N; lk S	822	1	26-S5	F1	Ditch E.
(A) " -HIGH POINT	P	8 WNW; hwy SW	923	2	h55-BL4,6,7-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8NNW; riv W	25	3	h50-S1	F3	Ctn-pilot trng.
Hendersonville	P	1.5 ESE; crk NE	2084	1	30-S5	F3	SE blkd.
Hertford, Woodville	L	1 mi W; hwy S	15	1	18		Closed - private use only
(P)HICKORY	P	2.2W; riv N	1167	3	h44-BL4-S5-W	F4	
High Point, Fraley	P	2.5 SSE; RR W	900	1	17-S3	F1	
Huntersville, Cross	L	1 S; RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD.
Jacksonville	P	3.7 NE; RR SE	51	1	h14-S5	F1	2800 foot strip available.
Kings Mountain, Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)KINSTON-Stallings Air Base	P	4.2 NNW	93	3	h50-BL4		AF primary contract school Clsd to civil acft. Open trans mil acft 0800-1700 Mon-Fri xcpt emerg or prior approval. Lmtd svcg facs.
" Jackson	P	3.7 SW; crk W	40	2	25	F1	Rough - caution.
Lexington	P	2.3 SW; RR W	735	1	34-S5	F1	
Lillington	P	1 NNE; hwy W	210	2	20	F1	E, NW blkd.
Lincolnton, Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW; RR S	290	2	21-S3	F1	S blkd. N/S strip short, ruf.
(P)LUMBERTON	P	3 WSW; hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW; sound E	12	3	h33-BL4-S5-U	F3	
Marion	L	2.3N; riv N	1211	1	36		
Mayodan, Mayo	P	0.8 W; hwy SW	900	1	23	F1	E end soft. Golf driving range WSW.
Monroe, Shute	P	2 NNW; hwy SW	680	3	28-S4	F3	P-lines S, SE, W.
" Riverside	L	2 W; riv NE	1020	1	22		E blkd.
Mt. Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mt Holly Flying Service	P	2.8NW; RR E	850	1	20	(F1)	Attnd Sats, Suns, Evenings only.
(P)NEW BERN, Simmons-Nott	P	2.5SSE; riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3WSW; riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW; hwy E	475	1	18-*L4		Rolling
Raleigh	P	3.3 SSW	364	3	h28-S5	F3	P-lines SE, W.
(P) " -DURHAM	P	10.5NW; hwy NE	435	3	h55-BL4,6,7-S5-W	F4	Use rnwy and taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville	P	3.0 SE	822	3	25	F1	P-line SE.
" Warf	P	3.8SW; hwy W	820	1	23-S1	F1	SSE blkd; p-line NNW. Rolling.
(PC)Roanoke Rapids, Halifax Co.	P	3 SW; hwy N	250	3	32-B*L4-S3-U	F1	Lndg areas only 3030' ngts.
Robersonville	P	0.5 E	20	1	23-S3	F1	
(PC)Rockingham-Hamlet	P	3.5 S; RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3N; RR E	97	2	h40-BL4-S5-W	F4	P-line SSE
Salisbury	P	3 SW; RR E	764	2	27-BL2-S5	F2	WNW blkd.
Selma, Myrtle	P	0.5 E; RR W	150	1	19-S1	F1	NE, SW blkd. Rough.
Shelby, Bridges	P	3.3 NE; lk W	975	1	18-S5	F1	
Siler City, Gilmore	L	4.1 SE; crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5N; hwy W	465	2	45-BL4-S5-U	F4	FEE for multi-eng acft less than min of svcg.
Spindale, Mills	L	8.5SE	1000	1	h29	F1	
" Rutherford	L	1.5SSE; hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
(PC)Statesville	P	3.6WSW; RR ESE	991	2	37-B-L4-S5	F3	
Wallace, Pen Lin	L	1 SW	31	1	20		
(PC)Washington	L	1.8N; RR SW	38	3	h50	(F1)	Rgt tfc rnwys 23, 29, 35.
(P)WILMINGTON, New Hanover County	P	2.8 NNE; crk S	31	3	h80-BL4,6-S5-W	F4	Use rnwys.
(PC)Wilson	P	4.2NW; hwy E	161	3	h45-*L4-S5	F3	Bcn prior req.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8NNE; hwy W	969	3	h66-BL4, 6-S5-W	F4	N/S rnwy perm clsd.
Yanceyville, Caswell	L	3.2W; hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5NW; hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Alamo	L	0.8SE,lk NE	2140	2	21-*L	(F2)	Hills S.
Ashley	L	1 SE	2030	2	40-L2	(F2)	
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	(F2)	
Beach	L	0.8NNW	2814	2	30	(F2)	ENE blkd.P-line SE. Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F2)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd; p-line S,SE.
(P)BISMARCK	P	2.5SSE;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd,N/S rnwy clsd ngt operns.
Bottineau	L	1 N;RR W	1670	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
Bowman	P	1.5 W	3000	4	40-S3	F2	P-lines N, NE, NW.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	P	1.3 W;RR N	1610	2	29-S5	F2	Ruf. Holes.
(PC)Cavalier	L	0.7SSW;hwy E	889	1	21		300' SE end unusable. Caution-ruf & poorly mrkd. Emerg only.
(PC)Columbus	L	0.7 SW	1930	3	26-B	(F2)	E blkd.
Cooperstown	P	1.5SE;RR W	1428	3	26-S5	F2	Ben prior req.
Coteau, Melby	L	2.2NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1962	4	34-B-(S1)	(F2)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-U-W	F3	Ditch W.
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F2)	P-lines N,NW.
Dunseith	L	1.5 S	1685	3	27		
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd; p-line NW
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24-31	80	
(NG)FARGO, Hector	P	2.9 NNW	900	3	h80-BL4,5,6-S 5-W	F4	1000' overrun N end 17-35.
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling.W blkd; p-line N.
Fordville	P	1.4 NNW	1080	3	26-S1	F2	
Garrison	L	1 ESE	1920	3	23		Unattended.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd; trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6WNW;RR S	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2NNE;RR S	1055	4	26-(S1)		NE,E,SE,NW blkd. P-line S.
Harvey	L	1.6 N	1605	4	27	(F2)	P-lines W,SW,NW. Use strips.
Hebron	L	1.9 ENE	2180	2	21	F2	P-lines NW,SE.
Hensel	L	1.5 W;RR E	940	2	18-(S3)		
Hettinger	P	1.2 NW;RR S	2675	3	32-*L4-S5	F2	N, NW blkd. Hill S. Ruf. Use strips. Caution-apch from N,NE, NW.
Inkster	L	1.5 SW;RR SE	1055	3	28-(S1)		
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6 -S5-W	F3	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd; p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)		P-line WNW Caution - very ruf & unrmkd. Emerg only.
Kindred, Hamry	L	0.4 E	940	1	18	(F2)	
Lakota	L	1.5 SE	1515	1	33	(F2)	
Langdon	P	1 W	1608	4	20-L4	F2	N blkd; p-line NE. Hangar E.
" Chaput	P	0.7 NE;hwy S	1600	1	26-S1	F2	S blkd. Rolling. Caution-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26	(F2)	P-line N.
(PC)Leeds	L	0.5 SE	1508	1	21	(F2)	
(PC)Linton	L	3.4 S;hwy E	1770	1	20	(F2)	Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20	(F2)	SE blkd. Rolling.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F2)	
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24	(F2)	Cattle on fld. Ruf.
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Minot, Flying S Ranch	P	5.5WSW	1840	2	38	F2	
(P)MINOT INTNL	P	1.6 NNE	1723	3	h58-BL4, 6,5 5-W	F4	
Moffit, Edwards	L	1.8NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26	(F2)	P-line S, SE.
Mott, Wyman	L	0.8 S; hwy NW	2495	3	28-(S1)	(F2)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2SE;RR SW	800	2	25-(S1)	(F2)	Trees N, E.
(PC)New Rockford, Tomlinson	P	1.3N;RR W	1533	3	37-BL4	F2	N,NE blkd; p-line SE.
New Town	L	Adj S	1920	1	26	(F2)	
Noonan	P	0.5 SE	1980	3	20	F2	NE blkd.Caution-weeds. Use strips.
" Border	L	7.4N;hwy E	1900	2	26		E blkd; p-line N.
Northwood, Vince Oakes	P	1 SW;hwy N	1120	1	19-35	F1	
Page, Conrad	L	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N. Caution - ruf & unmrkd. No wind indicator. Emerg only.
" Hartley	L	4 E	1080	1	18-(S1)	F2	
Park River	L	0.7 ESE	1100	2	26		S blkd.
(PC)Parshall, Hankins	L	1 NE;RR SW	960	3	18-(S1)	(F2)	P-line W. Ruf.
(PC)Pembina	L	1.2 SSW;hwy E	2032	3	21-BL4	(F2)	Use strips.
Portal	L	1 S;RR W	792	2	30-BL2-(S1)	F2	P-line E. Ruf. ARPT OF ENTRY.
Ray	L	0.5S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E. Rolling. Holes.
Reeder	L	0.7NNE;lk E	2160	2	21		
Rolette	L	Adj S	2950	2	25		
	L	0.3 W; RR E	1600	1	15		SSE blkd. Ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
(PC)Rolla	P	1.5N;RR SW	1818	2	24-B-S1	F2	
(PC)Rugby	P	1.9NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5NNE;hwy S	2109	2	20	(F2)	
Sarles, Olson	L	3.3SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E, NE. Use strips.
" Nelson	L	7 E	1600	2	31		Trees W.
(PC)Stanley	L	1 SE	2220	1	21-B		
Tioga	L	2 ESE; RR N	2240	1	26	(F2)	Hazardous stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F2)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE; lk E	1450	2	20-*L		For offical government use only.
(PC)Valley City	P	1.5 NW;RR ESE	1389	4	h38-BL4-S3	F2	4600' strip avail. Unlgtd fence SE; p-line S.
(PC)Wahpeton	P	1 S; RR W	966	2	27-B-S5	F2	P-line NE. No storage.
(PC)Walhalla	P	1 NE; hwy W	952	3	26-S3	F2	P-line NW.
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F2	P-line W.
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F2)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W; RR SE	1910	2	26-S3	F2	
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S, SE, E, NE.
" Wright	P	2.8 N	1910	4	26-S1-U	F2	Use strips.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE; lk SW	2035	2	34		W blkd; p-line NW.
NEW AIRPORTS (or airports out of alphabetical order)							
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd-evenings, week-ends. Use strip. Soft-wet.
(N)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE, ARPT OF ENTRY, 18-36 at own risk.
(P) " CANTON	P	11 SSE; RR E	1228	3	h56-BL4, 5-S4-W	F4	Use rnwys
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F1	N, S, W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E, SW.Rolling.Ben prior req.
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	L	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf. Use at own risk.
(PC) Athens, Ohio University	P	1.5 E;riv S	636	1	40-S3	F3	
Avon	L	3.5ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3, 4-S5	F1	Knoll E, W
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended, FEE, Ruf
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE;hwy N, E	845	4	27-*L4-S1-U	F1	S, SW blkd.P-lines E, NE. Use rnwys.Rgt tfc take-off;lndgS, SW. Rgt tfc take-off N, W, SW.
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	W blkd.
Bryan	L	3 N;hwy W	820	1	39		
Bucyrus, Port Bucyrus	L	2 S;RR W	1000	3	26	F2	NE blkd; p-line W.
Cadiz, Tappan	L	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W
Cambridge	P	2 N;hwy E	807	2	26-L2-S1	F3	Rolling.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W
Carrollton	L	1.0 SE	1120	1	15	(F1)	Unattended. Emerg only.
Celina, Lakefield	L	5,S;hwy N	895	3	33-(S5)	(F1)	P-line N, W. Rolling
Chagrin Falls	P	3,E; hwy W	1220	4	26-S5	F2	N, NE, E, W, NW, S blkd. Rolling. Clsd on Fri.
(PC)Chardon	P	2.8 S;lk E	1244	3	24-L4-S5-U	F3	Use strips, p-line N, trees SE.
Chesapeake, Huntington	P	2.WSW;riv S	560	1	h28-*L4-S5-W	F4	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
" Sky Park	P	2.2 N;bridge E	639	2	29-S5	F3	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W, S, SW.
(P) " GREATER CINCINNATI	P	10.5W; riv 2 SSW	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. 2-way rdo rqrd.
(P) " Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5	F4	E, W blkd.
" Mun.(Blue Ash Field)	P	9 NE	870	3	26	80	Use E/W strip when wet.E blkd.Rgt tfc E, NE, SE.
Circleville, Elsea	P	1.6 N;RR W	707	2	24		P-line S, SE.
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3-7-S5-W	F3	ARPT OF ENTRY.
" Brooklyn	P	5.5 SW	780	3	26-S5	F2	NE, W blkd;p-line E.
(PC) " Lakefront	P	1 N	584	1	25-S3-U	F3	FEE.Avoid stadium.Call CLE rdo for tfc pat.22' unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE, SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F2	Lnd & taxi on rnwys only.
Columbus, Clickenger	L	6.2 SSE;RR E	752	3	27-S3-U	F2	P-lines N, NE, NW. Rough.
" Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N, NE, NW, N/S strip clsd.
(PC) " OhioState University	P	8 NNW;riv W	900	4	h22-B*L4-S5-U	F2	Use strips.

F - fuel octane. . ➤ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					OHIO		
(N)COLUMBUS, FORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,6,7-S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Price	P	6 SE;bet RR's	762	3	21	F1	Ruf off strips. Use rnwys. Ctn.
" Sullivant Avenue	P	6 WSW	860	1	h33-L4-S5-U	F3	N, NE, NW blkd;p-line E. Ext ruf. Use lgts NE end.
Copley, Gibson	P	1.5 S;hwy E	1000	2	24	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy,crk	760	1	13		N blkd
(P)DAYTON	P	5.5 N;hwy E	1008	4	h55-BL4,6-S5-W	F4	Rdo rcvr rqrd.At ngt when wet use rnwys.P-lineSE
Dayton, Dahlo	L	8.5 W;hwy S	925	3	33-S5	F1	S, SW, W blkd.
" Neff	L	6 SW	720	3	17		
" Montgomery Co.	L	11 S	960	2	h50-BL4-U-W	F4	Acft with Unicom only. Trees W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	2	h37-B*L4-S5-U	F3	4000' strip avail. S blkd.
Delaware	P	2.6 SW;RR N	960	2	h16-S1-U	F2	2500' strip avail. P-line S. Ditches,Use strips.
Delta	L	1 ESE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW; RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
Findlay	P	1.5 SSW;hwy NW	800	2	h55-BL4-S5-W	F4	Rgt tfc E.Use rnwys & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
Fremont, Slager Arpk,	P	2 NW; RR SW	630	3	16-S3-U	F2	E, NE blkd. Hi-way N.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd, Ruf, rolling.
(PC) " Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnwys.
Galloway, Cardost	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED. P-line N. Ruf.
" Treaty City	P	1.5 NNE;bethwys	1081	4	28-*L1-S5-U	F1	W blkd.Rolling. 2800' E/W strip under construction, usable-dry. E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4, 3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE; RR S	631	2	38-L4-S5-U	F4	P-lines S, NW
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No storage. Acft rprs only. Rolling.
Hunting Valley, Ingalls	L	0.5 N; riv E	760	1	26		NNW blkd; hill SSE.
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N, RR E	900	2	26-*L4-S1-U	F2	Use strips, E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W; hwy S	1120	3	33-S5-U	F3	S, W blkd. Rolling.
Lagrange,Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders. 5500 lbs gross weight.
Lancaster, Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W. Use rnwys.
Lenox	P	7, S Jefferson	940	1	22	F2	E & W blkd.
LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S5	F1	Soft when wet. FEE pvt acft.
Lima	P	4 WNW; RR NE	827	2	h35-BL4-S3-U	91	N blkd; p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1135	1	26	F2	
Lorain	L	2 WSW;RR N	610	2	29-S3	F1	NE, SE blkd.
Lore City	P	0.3 NW; RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE; RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE; RR E	1152	aw	26		SE, NW blkd;p-line SW. Rolling.
Magnolia	P	0.5NW;hwys E,N	970	1	22-S1	F1	P-line WNW
(NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4-S5-W	F4	Rgt tfc rnwy 9. Use rnwys, strip. 2-way rdo rqrd
Maplewood, Shaw	P	5 W	980	2	21	F1	Bldg S. durg darkness.
(PC)MARION	P	4 ENE; RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" County	P	5.6 NE; hwy E	1000	2	35-*L3-S5-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE; RR W	960	1	20		Use at own risk.
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
McComb	L	0.8 SSW; RR N	780	1	16-(S1)		
Medina,	P	3 WNW;hwy N	1060	2	26	F2	Unattended Mondays. Soft - wet. Rolling.
Middle Bass Island, Middle Bass Island	L	NE neck of island	580	1	24		E, W blkd. Ruf.
(PC)Middletown	P	1.5 N; riv N	647	3	46-B-L4-S5-U	F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400.
Millersburg, Briar Hill	L	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S, p-line N.
Minford, Knore	P	2 SE; riv S	670	2	24-S5	F1	P-line N, S. Rolling.
(PC)Mt. Vernon, Wynkoop	P	1.4 SSW; hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling.
Napoleon	L	1 N; RR SW	680	1	19	(F1)	W blkd; p-line E. Rgt tfc W. Open Sundays.
" Winters	L	1.4 NW; RR W	682	1	30-U		Company use only.NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	L	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld attnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE; RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	F2	Narrow at intsxn of strips.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h38-BL4-S5-W	F3	P-lines N, NW, S, WNW.
Newton Falls	L	2 SW; RR E	950	1	22	(F1)	Rolling.
North Bass Island-Isle of St.George	L	NW corner of island	590	2	26		E blkd. FEE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					OHIO		
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E, N/S strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE; hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N, SE, SW blkd.
North Lima, Elser	L	1.2 NW;hwy E, S	1060	1	40-L4-S3	91	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1105	2	23-S1	F1	N, SSE, blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
Oak Hill,Swann Fld	L	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet.
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S5	F3	N, S, SW blkd. Ctn - wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn - cultivation.
Phalanx Station, Skeets	P	6 WNW;hwy 1 NE	910	1	26-S1	F1	N blkd.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W
(PC)Port Clinton	P	3.5 E;hwy N	587	2	h22-B-S1-U	F2	3600' strip avail.E blkd; p-line N.
Portsmouth, Raven Rock	L	3.5 WSW; rivSE	535	1	22	F3	Rgt tfc NE. Unattended.
Put-In-Bay	L	1.2SSW;SE of isl	590	2	15		NW blkd. NE end soft-wet. FEE all acft.
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	31-S5	F1	Rolling.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N blkd.
St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	27-S3	F1	
Salem, H-B	P	3.3 N;hwy E	1160	1	20	F1	E blkd.
" Koons	P	0.7 mi S	1300	1	19	F1	P-lines E.
Sandusky	P	3.9 SSE; RR W	620	2	27-S5	F2	SE, E, W blkd.
" Inc.	P	2.8 E;RR S	574	3	30-S5-U	F3	P-line S. ARPT OF ENTRY.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
Shelby-Airstrip	L	2 W; RR SW	1120	1	20-S1	F1	N blkd.
Solon	P	1.1 SSE	1034	5	24-S5	F2	SE, SW, W, NW blkd.
(NG)SPRINGFIELD	P	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
Steubenville-Pier	P	4.5 W;hwy N	1200	1	32-*L4-S5	F3	Caution-loose slag. Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Strongville	P	1.0 W	840	3	19	F2	E blkd.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9N; hwy E	754	1	26	F2	E blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	
(NG) Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW, W;chimney SE. Use rnwys only.
(P) " EXPRESS	P	15WSW;RR NNW	684	2	h52-BL4,6-S5-W	F4	Use rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW strip clsd-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N, SE, S, NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
" " Lovell	P	1.5 NW	816	2	24	F1	
(PC)Urbana, Grimes	P	1.5N; RR W	1055	3	h26-BL4-S5-U	F2	3500' strip avail.
(PC)Van Wert	P	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N; RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	P	2.5 E; RR N	750	1	20-S5	F2	
Waynesville, Sky Center	P	2.5 SW;riv E	925	1	23-S1	F1	ESE blkd.
Willard	P	1.2 S;hwy N	967	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	P	3 N;lk NW	628	4	h50-BL4-S5-U	F4	S, SW, W, NW blkd. FEE
Woodsfield	L	1 W;hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE;hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE;RRWNW	1050	1	19		N blkd;p-line S.
Xenia, Port Xenia	L	3.5 E;RR S	1050	1	20	(F1)	P-line E
(AF)YOUNGSTOWN	P	11.1 N;hwy E, S	1196	4	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd
" Austintown	P	5, TWSW;hwy N	1175	2	h20-S5-U	F3	3100' strip avail.Rolling. Ruf E, W blkd.
" Bird	P	2.6 NE;RR W	1057	3	23-S5	F1	NE, W blkd;p-line E. Ruf. Rolling.
" Southern Airways	P	5 SSW;hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet.
" Watson	L	3.6 E;lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W. INACTIVE.
Zaleski-State Forest	L	1 SSW;RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E;hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
		NEW AIRPORTS (or airports out of alphabetical order)					
Norwalk	L	2 mi N	690	3	28	F2	
Alliance	P	2 ESE;hwy S	1077	1	23		Unattended.
Lebanon, J & J	P	3 NW;RR SW	880	1	21	F1	S blkd. Right tfc N.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				OKLAHOMA			
(PC)ADA	P	2N;hwy W	1008	3	h50-BL4-S1	F3	
" Myers		6.8 WNW					ABANDONED.
Afton, Monkey Island	P	7.8 SE;lk E	750	1	26-S1	F1	
Altus	P	4.2N; RR W	1426	3	31-B*L4-S1	87	P-line SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW;hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW;hwy N	1286	1	38-(S5)	(F1)	
Ardmore	P	9.2N	875	4	h40-BL2-S5-W	F4	Caution-heavy acft, soft.
Bartlesville, Hi-Way	P	3 NE;RR SE	680	4	28-S5	F2	E,NE,NNE,NW,SE, SSW blkd.
(PC) " PHILLIPS	P	1.7WNW;hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW;hwy E	2500	3	25		P-lines SE,Ruf. Rd on strips. Soft-wet.
Blackwell	P	1.7 W;hwy N	1056	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7S;hwy E	1005	2	24-*L2-4-S5	91	W blkd; p-line E.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N,S,SE. Restricted. Land at own risk.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
(PC)Canton	L	2.3WNW;lk E,N	1660	1	24		
(PC)CHICKASHA	P	4NNW;riv S	1146	1	h38-S5	F2	Use rnwy when wet.
Claremore, Will Rogers	L	1.5 NE;RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7NE;RR W	1615	3	32-*L4-S5	F1	
(PC)Cordell	P	1 E;hwy S	1580	3	22-S5	F1	
(PC)Cushing	P	2S;RR E	913	4	h52-BL4-S5	F2	
Davis, Jolly Aero-Auto Court	L	3 S;hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S;RR E	1125	3	h40-BL4-S1	F4	SW blkd;p-line NE,NW. Use N/S Rnwy when wet. (6500' strip avail.
(PC)Durant, Eaker	P	3.2SSW;RR 1 E	703	3	h50-B*L4-S1	F3	
(PC)Elk City	L	1.5 NE;hwy S	1981	3	h23		
El Reno	L	1.5 SW;rd E	1395	2	26-*L4-S5	F1	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended. E/W Strip ruf.
Enid, North	P	3.8 N;hwy W	1282	1	24-S5	87	
(N) " WOODRING	P	5 ESE;RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux)
Erick, Haddock	L	1.4 SW;RR N	2097	4	25		P-line N. Ruf. Soft-wet
Fairview, Fair-View	P	1.3 NNE;RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE;RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW;RR NW	2223	2	h54-BL4-S1-W	F4	Clsd acft over 15,000 lbs wheel load. NE/SW rnwy open to lgt acft only
(PC)Grandfield	L	3 W;hwy S	1128	3	h45		
(PC)Guthrie	P	2 SSE;hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	3	37-S5	F3	P-line S.
			650				
(P)Hobart	P	3.8 SE;hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW;hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W strip soft-wet. Cattle on fld.
(PC)Holdenville	P	1.2WNW;hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Idabel	P	1.3NW;RR E	500	2	32-S3	F1	
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S;RR NW	765	1	18		
Kingfisher	P	1.3 NW;RR E	1067	1	26-*L4-S5	F1	P-line S.
Kingston, Caney Creek	L	4.3 SSE;lk S	661	1	21		Soft when wet.
Langley, Treco	L	1.9N;hwy W	820	1	21		P-line SSW.
(PC)LAWTON	P	2.3SSW;hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5NNW;lk W	1360	1	23		Ruf. Mtn S.
(P)McALESTER, (New)	P	4 SSW;RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2SW;RR SE	1094	3	24-S5	F1	No storage
(PC)Miami	P	2.2NNW;RR E	811	2	h40-BL4-S5-U	F4	Use rnwys.
Moore, Southside	L	1 NE	1273	1	24		P-line S.
(AF)MUSKOGEE, Davis	P	6.4S;hwy W	610	3	h57-BL4		
(PC) " Hatbox	P	2.7W;RR S	623	2	h38-BL4-S5-U	F3	
Norman, Goldsby	L	4.5SSW;hwy W	1165	aw	h18		
(N) " Westheimer	P	2.7NW;RR E	1178	4	h58-B*L4-S5	F4	Lgtg arrangements prior 1630.
(PC)Okeene	L	0.7SE;hwy N	1205	1	22		P-line N. Soft-wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				OKLAHOMA			
Oklahoma City,Downtown	P	2 SW;hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3S;hwy W	1250	2	24-*L3-S5	F1	
(NG) " WILL ROGERS FLD	P	7 SW;hwy E	1283	3	h74-BL4,6,7-S3-W	F4	Rnwy 08-26 perm clsd.
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F3	
(PC)Okmulgee	P	3.NNE;hwy W	715	3	h45-B-S3	F3	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S;hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8W;hwy S	1000	3	41	F2	P-line S, SE.
(P)PONCA CITY	P	2 NNW;RR S	1014	1	h48-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW;hwy N	1061	1	23-(31)	(F1)	P-line N.
Pryor, Long	L	2 NNE;RR W	650	2	25-S3		Soft-wet. Cattle on fld.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Sand Springs, Sims	P	5 NW;lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5ENE;RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW;hwy E	1937	1	h50		
" Archer	L	2.3 N;hwy W	1562	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4N;hwy E	1024	3	35-S5	F1	SSW blkd.
(PC)SHAWNEE	P	2 NW;RR SW	1080	3	h42-BL4-S5-U	F3	Rgt tfc rnwys 13,17,21. Lgts until 2400.
South Coffeyville, Jensen	L	0.5 W;twrs E	735	3	33		P-line N.
Stigler	L	3.5 E		2	20		
(PC)STILLWATER, Searcy	P	3.2NNW;lk WSW	985	3	h50-BL4-S3-U	F4	Rnwy lgts req only.
Stroud	P	3 N;hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud.
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
(NG)TULSA	P	6.2NE;RR S	674	6	h100-BL4,6,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	31-*L4-S5	F3	
" Stebbins	P	6 N;lk SE	650	4	22-S3	F1	P-line NNE.
" -North	P	4.5NNW;RR E	725	1	h30-S5	F2	P-lines S,SE,SW. Only N/S rnwy avail.
" Young	P	8.8 E;hwy N	750	4	24-*L2-S5	F2	
Watonga	P	1.2 NW;hwy S	1550	2	26-*L4-S5	F1	
Waynoka, Kelsey	L	3.4 NNE; RRSE	1500	1	17		Cattle on fld. Caution when wet. Unattended.
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
(PC) Woodward, W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended.
		NEW AIRPORTS (or airports out of alphabetical order)					
Tulsa, Western Village	P	6.5E;hwy N	675	1	17-U	F2	Rgt tfc N.
				OREGON			
Adams, Rothrock	L	4.0 SW	1520	1	21	F1	Unattended. P-line SW.
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S,N, NE. P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme caution.
Arago	L	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.6 E; hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation. Use strip. P-line SE.
(PC)ASTORIA, CLATSOP CO.	P	3 SW; riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F3	
" -Skycourt	P	4.8NW;hwy WSW	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S; RR N	4350	1	12		(DANGER-SHORT FLD) Holes.
Beaver Marsh, 73, RIV-DLS	P	1 SSW;hwy E	4630	1	54-BL4		Clsd winter mos.
Beaverton,Bernard	P	1 NW; hwy E	208	1	15-S5	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Big Lake	L	18 WNW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E,W blkd;p-line SSE;Soft, unusable when wet. Cattle on fld. Holes.
Brookings, Crissey State Line	L	5 SE;ocean W	16	1	18		
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE. Cattle-fld. Ctn-ruf.
(PC)Burns	P	5.1 E; rd S	4141	2	h51	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

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OREGON							
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	h18		Rgt tfc WSW. Fence W end of strip.
(PC)Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
(PC) Condon	P	1 NE; RR W	2910	2	h22		Use strips. Soft off gravel when wet. SE blkd.
(PC)CORVALLIS	P	4.9 SSW;hwy E	245	3	h52-BL4-S5-U	F3	Use rnwys.
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	h17	F1	3900' strip avail.
Creswell, E&H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N; hwy E	372	1	19		P-line WSW. Antenna E, NE. Use strip.
Denio		SEE Denio Airport, Nevada					
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Enterprise	P	0.6 N;hwy SW	3800	1	22	F2	Soft when wet. Ruf.
(P)EUGENE, Mahlon-Sweet	P	8 NW;hwy E	365	3	h52-BL4, 5-S5-W	F4	
" Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW; riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	18-S1	F2	Use strip.
Grants Pass	P	1.6 N; hwy E	1156	1	27-S1	F2	Lnd to N;tk-off S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE. Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld. Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE; RR SE	300	2	29-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwyN	3748	1	29		E blkd. Lnd to E;tke-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle on fld. Soft-wet. P-line S.
(PC)Joseph	L	1.2 W; RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S; riv SE	2970	2	22		Mtns S, SE. Cattle-fld. Soft-wet. 400' NW end NW/SE strip. Ruf.
Klamath Agency, Rayenouf	L	1.5 S; riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(AF) Klamath Falls, KINGSLEY FLD.	P	4.9 SSE; RR NE	4088	3	h103-BL4-S5-W	F4	Asphalt paving plant & p-line 950' S rnwy 7-25 & 800' E of S end rnwy 18-36, max height 45'.
(P)LA GRANDE	P	5.5 SE; RR SW	2713	3	h47-BL4, 6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW; RR S	20	1	32	(F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N.
Lebanon	P	1.3 SW; rd N	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N; hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2.0 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE; RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E; riv N	1620	1	26		Hill ENE. Lnd from W; tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE; hwy W	4058	1	30-W-U		Use at own risk. Soft-wet. Ruf. Sheep on fld May - Oct.
(P) MEDFORD	P	3.5 N; RR E	1330	2	h54-BL4-S5-W	F4	No maint Mil acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6500	1	34		N end soft when wet.
Millican	L	0.2 SE; hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW; RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk. SE blkd.
Mulino	L	0.3 SW; hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wek-ends. SW blkd; p-line NE. Ruf.
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S; hwy W	160	2	h51-S1	F2	Ctn-elec. fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
(P)ONTARIO	P	2.5 W;hwy E	2189	2	h45-BL2,4-S5-W	F3	
Pacific City	P	0.2 S	5	1	h18-S5	F1	
(P)PENDLETON	P	2.9 WNW; RR S	1493	4	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE; RR N	1200	1	26		INACTIVE. Use at own risk. Cattle on fld.
Pilot Rock, Eldridge	L	2.0 S	1850	2	15		E blkd.
Pinehurst	L	1.0 SW	3800	1	h17		4000' strip avail.
Portland, Dwyer	L	5.8 SE; RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF,NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	3	h88-BL4,6,7-S5-W	F4	2-way rdo rqrd or by prior req. 7-25 perm clsd
" Trohs Skyport	P	6.3 ESE	250	2	26-*L1-S5-U	F2	Ctn-25' NE/SW strip unusable-rocks.
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4010	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	525	1	h46-BL4-S5-W	F2	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW
" Felt	P	3 WNW;riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of rnwy 16-34 these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR,hwy W	55	1	h40-(S1)	(F3)	Svcg, fuel by prior req wk - days.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Land at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
(PC)Springfield	P	1.6 ENE;hwy S	460	1	h20-*L4-S5-U	F4	
Starkey, Sheep Ranch	L	10 S	4350	1	38		Ridge SW.
Sutherlin-Valley	P	1.0 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W, NW. Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FAC ONLY. Use at own risk. Water drains
Toketee Dam, Toketee USFS	L	14 WNW Dia-mond Lk	3300	1	24		Rolling. adj all rnwys - hazardous.
Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F4	Use rnwys, taxiwys only - sink holes in grass area.
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale	L	1.5 SSW;riv E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flight Strip	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flight Strip	L	1.4 S; RR NE	3200	1	23		
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade. Dangerous, ruf, weeds.
Woodburn	L	2.8 WNW;RR E	200				CLOSED-CONSTRUCTION.
Worden, Tulana	L	1 S; RR NW	4060	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
PENNSYLVANIA							
Aliquippa, Hopewell	P	2 SW	1150	2	20-S5	F1	
(P)ALLENTOWN, Bethlehem-Easton	P	4.6NNE;RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S3-W	F4	Use rnwys.
" Peterson	P	10.7NNE;RR NW	970	1	25-*L3-S5-U	F3	
Andreas, East Penn	P	1.5NE;crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW;hwy N	480	2	h31-S5-U	F1	
Beaver Falls, Beaver Co.	P	4 NW	1247	2	h20-S5	F1	3800' strip avail.
Beaver Falls, Patterson Hgts	P	1.5S;riv NE	1082	1	27-S3-U	F2	Rgt tfc S.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3N;RR N	1100	2	18-S5	F2	
Berwick	P	2.2 ENE	620	1	21-S3-U	F2	E blkd.
Bethel, Grimes	L	1.7ENE;hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
Bradford, Harri-Emery	P	2.3WSW;hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h45-BL4,6	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 45A, CHI-LGA		2WSW;RR E					PERM DISCONTD
Butler	P	2.8WNW;hwy adj	1340	2	27-S5	F3	P-line SE Rolling. W wind use rgt tfc and avoid Hospital
(PC) " Graham	P	6.2SSW;crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Chester, Delaware Co.	P	6.5 W	400	2	25-*L4-S5	F1	P-line SW. Trees NW.
Clarion, Rhea	P	2 W	1450	1	22-S5-U	F2	75' water bin ENE; 40' twr SW.
Clearfield	L	1.5WSW;RR SE	1220	2	21-(S3)	(F1)	E blkd. P-line NE. Rgt tfc E, NE, SE. Ruf. Atnd week ends and on call.
Coatesville	L	2.4 W;RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft-wet.
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Columbia, McGiness	P	1 SE	334	2	18-S3	F1	W, SE blkd.
(PC)Connellsville	P	5.2SW;hwy E	1250	3	h34-BL4-S3	F2	
Conway, Pittsburgh	P	0.4NE;RR W	950	2	19-*L1-S3	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. -►- - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Corry, Port Lawrence	L	1.25;RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	L	7.5ESE;hwy N	2480	2	19		INACTIVE.
Cresson	L	1 NE;RR,hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2SW;riv N	480	3	22-S5	F1	Hills SE,SW.
← Doylestown	L	1.5 NNE	400	1	32-S3	F1	P-line NE.
" Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd.
← DuBois	L	1.7ESE;RR NE	1575	3	29	F1	Use at own discretion
Duncannon, Hackenberger	P	3NNE;riv W	500	2	22-S1	F1	Use strips.
(PC)Eagles Mere	L	1.9SW;lk SW	1908	1	22		
Easton	P	3.8NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8NW;hwy W	100	2	21-S5-U	F3	NE,WSW blkd.Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC)Emlenton	P	2.2 NE	1452	2	24-(S5)	(F1)	
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns,p-lines,tank surd fld.
(P)ERIE, PORT ERIE	P	6WSW;hwy SW	732	3	h50-BL4,6-S5-W	F4	N,S blkd;p-lines E,NE.
Fairview, Erie County	P	1 SW	805	3	27-S5-U	F2	ENE,S,SE,NW blkd.
Finleyville	P	0.7SW;RR NE	1240	1	29-S3	F2	
(PC)FRANKLIN, Chess Lamberton	P	1.8SW;hwy NE	1540	2	h37-BL4,6-S5	F3	Trees ESE.
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Freeport, McVille	L	7 SW	1090	2	15	F2	
← Gettysburg	P	2.8NW;twr E	600	3	21-S1	F1	Rgt tfc rnwy 19.
Gordon	P	2 WSW	960	4	24	F1	Mtn S,SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5SW;riv SW	490	1	21-S1	F1	
Greenville	P	3 N	1197	2	27-S3-U	F1	Intsxns. Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
(PC)Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
(PC)Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet;SW 600' ruf. Unattended ngts.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E,W.
(PC)Indiana, Jimmy Stewart Fld	L	3 ENE	1407	2	32-S3	F1	
Jersey Shore	P	2.2 E;riv N	540	2	28	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
Kutztown	P	1 SSW;hwy N	400	2	25-L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1			INACTIVE.
Lancaster, Garden Spot	P	5 W;hwy N	423	2	25-S5	F1	W,WSW blkd.
(PC)LANCASTER	P	5.5N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2.4SSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	E blkd; p-line N.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 WNW	480	1	32-S3	F1	
Lewistown	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4	F3	Mtn N,S.
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S5-U	F1	3200' strip available. Rgt tfc N, NE.
←(PC)Meadville, Port Meadville	P	3.4W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd.
Milton	P	0.8S;RR,hwy W	450	3	25-S3	F1	NW,SW blkd.
Monongahela, Thompson	P	5 E;hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No. head. P-lines SSW.Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E,NW,SE blkd.
Mount Joy, Donegal	P	4 WSW	459	2	22-S3-U	F1	SW blkd.
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5-U	F2	Gulley NW.Rolling.
Mount Pocono	P	1.5NW;RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail.Attnd irregularly Wints., Summers. 91 octane avail. Soft-wet.
Mount Union	L	4 S;hwy E	560	3	28		Mtn W Soft-wet, Caution-ditch, Use strips.
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F2	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3E;RR NW	460	2	21-S3	F1	
← New Kingstown, Taylor	P	0.5 SE;RR S	440	1	26-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Valley Forge	P	4 WNW;riv 1 S	250	1	23-*L-S5		E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S4-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5SW;riv S,SW	10	2	h73-BL4,7-S5-W	F4	Rnwy 9 designated calm wind Rnwy. 2-way rdo rqrd. Use rnwys. Rnwy 12-30 perm clsd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Philipsburg	P	7 E;hwy N	1933	2	h30-BL2	F3	5000' strip avail.
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
Pitcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
(PC)Pittsburgh, Allegheny Co.	P	5.3 S	1252	3	h55-BL2, 5, 6-S5	F4	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying.
Pottstown	P	4.5 E;riv SW	311	3	32-BL4-S5-U	F1	Soft when wet Rnwy lgts oper for 3 hr after sundown and on req.
(PC) " Municipal	P	1.7 NW;rsvr W	255	2	27-L4-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28	F3	Hills SW.
Prospectville, Turner	P	1 NW	375	3	23-*L4-S5-U	F1	S blkd.
Punxsutawney	L	3 NE,hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	17-*L4-S5	F1	P-line N.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F1	W blkd, Rgt tfc S,W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360	2	20-S3	F1	NW/SE strip clsd. Rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19	F1	
Reedsville, Mifflin County	P	2.7N;hwy W	830	1	30-S3	F1	
Ridgeway, King's	L	4 NW;hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	35-S5-U	F1	
Sayre, Blue Swan	P	2.7WNW;riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2WNW;RR 3 NE	1179	2	h24-*L2-S5-U	F3	Bcn prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1480	2	24-S3	F2	
Shamokin	P	3.5N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE,rd N	2274	2	37-*L4-S5	F1	
State College	P	2 SW	1200	3	42-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1-U	F1	
(PC)Sunbury	P	2NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2W;RR W	1125	2	24-S5	F2	
Thomasville, York	P	8 WSW	480	2	h42-L4-S5-U	F4	Shoulders soft, Use hard surface.
Tionesta	L	2 S	1600	1	22	F1	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC)Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S3	F2	
Tunkhannock, Skyhaven	P	0.8S;riv N,E	639	2	20-S1-U	F3	Mtn S,NE/SW Strip not maintained.
Vandergrift	L	2 WNW	1000	2	23	F2	E blkd, P-line NW.
Warren	P	2 WSW;riv S	1100	2	h22	F1	Mtn NE,SW. FEE.
← Washington	P	3.2 SW	1183	3	h33-S5-U	F3	Hill NW.
Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5-U	F2	Hill NE,SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	24-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
(P)West Middlesex	P	2.8W;hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 28 not visible from ctl twr.Rgt tfc.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E, S blkd.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	23-S3-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLSD. W end ESE/WNW ruf. NE blkd;p-line WNW
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW;hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical order)							
(P)WILLIAMSPORT-LYCOMING CO.	P	5.1E;RR N	528	4	h43-BL4,6-S5-W	F4	NW blkd;p-line WNW.Rgt tfc on W apch.
Philadelphia, Wings	P	12 NW	320	3	h26-*L6-S5-U	F4	P-lines SE.
← Gettysburg, Doersom's	L	2 NW	590	2	30-S5	F2	Rgt tfc rnwy 5.
← Conneaut Lake	L	2 SW	1250	2	18-(S3)		SE blkd.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE;hwy S	260	1	18-S3	91	Ruf. Use strip.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
Newport	P	3.5 NNE	160	2	h23-S5	F3	3500' strip avail.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	56	4	h54-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd nghts. Use rnwys.
SMITHFIELD, No. Central State	P	3.1 E	429	1	h50-BL6-S1-U	F3	Use rnwys. Turf area closed.
(PC) Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	1	21-S3	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
(P) ANDERSON	P	3.2 WSW;hwys N, S	783	2	h50-BL4-S3-W	F4	Use rnwys.
" , Lazy Acres	L			1	14		Private-short fld.
Andrews, Overton	L	2.0 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-*L1-S5	F1	No storage.
(PC) Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
Bennettsville, Rowe	P	1.5 NE;betRR, hwy	190	3	46-B-S3-W	F1	SE blkd. N 2684' N/S rnwy lgtd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W strip-hazardous.
(PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S5	F3	
(AF) CHARLESTON AFB/Mun	P	9.8 NW;hwy NE	45	2	h70-BL4,6-S5-W	F4	Open to civil acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
(P) COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE; RR SW	203	2	h36		Rgt tfc SE, NE. Obstns sur fld. Use rnwys. Fuel avail 0800-1700 Mon-Fri; 0800-1200 Sat.
(PC) Crescent Beach, Ocean Drive Flight Strip	L	1.3 WNW;hwy SE	33	1	h60		
(PC) Darlington-Co.	P	10 N;bet hwys	190	3	h50-S5	F1	
Estill	L	2.3 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24-S1	F1	P-line SSW.
(P) FLORENCE	P	3 ESE;bet RR, hwy	146	3	h60-BL4,6-S1-W	F4	Trucks on fld-days.
(PC) Georgetown County	P	4 S; hwy NW	39	3	h50-B*L	F3	
(P) GREENVILLE	P	3.2 E	1049	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc rnwys 18, 27, 23.
(PC) GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hartsville	P	2.1 NE;hwy S	230	2	24-S1	F1	Rgt tfc WSW. Ruf. Trees W.
Honea Path, Ashley	L	1.5 E	760	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Kershaw	L	4 S;hwy W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.1 SSW;hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N	560	2	32-*L1		Soft when wet.
Lane, 24, JVE-RIC	P	3.0 S	72	2	34-BL2		E, ESE blkd. Ctn-low spot.
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	rdo rqrd.
(AF) MYRTLE BEACH AFB/Mun	P	3 WSW;hwy N	25	2	h95-BL4-W	F3	Equip on fld intermit. Rnwys usable-ctn 2-way
Newberry	P	2.3 NNW;RR NE	565	2	22-*L4-S5	F1	Use strips. Ruf. Servg avail on call.
Nichols	P	0.5 SSE;riv S	70	2	30-S5	F1	
(PC) Orangeburg	P	2.3 S	190	2	24-BL4-S5	F1	P-line E. Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwy E	78	4	25	F1	All apchs blkd xcpt SE.
(P) SPARTANBURG, Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter	P	3.0 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway &ramp only.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
(PC) Walterboro Municipal	P	1.3 NE	93	3	h58-BL4	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
(P) ABERDEEN, Saunders	P	2.9 E;hwy N	1300	2	h49-BL4,6-S1-W	F3	Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3066	2	30-S1-U	F1	NE blkd;p-line SW. Use strips. Soft-wet.
(PC) Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC) Bowdle	L	1.0 NW	1963	1	23		Soft when wet. Not attended.
(PC) Britton	P	2 N; RR W	1310	3	24-BL4-S5	F2	W blkd. Use strips.
(PC) BROOKINGS	P	1.2 SW;RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
(PC) Buffalo, Harding County	L	0.5 E; riv S	2890	3	30-B	F1	Use strips.
Canton	L	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling, ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
Clark	L	0.6 S; RR N	1790	3	25-(S1)	(F1)	SE, S, SW, W blkd.
(PC) Dupree Mun	P	0.6 WSW	2340	1	24	F1	
" Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC) Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW.
(PC) Faith	L	0.4 N	2572	1	25-BL4		Use strip. Lgts oper by electric eye.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S; hwy N, E	1575	2	26-*L1		N, NE, NW blkd. Use strips.
Gettysburg	L	1.5 S	2082	3	26		Ctn not maintd. P-line S. Ruf. Use strips.
" Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC) Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
Groton	L	5.7 N	1300	1	22		Use extreme caution. Use strip.
(PC) Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC) Hayes	L	1.0 NE	1986	1	23		Soft when wet. Unattended.
(PC) Herreid	L	1.0 N	1725	1	22		Unattended.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E. Ruf. Use strips.
(PC) HOT SPRINGS	P	6.2 SE;hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P) HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-S5-W	F4	
(PC) Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution-when wet.
Kennebec	L	1.5 WSW;hwy N	1630	aw	33		Ctn-not maintd. Ruf, rolling. Soft-wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	27-S1	F2	
(PC) Lemmon	P	3 SE; hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1648	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC) McIntosh	L	1.0 SE	2251	1	24		Unattended.
(PC) Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC) MITCHELL	P	4.3 N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC) Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE, SE.
Murdo	L	WSW; hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	3	27-S3	F2	P-lines N, NW.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-BL4-S5-U	F3	Rgt tfc S. P-line S, W. Use Strips.
Onida	L	2.0 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	P	1 NE;hwy E, S	1340	2	25-S1	F2	Use strips. Soft - wet. P-lines SE, SW.
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S2	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-L2-S5-W	F2	N, NE blkd.
(P) PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	28	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
Presho	L	0.8 NW;RR S	1800	3	26		E, N, NE, NW blkd;p-line S. Ruf. Use strips. Caution when wet.
(P) RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG) SIOUX FALLS, Foss Fld	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC) Sisseton	L	2.9 ENE	1170	3	30-L		Use strips.
(PC) SPEARFISH, Black Hills	P	4.0 E	3929	4	51-BL1-S5-W	F3	Use strips.
Strool, Ike John	L	7.2 S	2785	4	26	(F1)	Use strips.
(PC) Timber Lake	L	1 SSW;Rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC) Wagner	P	1.3 S; RR N	1464	3	32-B-S5	F2	Use strips. Unmrkd p-line on 140° twrs 0.5 mi S.
Wall	L	0.5 NW; RR S	2800	3	23		Ruf-Unattended.
(PC) Wasta	L	1.0 NW	2612	1	24		Unattended.
(P) WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
(PC) Webster	P	2.8 S; hwy W	1848	2	26-B	F2	
(PC) Winner	P	1.3 NE;hwy S	2038	4	28-B-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1262	2	39-B-*L4-S5	F1	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical order)							
→ Martin	P	0.5 SE; riv S	3293	1	24		Unattended.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, TRI-CITY	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	Max gross limit 30,000 lbs. Rnwy 9-27 slippery when wet.
(P)CHATTANOOGA, Lovell	P	5.5E;RR E	682	2	h62-BL4,6,S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUTLAW	P	7 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6NNE;hwy E	685	1	22-(S1)	(F1)	
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill, Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville,9A,BNA-DCA	P	3.3 WNW;hwyN	1862	2	28-BL2-W	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5E;hwy S	1028	1	23		INACTIVE.
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-BL4-S3-W	F1	NE blkd.Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW,SSE blkd of E strip. Caution-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE Strip.
Fayetteville, Wilks	L	2.5 NNW;hwyE	697	1	26-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville,Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt, Warmath	L	2.8 ESE;hwySW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE	414	2	h35-BL4-S5-W	F4	Perm. discontinued
(P)JACKSON, McKellar	P	5.8WSW;RR SE	414	2	h35-BL4-S5-W	F4	Use rnwys.
JOHNSTON, TRI-CITY (See Bristol, Tri-City)							
Johnson City, Carson B. Baker, Sr.	L	3.8 NE	1543	1	23-S3		Soft - wet. Ruf.
KINGSPORT, TRI-CITY (See Bristol, Tri-City)							
Knoxville, Cox Sky Ranch	L	6SSW;RR hwy E	822	2	19-S3	80	Rolling. Ruf, tall weeds.
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts,rcvr days.Use rnwys. Rgt tfc rnwy 22R.
Lawrenceburg, Fleeman	L	3.5E;hwy S	890	1	19		Closed, unsafe.
" Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Lebanon	P	1.8SW;hwy S	580	3	26-S3	F1	
(FC)Lexington, Franklin-Wilkins	P	0.5E;RR W	516	2	20-BL4-S5	F1	
Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A,ATL-BNA	P	3.8WNW;hwy N	965	2	32-BL4	F1	
(AF,NG)MEMPHIS	P	5.9SSE;RR2NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd.Rnwy 14-32 clsd ngt operns.Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F2	P-line S. Rgt tfc E,S.
" -Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	359	3	27-*L	F3	
Milan	P	3NNE;canal N	378	1	26-S5	F1	
(PC)Morristown, Murrell	P	4.8SW;hwy NW	1295	1	34-BL4-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
(PC) Murfreesboro	P	2 N;hwy W	615	1	27-S5-U	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	5	h70-BL4,6,7-S5-W	F4	Use rnwys.2-way rdo rqrd.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5W;RR S	788	1	28-(S3)	(F1)	Attnd week-ends only. Rgt tfc NW
(PC)Paris, Henry County	P	4.3NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC)Pulaski, Abernathy	L	3.6SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
(PC)Sewanee, Univ of the South	P	3 E	1959	1	28		Caution - rough.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF)Tullahoma, Northern	P	1.5NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC)Union City, Stewart	P	5 ESE;hwy NE	340	2	h41-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4	F1	
White Pine	L	0.5 S;hwy E	1120	1	19		

NEW AIRPORTS (or airports out of alphabetical order)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)ABILENE MUN	P	3 SE; hwy N	1778	2	h54-BL4,6-S5-W	F4	
" Hughes	P	2.7 W;hwy N	1750	1	h30-BL4-S5	F2	P-lines N,S. Use strip
Adrian, Moser Bros.	L	17 WSW	3990	1	26		
Albany, Taylor	P	1 N; hwy E	1429	1	h32-S1	F1	House S.
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.
Alice, O - Two Ranch	L	36 SSW; crk W	3780	3	52		Soft when wet. Windmill NE.
" Starns	P	2.1 NW, RR E	4500	4	42-L4-S5	F3	P-line N,NE. Fld surd by mtns.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N,S	3604	3	h60-BL4,5-S5-W	F4	Use rnwys.
" -Palo Duro	P	4.0 S	3636	2	25-S5	F1	Fence SW.
" Tradewind	P	2.5S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F3	Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	19		P-line S.
Arlington, Lucas	P	3 SW; hwy 2 N	611	2	19-S5	F3	P-line W, NW. Ctn-wet. N/S strips clsd
(PC)Atlanta	L	2 WSW;hwy N	270	2	21		
Austin, Aero-Tel	L	7.5 N	220	1	22		P-line SE. Cattle on fld.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h52-BL2-5-S5-W	F4	Rgt tfc rnwys 30R,34R.Unlgtd trees, pole apch end rnwy 16R. Use rnwys,taxiways.
Austwell, Heard	L	0.5 SSW;RR E,	23	3	43		P-lines SE, SSE. Slick when wet.
Bakersfield, Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE,SSW strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution-weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47		E,W,NE,SW strips used only case of strong wind.
Bandera, Flying L Ranch	L	1.7 SE; riv N	1264	2	h26-U		N blkd; p-line E.
" Mayan Ranch	L	0.7 W; riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE; lk SE	1358	1	38		
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E; hwy NW	39	2	25		Right traffic
Baytown	L	3.7 NE; RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended. No storage
Beaumont	P	6.6 W;hwy S	31	3	34-S3-U	F2	Use strips.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy SE	15	3	h51-BL4-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W; RR S	29	1	25	91	P-line S. Rgt tfc S. takeoffs.
Beeville, Travland	P	2 NW; RR E	290	2	27-S5	F1	P-line NE,SSE. Cattle-fld ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
Big Lake	L	0.6 NW;hwy S	2700	3	h31	F1	P-line SE.
Big Spring, Hamilton	P	1.5 N; hwy S,W	2517	4	32-S5	F1	E blkd;p-line N,NE. Use strips.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N; hwy E	616	1	h30		
Booker	L	0.8 SSE;hwyN	2850	2	25-(S1)	(F1)	N blkd, p-line NE. Soft-wet. Use strips.
(PC) BORGER, Hutchinson Co.	P	2 N; hwy S	3052	3	h41-BL4-S5-U	F4	
Brackettville, Ft. Clark Ranch	L	2.4 SW;hwy N	1105	3	53		
" Frerick Ranch	L	16 SW; rd N	995	3	15		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;rivE	1390	1	33		
(PC)BRADY, Curtis	P	3 N; hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E, W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
(PC)BRECKENRIDGE, Stephens	P	2.5 S; hwy W	1282	3	h38-BL4-S5	F3	Use rnwys.
Bremond	L	1S; RR, hwy W	460	1	21		Cattle on fld.
(PC)Brenham	L	1 ESE; RR NNE	342	3	32-*L4		
Brownfield Mun.	P	5.0 E	3314	3	37-S5	F3	Strips rough.
(P) BROWNSVILLE, Rio Grande Valley International	P	4.5 E; hwy N	22	6	h57-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
" Mauldin	P	4.4 NNW; RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips. Cattle on fld. Soft-wet.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1386	4	h50-BL4-S3-U	F3	Rnwys 8-26, 3-21 clsd.
Bryan, Coulter	P	4 NE; hwy N	360	3	27-B-S3	F2	Use strips.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on fld.
Butler, Prewitt	L	0.3 NE; RR SW	495	1	26		P-line S.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.
Candelaria, Howard	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E; hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W; hwy N	310	2	23		W blkd;p-line NE, 85'ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Castroville	L	1.8 ESE	740	3	h50		
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW, N, E. Cattle on fld. Use at own risk.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on fld.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-B*L4-S5-W	F2	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv N	1400	2	15		
Christoval, Edwards	L	2.4 N; riv W	2000	1	15		Antenna S. Soft when wet.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on fld.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	1	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys. Bcn prior request.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	239	2	28		W blkd. Cattle on fld.
Comanche	L	4.0 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1.0 N	1490	2	20		
Conlen	L	0.5NE;RR,S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.3 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Converse, Hedrick	P	6.0 NE San Antonio	750	1	21-S5	F3	Fence across N end.
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd.Operg area mrkd. Rnwy 8 clsd for take-offs. Rnwy 26 clsd for lndgs.
(N) " Cuddihy	P	7.8 SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5	F1	P-line N, NE. 3700' strip avail.
→ " Allison Ranch	P	3.0 NW	410	4	h35-S3-U	F2	4000' strip avail.
" "75"	P	1.8N;hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	3	15-S3		Use strips.
Crosbyton, Paudler	L	1.5 E; hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy.
Crystal City		1.8 N					ABANDONED.
(PC) " Municipal	L	1.5 NE	610	1	h35-BL4		
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8 SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
" Ingram	P	3.4 SE; lk W	3960	2	39-(S5)	(F1)	Cattle on fld.
Dallardsville, Big Sandy	P	4.0 E;Big Sandy	185	1	21	F1	
Dallas-Flyers	L	7.0 SW	680	2	34-S5	F1	P-line S end N/S strip.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5-U	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N; rd E	524	2	h24-L4-S5	F3	Use rnwys & taxiways. Lgtd p-line N of N/S rnwy.
" Hi-Way 77	P	10.4 S; hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd.P-lines SE, W.
" Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h77-BL4,6,7-S5-W	F4	Use rnwys. P-line S.
" Redbird	P	7 SSW;hwy SE	642	2	h45-BL4-S5-U-W	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E	543	2	h16-*L4-S5	F3	2550' strip avail. Ctn-fire break SW.
Decatur	P	1.5 N; rd SW	1059	4	28-S1	F4	W blkd. Use strips.
Delaware Springs, 11-ELP-FTW	P	0.5 ENE	3955	2	39-BL2		P-line SE. Rolling,ruf.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
→ Del Rio	P	1.5 WNW, RR S	1025	2	35-L4-S5-U	F2	P-line N. Rnwy lgts 12-30 opts sunset-2400 and on prior req.Rgt tfc strips 12,17.
Del Rio, Horn Ranch	L	21 NE; rd W	1290	4	21		Hill NNE. Soft when wet.
(AF) " Val Verde County	L	4.5 ENE; RR S	1094	3	h49-B		Prior approval rqrd from Laughlin AFB Operns to land.
Denison, Grandpappy Point	P	8.7 NW; lk E	694	1	15	F1	Rolling.
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
Dilley	L	0.5 SW; RR E	550	1	26		unusable NW blkd.
Donna, Woods	P	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W.
Dryden, 29, ELP-BRO	P	5.7 W; hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on fld.
Dumas	P	2.0 W	3650	1	h44	F2	
Eagle Lake	L	0.5 NE	185	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E; hwy N	774	3	30-S3	F1	WNW blkd,p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9.0E;hwy S	865	2	h35		INACTIVE. Cattle on fld.
Eastland	L	1.0 NE;RR S	1480	1	30		
Edcouch, Walker	P	0.6 NE	70	1	31-S5	F3	
Edinburg	P	2.6 W;hwy W	90	3	31-BL4-S3	F3	E, W blkd. Bcn & rnwy lgts opts dusk-2400.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd, p-line E.
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5	F2	No storage.P-lines NNE, SE, SSW.
Eldorado, Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
EL PASO-International	P	4.8 ENE	3936	4	h90-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land.
Esperanza, McCoy	L	0.5 NE;riv 1 S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	40-(S3)	(F3)	Rough. ESE blkd.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Ft. McKavett, C-B Ranch	L	2.6 W; rd S	2150	2	32	(F1)	Unattended. Livestock on field.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on fld.
Ft. Stockton, Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Henderson Two	L	19 SSE;hwy 2 E	3500	2	26		Rolling. Cattle on fld.
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F4	
" Skevington	L	38 S	3820	2	30		
(PC) Ft.Worth, CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4, 6, 7-W	F4	NE, SW rnwy clsd. Use rnwys.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Pop's	L	7.7 N	670	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on fld.
" Russell	P	7 SSE;hwy NW	710	4	31-S3	F3	
→ " Saginaw	P	6.5 NNW	770	2	h26-S3	F3	P-lines S, SE. Rgt tfc strips 12, 18.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-(S1)	(F1)	Attended Sundays only.
Freer, Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	29-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on fld. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Genoa	P	1 NE;RR;hwy S	46	3	17-*L4-S5	F2	Rgt tfc strips 11, 14, 20.
(PC)Georgetown	P	3.3 N;hwy W	784	3	h41-*L4-S5	F3	ENE, WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S; RR W	480	3	27-B*L	F3	Rolling. Ctn-high weeds, grass.
Gladewater	L	2 WSW; hwy S	296	2	23		
Glen Rose, Lane	P	6.5 E	820	2	22	F1	P-line NW. Stock on fld.
Gonzales	P	0.5 NE	350	1	33-S3	F1	Caution-when wet.
Graham	L	2 ENE;hwy N	1120	4	h34-B*L4-S3-U	F1	N, SW blkd; hill N. Caution on turf strips.
(P)Greenville, Majors	P	6 SSE;RR NE	544	4	h55-B-S5	F4	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

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					TEXAS		
Greggton, Skyranger	L	1.4 SW;RR N	360	1	h34-L4		P-line N.
Guthrie, 6666 Ranch	L	2 NW;hwy S	1760	1	h40		
	L						
	L						
Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	No storage. P-line W,N. Soft when wet.
" -Harvey Richards	P	4.0 W	43	3	h36-BL4-S1	F3	
Harwood Gottwald	L	0.5 S	468	1	20	F2	Unattended. P-line NW, fence SE. Fuel avail emerg only.
Haskell Paint Creek Plant	L	10.8 ESE	1440	1	18		Use strips.
(PC)Henderson, Rusk County	P	3 WSW	440	2	h30-B*L4-S5	F1	Major eng & minor acft rprs only.
Hereford, Paetzold Air Service	P	1.0 SE	3808	2	27	F3	
Hillsboro, Triplett Ranch	P	5.5 SW	650	3	26	F1	S,SSE blkd;p-line ESE. Rolling. Cattle on fld. Use strips.
(P)Hondo Air Base	L	2.1 W;RR S	929	6	h61-BL4		AF primary contract school. CLOSED civil acft xcpt on off bus. or prior approval.
" Holloway Farm	L	5 S;hwy E	800	1	14		(PRIVATE)
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip
(P)HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4,7-S5-W	F4	Rnwy 8-26 clsd. Tk-off to E only. 70'mrkd twr center S edge of fld.Unlgtd 38'p-line parallel to and 1000' E of E bndry.115 & 145 oct avail.Use rnwys-shoulders soft.
" Andrau	P	12 WSW;rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	43	3	h40-L4-S5-U	F3	P-line E., NW/SE, E/W strips soft-wet.
→ " Bealine	P	12 N	82	1	41-BL-S5-U	F3	Use strips.
" Linda Sue	P	4.5 S; RR S	50	3	18-S1	F2	
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC)Huntsville	P	2.5 NW;hwy S	366	3	h25-L4-S3	F2	2900'strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE, rd W	550	1	16		P-line N. Cattle on fld.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N,E,SE,S,W,NW;dikes NW,SE,N.
Irving, Jap Lee	P	3.0 N	520	3	38-*L-S3	F1	
Itasca-Community	L	2 ENE;hwy NW	820	1	22		P-line W.
Jacksboro, Pursley	L	3.8 WNW;Rd E	1100	2	31		P-line SSE.
Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S3-U	F3	2800' strip avail.
(PC)Jefferson, Cypress River	L	2.8ESE,RR N	221	3	24		Caution-weeds.
" Voyles Lazy V Ranch	L	10 ENE;riv S	1100	1	18		Road crosses strip.
(P)JUNCTION, Kimble County	P	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW,NE,SE. E/W strip not maint.
Juno, Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W.W. West Ranch	L	8.8 NW;rd W	1823	1	27		
Keene	L	2.0 NNW	800	1	17		Cattle on fld.
Kendalia	L	2.5 W	1350	1	21		Cattle on fld.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E;hwy S	2840	5	h32		P-line SW, WNW, ESE strip ruf.
Kerrick, Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on fld.
(PC)KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Killeen, Reed	L	3.6 SE; RR N	844	3	32-S1	F1	P-line N. Use strips. (PRIVATE).
" Youngblood Ranch	L	12.3 SSW;riv N	900	1	18		N blkd. Cattle on fld.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F1	NNE,SSW,NNW blkd;p-line SSE. Hill SW end NNW/SSE rnwy.
Lake Whitney, Cedar Creek	L	3.1 WNW; lk W	590	1	30		P-line N, Loose rocks S end.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
							Ruf.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		
(PC)LaPorte	P	2.5 WNW;rd S	30	3	40-S5	F4	
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
Leakey, Lewis Ranch	L	6 NNW;rd E	1730	1	28		Cattle on fld. Soft-wet.
Levelland	P	2 S;hwy W	3525	4	h26	F1	P-lines SW. Use strips. Soft when wet. 3000'strip avail.
Liberty, Darrell	L	4.3 SSE;RR N	70	2	29		P-line N W. Use strips. Soft when wet.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36	F1	E blkd;p-lines N,NE,SE, NW.
Lockhart	L	2.8 S; hwy E	529	2	28		
Lometa	L	3.5 WNW	1500	1	21		Cattle on fld.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longview, East Side	L	2.4 NE;hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE;hwy N	365	3	h52-BL4,6-S5-W-U	F4	Use rnwys.
(P)LUBBOCK	P	5 NNE;RR W	3256	3	h65-BL4,6-S5-W	F4	Use rnwys.
(P)LUFKIN, Angelina County	P	7.8 SSW;hwy W	290	2	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC)Luling Memorial	P	3.5 N; hwy E	480	2	28	F3	
Marathon	P	1 SE	4100	4	37-S5	F1	
Marathon, Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC)MARFA, Alpine	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use rnwys. Ben prior req.
Marlin, Stephens	L	2 ESE	383	2	19		P-lines N,NW. Cattle on fld.
(PC)MARSHALL, Harrison Co.	P	3.9 SE; hwy N	357	2	h35-BL4-S3	F3	Bcn,lgts prior req aft 2300;no ngt operns NE/SW rnwy.
" Beer's Caddo Lake	P	18 NE;lk E	180	1	42	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC)Mason-County	L	3.2 ESE;hwy N	1500	2	36		
(PC)McALLEN, Miller Intal	P	1.8 S;hwy E	102	3	h41-BL4-S5-U	F4	ARPT OF ENTRY.
(PC)McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
Medina, A Bar A Ranch	P	0.8 SW; riv N	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2.2 NNW	1500	1	23	F1	Road crosses strip.
(PC)Memphis	L	1.4 NNE;RR SW	2052	3	36		E,SW blkd. Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S,W. Ruf.
Mexia	P	1.2 SE;rd N,NE,SW	516	2	23-S3	F1	P-line E. Rgt tfc E,N,E/W strip ruf.
(P)Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
" AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h56-BL4,5,6-S5-W	F4	Use rnwys.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
(P)MINERAL WELLS	P	3.6 ESE;hwy N	964	2	h42-BL4-S5-W	F3	
Mission - Aero	L	2.5 WSW;RR N	135	2	16		P-line SE. Use strip.
(PC)Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.
(PC)Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf. Unattended. P-line W.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC)Muleshoe, Warren	L	1 ENE; hwy N	3800	4	43-*L4	F2	P-line N,E,W,NW,WSW.
Munday, Leflar	L	0.7 E; RR N	1483	1	26-(S3)	(F1)	N blkd. Muddy when wet.
(PC)Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-*L4	F4	4300'strip avail.
(N,NG)Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle on fld intermittently.
Odessa, Ector County	P	5NNW; hwy W	2968	4	h43-*L4-S5	F3	5300' strip avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page).,(17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
(PC)Olney	L	4 WSW	1274	3	h55		Use rnwys. Unattended. 80oct,prior req by phone.
Orange, Brown	P	3.6WSW;hwy SE	20	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
Ozona	P	1.0 N	2330	1	h39-B-S3-U	F1	
" Childress Ranch	L	8.8 N	2530	3	26	(F1)	P-line S. Use strips.
Paducah, Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P)Palacios	P	2.5 NW	13	3	h50-S3-W	F3	
" Matagordo Club	L	6.5 E Pt. O' Connor	9	5	h43		CLOSED.
(PC)Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Pampa, Lefors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F3	Use rnwys.
Pandale, Mills Ranch	L	9.5 NE;rd SW	1950	2	18-S3		Surd by mtns.
Panhandle, Vance	L	4.5 NW;RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	P	0.3 S; hwy W	51	4	26-S5	F2	P-line S, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC)PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
(PC)Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
" Harbaugh	L	22.2 S;riv S	3000	4	41		
" Urban	L	19.5 SSW	3000	2	17		
" Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC)Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
(PC)PLAINVIEW Hale County	P	1.6 S; hwy E	3350 3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	L	1.0 N; riv E.	374	1	18		NW blkd.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int S	15	3	23-S5	F2	S blkd;p-line N, W, NW.
" Reikert	L	1.5 SW	17	2	18		
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	18	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
(PC)Quanah	L	2 SW; hwy 1 E	1602	3 1	h24-(S1)	(F1)	
Ranger	P	1.5 SSW;hwy W	1468	4	28-S5	F2	NW blkd. P-line W.
Raymondville, Fox	P	1 WSW, RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	5	29-S3	F1	P-line N, NE, NW. Use strips.
Rio Grande Farm Service	P	1 E; RR S	200	2	23-S3	F2	Fence, bldg S. Ctn-low duster flying.
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26	F1	P-line SW. Rolling. Ctn Golf course side rnwys.
Robstown, Nueces County	L	1.0 SW	77	4	h16-S3	F2	Asphalt broken ruf. Unattended.
(N) Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5	F3	
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	28		WNW blkd. Wire gap across NNE/SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S5	F3	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
Salt Flat, 8A, ELP-FTW	P	80 E El Paso	3727	3	39-BL2		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL4-S5-W	F4	Use rnwys.
(P)SAN ANTONIO, Intn'l	P	7.8 N;RR SE	800	3	h54-BL4,5,5-S5-W	F4	2-way rdo rqrd ngts.
" Lakefield	P	10 S;lk E,S,N	550	3	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F3	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167'ASL. P-line NW.
San Augustine, Fairway Club	P	5.0 ESE	380	1	h38		Caution in Indg - rnwy soft.
San Benito	P	1.5 E;RR SW	31	2	26-B-S3	81	P-line S. Use strips.
San Marcos	L	3.0 S	630	2	34	F1	
" Kait Ranch	L	5 N; riv W	600	1	26		Cattle on fld.
Santa Elena, Diamond O Rnch	L	5.5 SW;hwy E	420	1	36		1000' overruns each end.
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
Seguin	P	3.3 WSW;riv E	400	2	32-*L1-S5	F1	
(PC)Shamrock	P	1.3 SSE;hwy W	2323	2	26-BL4	F1	
Sherman	P	1.4 SSE;hwy N	749	2	h40-BL4-S1	F1	Rgt tfc N, NE. Ruf.
Sinton Mun	P	2 W; rd N	49	2	26-(S5)	(F1)	Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham	P	1.0 SE	600	3	35	F2	N, NE blkd. P-line SW.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
(PC) " Winston	P	2.5 SW;hwy N	2427	4	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Copeland Ranch	L	15.7 NE	2360	2	31		Unattended.
" Haibert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7.0E; rd N	3075	4	22		P-lines N, NE, WNW.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Jameson Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Stamford, Arledge	P	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only. Bcn prior req.
Stephenville	P	1.5 E ; hwy W	1310	3	30-*L4-S5	F2	Ruf.
Sugarland, Hull	P	1.0 NW	99	1	31-S5	F1	
Sulphur Springs	L	1.9 NW; RR S	472	3	35		Unattended.
Sutherland Springs Higgins Grass Farm	L	0.7 NNW;RR NE	450	3	20		P line NE. Soft when wet.
(AF)SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5-U	F4	Use rnwys.
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Teague, Gage	L	1 N;RR;hwy SW	506	1	18-S3	F1	Unattended.
(PC)TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd.N/S strip ruf-short
(PC)Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	P	2.8 WNW; lk N 3.5 NW; rd W	7	3	23-S5	F1	N blkd. Use strips. strips.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
Truscott, 7 L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips. P-line E, NE.
Tulia, Cowan Farm	L	4.6 SW; hwy E	3530	1	30		Emerg only. E blkd.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3440	4	26		N blkd; p-line NW.

F - fuel octane. ➔ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Tulia, Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld. -very ruf. Use at own risk.
Turkey	L	2.7 SSW;hwy E	2350	2	27		Unattended. Rnwys covered with tall grass & weeds
(P)TYLER, Pounds	P	5.5 W;hwy N	544	3	h51-BL4,6-S5-W	F4	Acft above 50,000 lbs rstd to rnwys 4-22. Use rnwys.
(PC)Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5	F3	Ruf.
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	26	(F2)	Cattle on fld. Unattended.
Vanderpool, Haby Ranch	L	8.0 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC)Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Use rnwys. Pilots circle town for service.
Vernon, Wilbarger County	P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6.0 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S3-W-U	F4	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S4-W	F4	Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Walnut Springs, Flat Top	L	3.2 WNW;lk W	950	1	30		Cattle on fld. Gulley S.
Weatherford, Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf. only N, S strip when wet.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	Embank N, E, S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling, Ruf.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5-U	F1	P-lines N, E, S, SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	965	2	h20-L4-S5-U	F3	3200' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	4	h70-BL4-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R, 35R, 20, 30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Ranch	P	2.4 NNW	1000	1	h26	F1	
(P)Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3-W	F3	Rnwys 17-35 & 4-22 clsd ngts. Rnwy 13-31 only lgtd rnwy.
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N. Cattle on fld. Ruf.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
Bastrop Mun	L	2 mi S	372	2	40	(F1)	Cattle on fld.
(A)Grand Prairie	P	0.2 mi S	550	1	h28-*L4-S3	F1	P-line N, NE, NW, SW.
Boerne, Ammann	L	8 NE	1350	1	27		Unattended.
Sabinal, Wieboldt Strip #2	P	1 N	940	1	25	80	P-line N, trees S.
Nixon	L	1.4 E;RR NE	380	2	26		Soft-wet.
Denton, Hartlee Field	L	5 NE	588	2	26	F3	Private use only.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(PC)Beaver *	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E, S	5750	1	53		Soft when wet.
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC)Brigham City	P	3 NW;RR S	4220	3	52-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	P	5 N; rd S	7586	2	h74-BL4-S1-W		Strip-ruf.
Buckingham, Bradshaw	L	6 NNW	500	1	34-S1	F1	
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P)CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S1-W	F4	Rgt tfc S, W. Use rnwys.
(P)Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
Duchesne Mun	L	2.2 mi NNE	5833	3	51	F2	
Enterprise, 39, LAX-SLC		8 NNE; hwy N					Perm. Closed.
(PC)Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on fld.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW, S blkd. Tk-off N, land S. Use at own risk.
Hanksville 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N, S strip ruf. N end soft when wet.
Huntington	L	3.5 NE;hwy NW	5900	1 2	40		P-line NW. Cattle on fld.
(PC)Junction	L	1 NNW;hwy E	6074	1	38		
(PC)Kanab	L	2.6 S;hwy E	4856	2	h53	F3	Caution-strip soft.
Log, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58	F1	Soft when wet. Unattended.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S, E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4		
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		E, W strip rolling, ruf.
Manti-Ephraim	L	5 N ; RR SE	5535	2	35		Ctn-NNW/SSE strip poor-use in emerg.
Mexican Hat	L	0.5 NNW	4250	2	21 -		Use at own risk.
(P)Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W	F2	
(PC)Moab, Grand County	P	7.7 SE;hwy W	4934	1	h47-S5-U	F4	
(PC)Nephi	L	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
Oljato	P	In town	4838	1	26	F2	
Parowan	L	1.8 NNE	6000	1	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-B*L4-S3-U	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RR E, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	L	1.8 SSW; RR E	5277	1	36-S5	F1	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36-S5	F3	
" 36, LAX-DEN	P	6.0 SE	2887	2	h50-BL2, 4		
(NG, N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7,S5-W	F4	
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW; hwy N	4243	3	42-S5	F2	P-lines N, NNW.
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele	P	1.4 WSW;RR W	4983	1	52	F2	
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F4	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3549	1	35		Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
VERMONT							
(P)BARRE-Montpelier	P	3 W, pond 1.5 SW	1149	2	h40-BL4-W	F3	P-lines SSE, SW. Use rnwys.
(PC)Bennington	L	2.5 WNW;riv N	813	2	18		Grass areas soft-use gravel rnwys.
Bristol	P	0.7 W; riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF, NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,5,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW.
Canaan, Bunnell Farm	L	5 S; riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W; RR W	120	2	19-S1	F2	N, W blkd.; p-line E.
East Berkshire	L	1.0 S	410	1	18		
Fair Haven	L	1.5 NNW;riv W	370	1	18		P-line S.
Manchester, Equinox	L	1.5 ESE; RR N	700	2	18-(S3)	(F1)	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd.
Newport	P	3 SSW;lk NE	930	2	h40-U	F2	
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5	F3	P-line NE.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VERMONT							
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S5-U	F2	Use N/S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may-be cross-wind those times. Auto tfc WNW.
(PC)St. Johnsbury	L	5.2 N; riv E	814	2	20-(S5)	(F3)	N apch narrow between hills. S blkd.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h29-BL4-S5-U	F4	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N; riv E	770	1	17	F1	Soft when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGINIA							
Alexandria, Beacon	P	3 SSW;hwy E	246	2	h25-B*L3,4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-L4-S5	F3	NW, NNW blkd.
Arcola, Glascock	L	1 SW;rdSW, SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No operns Sun A.M.
Bridgewater, Shen-Myer	P	0.5 SE	1180	2	26-*L1-S5	F3	NW blkd. Soft when wet.
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
(PC Charlottesville,ALBEMARLE	P	7 N	639	1	h46-BL4-S3-U	F4	6000' strip avail.
(PC) " University of Virginia	P	5 ESE;riv E	300	1	38-S5-U	F4	
Chase City, Emiles	L	2.5 W	500	1	30-	F1	Soft when wet. P-line N.
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	L	3.5 SSW;RR E	350	2	25	F1	P-line SSE.
Coeburn	L	2.2WSW;RR N,S	2000	1	24		P-line E. Ctn when wet.
Covington	L	0.8 NE	1600	1	h17	(F1)	2300' strip avail. Use strip.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Antenna S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F4	
(PC)Emporia	L	3 E;hwy S	127	3	h50-S1	F2	
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
Farmville	L	2.5 NW;RR S	325	2	20	(F1)	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE; RR S	450	2	22	F1	250' NW end NW/SE strip unusable NW blkd; p-line SSW.
Fork Union	L	1WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3NE;RR hwy S	37	3	h41-B*L2-S3-U	F3	
Fredericksburg, Shannon	P	3 S	50	2	30-BL4-S5-U	F3	P-line SW.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use stripa.
Galax	L	6.5S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
Gordonsville	P	2.9 NE;RR S, SE	475	1	26-B*L2-S5-U	F1	
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Harcum	L	7 N Gloucester	85	1	38		
Hopewell	P	3.3 E	20	3	h24-S5	F3	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34	F4	
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	P	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet, Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	28-S5	F1	
Lively	L	3.4 WSW; riv W	15	2	33-*L2	F1	Use rnwys when wet, landing.
Lynchburg, Falwell	P	2.6 SE; lk SE	850	1	32-U	F1	Ctn-lnd E to W, ctc LYH rdo for arpt ifn prior
(P) " PRESTON GLENN	P	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg.
Manassas	P	2.7 NW; rd SW	250	2	22-S1	F1	SW blkd.
" Le Beau	L	1.5 SE; RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	20-S4	F1	
Melfa, Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E, NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED
(PC) NEWPORT NEWS, P. Henry	P	10.4 NNW	41	2	h50-BL4,6-S5	F4	
(P)NORFOLK	P	6 ENE; RR SE	26	3	h50-BL4,5,6-S5-W	F4	S, SE blkd.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		Unattended.
Petersburg	P	6.2 WSW; riv N	190	3	h50-S5	F3	
Portsmouth	P	7.8 WSW;RR S	22	1	h19-S5	F1	2700' strip avail. Soft-wet. Use rnwys.
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving 35A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	16	F1	Hill E. Ctn when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field, W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
(AF)RICHMOND, Byrd	P	7.2 ESE; RR S	167	3	h51-BL4,5,6-S5-W	F4	Rdo rqrd.FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Northfield	P	6.9 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.
" Parnell	P	4.8 S;RR E	120	2	27-S3	F1	
" VirginiaStatePolice	P	4 SW;riv 2 NE	300	1	18	F1	SE blkd.
(P)ROANOKE Mun-Woodrum	P	4.2 NNW;hwy E	1174	3	h43-BL4-S5-W	F4	
Shenandoah	L	0.4 SW	950	2	20	F1	Rolling.
South Boston, Tuck	L	3.1 ENE;RR S	410	2	27-S3	F1	
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S;hwy NW	20	2	25-S5	F1	P-line W. Use strips.
(P)Suffolk	L	3.8 SSW	71	3	h50		
(PC) Tappahannock	L	0.8 SW;hwy S	30	1	h50		
Warrenton, Zieger	L	4.1S;rd E, NW	440	2	20		CLOSED
Waverly	L	2.5 NW;hwy S	115	2	35-(S3)	(F1)	NW blkd;brush on NE end strip.
Waynesboro, Valley	P	3.7 WNW;hwy N	1400	1	34-S5-U	F1	Soft when wet.
Weirwood, Kellam	P	1 W;RR ESE	15	2	21-S5	F1	
Wellville, Dalton	L	1.4 NE;RR S	400	1	19		
(PC)West Point	P	2.3 ESE;hwy N	24	3	h50-*L	F1	
Williamsburg, College	L	3 NNW;RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N;riv WSW	90	1	18		ESE blkd. Ctn - high weeds.
Winchester	P	3.4 SSE;rd E,S	700	2	30-S5	F1	Soft when wet.
Windsor, Garner	L	4.8 NNE;hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical order)							
WASHINGTON							
Almira, J-2	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE;lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE;hwy S	345	1	h22-*L2-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW;hwy NE	158	3	h50-BL4,6-S4-W	F3	ARPT OF ENTRY.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet.
Blockhouse -Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW;hwy S	430	1	25	F1	Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE.Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW;riv N	174	2	h50-L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE;riv SE	1250	2	26		Ctn-Gun Club. P-line ;hill SW. Tk-off; lndg rnwy 16. Cattle-fld.
Cheney, Savage	L	0.7 WSW;hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle on fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	L	3 SW; hwy NNW	2171	1	24-(S3)	(F2)	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1.0 E	850	1	30-S5	F2	WSW ruf. SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; RR NW	870	1	22-*L2		Caution-not maintd. Ruf.
Davenport	L	0.9 WNW;hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, 5B, SEA-HLN	P	1.7 NNW;hwy SW	2221	1	30		Closed winters-snow. Code Bcn.
Eatonville, Swanson	L	0.7 NE;RR E,W	950	1	22		
(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S1-W	F4	
Enumclaw	L	1.4 WNW;hwy E	740	1	20-S1	(F1)	P-line E. Ctn-mole holes.
EPHRATA	P	2 SE;hwy SW	1272	3	h73-BL4-S5-W	F2	
(AF)Everett, Paine	P	7.0 SW	603	3	h70-BL4,6-S5-W	F4	2-way rdo rqrd or prior clearance. No 91/96 oct. avail.

F - fuel octane. ➔ - new or revised data. UNICOM 'U' - 122.8 mc; 'X' - 123.0 mc. (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Ewan, Rock Lake	L	2.3 NW;rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S.
Glenwood, Flying L. Ranch	L	1.0 NE;rd W	1900	1	23 - (S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE;hwy S	2100	1	18		Use at own risk. Cattle on fld.
" Williams Grove	L	4 NW;crk E	2050	1	19		Use at own risk. Cattle on fld.
(P)HOQUIAM, Bowerman	P	2 W;harbor S,NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	P	0.5 NE;hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE;bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Kelso-Longview	P	1.8 SSE;RR SW	25	1	29-BL2-S3	F3	
Kennewick, Vista	L	4.0 W; RR SE	521	2	h35-*L4		
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE;rd W	1500	1	16		P-line NW,SW. Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.5 N;hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn - ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-line S. Trees N. Use at own risk.
Lacrosse	P	2 SW; RR NW	1491	2	37(S3)	(F2)	P-line NW. Soft-wet. Ruf.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Closed winters.
(PC)Lester	L	1.3 ENE;riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE;RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE, SSW.
Montesano, Summit	L	2.7 W; hwy S	145	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2.0 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Ranch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW; tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW;RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1.0 W;RR;hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE;hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1.0 N; riv SE	1457	1	25		Ctn-loose sand. Cattle on fld.
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S;hwy NE	205	3	h50-BL4-S3-W	F4	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-*L-S5	F3	E, W strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2.0 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Othello	L	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(PC)Packwood	L	0.5 WSW;riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	401	4	h45-BL4-S5	F2	Ctn-breaks. Rnwy 20L clsd hvy acft; 20R open.
Pomeroy, Ferrell	L	1.7 ENE;rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3.0 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW;lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW;hwy ESE	110	1	33		W, WNW blkd.p-line ESE. ARPT OF ENTRY. Rt traffic ESE.
(PC)Prosser, Beardsley	P	1 WNW;hwy E	694	2	37-BL4-S5-U	F3	NE, SW strip ruf. P-line NE. Theatre E.
(PC) PULLMAN-MOSCOW REGIONAL	P	3.4 ENE;RR S	2549	1	h49-BL4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
Puyallup, Thun	P	6 S; hwy W	520	1	24-L4-S3	F1	NNE blkd. NNE 800'& SSW 1000' extns fair, bcn & lgts oper sunset-2300.
Queets	L	0.7 SW; riv N	15	1	20		Use at own risk. Min W. Lnd W;tk-off E.
Randle, Cispus River Lodge	L	7.2 SSE	1187	1	24		Rgt tfc rnwy 33, S 1000' clsd all tfc xcpt hvy acft.
(P)Renton	P	1.7 WSW;riv E	32	1	h54-BL2-S5	F4	Use rnwys.
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW.
Richland- C.A.P.	L	1.3 SSE;riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed xcpt on prior permission.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-land NE;tk-off SW. NE blkd.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE. prior request.
(P)SEATTLE, Boeing	P	4.8 SSE;RR E	17	2	h100-BL3,6,S5-W	F4	ARPT OF ENTRY. 2-way rdo required, xcpt on
" Gaffney's Lake, Wilderness	L	22 SE; RR N	460	1	17		3per cent grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.
(P) " -TACOMA INTN'L	P	13 mi S; hwy E	424	3	h85-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW;rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW;hwy ENE	278	2	h52-BL4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	525	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
(PC)Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.9 SW;Rd, riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd;p-line N,S,SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
Spokane, Calkins	P	3.8 N	2065	3	52-S5-U	F2	S blkd.
(P) " Felts	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW strip.
(N,AF,NG) " GEIGER	P	6 WSW;hwy N	2372	3	h82-BL3-6-W		2-way rdo rqrd. Rgt tfc rnwys 3,7,34. Use rnwys.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE;Rd S	2050	1	16		Use strip. Soft when wet. Cattle on fld.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
Tacoma	P	4.4 W	375	2	23-L2-S5-U	F2	Both ends of NNE/SSW strip drop 20'.
Tekoa, Willard	P	1.5 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2.0 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	
Tonasket	L	1.9 NNW;riv E	1250	1	42-*L-S3		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen	P	4.8 ESE;hwy S	310	2	27-*L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE;channel ESE	100	1	18		Land WNW;tk-off ESE. Cattle on fld. Rolling, ruf.
(P)WALLA WALLA, City-County	P	3 NE; RR S,E	1205	3	h72-BL4,6-S5	F3	Rnwy 7-25 clsd ngts. Equip on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60'center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE.
" Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Land N, tk-off S. Use strip. Rolling. P-line N.
" Kunz	L	5.2 NE;hwy W	2375	1	16		Land NE, tk-off SW. Use at own risk. P-line NE. Rolling.
Winthrop, Intercity USFS	P	4 SSE;riv SW	1650	1	32		
Winthrop, Pasayten USFS	L	38 NW; riv E	4250	1	32		CLOSED.
Woodland	L	0.4 SE;riv E	35	1	20		Strip subj floods when riv high. Trees, bldgs NNW apch. Ruf. Ctn-brush.
(P)YAKIMA	P	2.8 SSW;RR E	1077	3	h50-BL4-S5-W	F4	P-line N,S.
NEW AIRPORTS (or airports out of alphabetical order)							
Quincy Valley	P	2.0 SE	1300	1	24	F2	30' p-line across W end, sprinkler pipes on strip, low bldg off S edge.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	L	2.6N; hwys W	2325	1	28(S3)	(F3)	Rgt tfc lndg N. Ridges N.
(PC) " , RALEIGH CO. MEMORIAL	P	3.5 E;RR NNE	2504	1	h50-BL4-S1	F3	
(PC)BLUEFIELD, Mercer Co.	P	4.0 NE	2857	1	h47-BL4-S1-W	F3	No ngt operns.
Buckhannon, Lewis	L	2.4 W;RR N	1435	1	15		
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S5	F1	WSW blkd.
Charleston, Hilltop	P	4.9 SW	900	1	21	F1	P-line WNW.
(NG) " ,KANAWHA COUNTY	P	3 ENE;riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Live stock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs rnwy 16-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S;betRR,hwy	1987	2	h45-BL4-S1-W	F4	P-line SE, SW.
Fairmont	L	3 SSW;rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Ruf.
Franklin, Sponaugle	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
(P) " TRI-STATE	P	6.8 SW; RR W	828	1	h46-B*L6-S3	F4	
Keyser, Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
(NG)MARTINSBURG	P	4 SSW;hwy NW	556	2	h50-BL4-S5-W	F4	Use rnwys.
Moorefield	L	1 NE; RR W	990	2	25		Rolling, WNW blkd.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
(P)MORGANTOWN	P	2.8 ENE;hwy N	1256	3	h36-BL2-S1-W	F3	185' ext S end rnwy 17-35 under const.
New Cumberland, Herron	P	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE strips.
→ Parkersburg Stewart	P	2.6 N; RR W	602	1	33-S5	F4	All way landing
(P) " WOOD COUNTY	P	7 NE;bet hwys	856	3	h44-BL4-S5-W	F4	Caution-dip midway rnwy 16-34.
Pence Springs, Hinton-Alderson	P	1.0 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
→ Philippi	P	4 S; hwy S	1900	1	15	F1	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	18 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26	F1	Rgt tfc.
Spencer, Roane County	L	1. SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
Weirton	P	2.0 E	1145	1	h21-S5	F2	
Welch	L	3.4 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE;riv W	1195	3	h50-BL4, 6-S-W	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft.
(PC)WILEY FORD, Cumberland		SEE: Cumberland Arpt, Cumberland, Maryland					
Winfield, Clark	P	6 SE;bet hwy,riv	600	1	25-S5	F1	Rgt tfc tk-off N. Wooded ridge NW.
NEW AIRPORTS (or airports out of alphabetical order)							
WISCONSIN							
Antigo	P	3 ENE;hwy N	1483	2	33-S1	F2	
(PC)Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	P-lines NE,SW; unattended winters; use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Barahoo, Bell Aero	L	4 NNW; hwy W	980	2	35-S5	F2	Use strips only.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N,E,W	885	2	27-S5	F2	Rolling.
" Midway	L	4 ESE;hwy N	910	1	21		SE blkd.
Beloit-Prairie	P	3.5 NNE;RR W	800	1	23-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd; p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1665	2	39-L4	F3	Clsd winters. Use strips.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-line N, NE, NNE, W, SSW. Irreg atnd winters. Use strips.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February.
Burlington, Wereley	L	1 SE;hwy NE	750	1	20-S1	F1	Rolling.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cassville	L	1.2 ESE;riv SW	627	1	25		Advise use tfc pat over river.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not land strip 13 or tk-off strip 31. P-line S. Use strips.
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd;p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
Colby-Abbotsford		1.2 NNE;RR E					ABANDONED
(PC)Coloma	L	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Columbus, Ox-Bow	L	1 SE; RR,hwy N	840	1	16		Use strips. Sandy spots W end wet.
(PC)Corpell	L	2.5 E; hwy S, W	1143	1	22		
Crandon		2.2 SSW; lk E					ABANDONED
→ Crivitz	P	3.3 WSW;fam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	
Delavan, Lake Lawn	L	2.3 E;hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd. E/W strip ruf.
DePere, Nicolet	P	0.5 NE	600	2	40-S3	F2	1050' TV tower 4 mi SE.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
← Durand, Schlosser	P	2.4 NNW;hwy SE	800	2	26	F2	
Eagle River	P	1.3 NW;riv N	1644	2	36-S1	F2	E blkd.
(PC) East Troy	P	0.3 W;bet hwys	822	1	20	F2	P-line N. Do not land when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
" Sky Haven	L	5 SW;bet hwys	840	2	31		Unattended.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	29-S1	F1	N blkd. Use strips.
(PC)Elkhorn, Walworth County	P	1.8 SE; hwy E	1000	2	26-S5	F2	NW, NE, SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW;hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW; lks E,S	1410	2	40	F2	N, SE blkd.
Fond du Lac	P	1.9 ENE;hwy S	769	3	31-L4-S5-U	F4	Lgts req after 2200.
(PC)Ft. Atkinson	L	3 NNE; riv E	799	1	19		
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd;p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
→ Grantsburg	P	2.0 NE	927	2	42-BL4-W	F2	
(P)GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
" Nicolet	L	4.5 S; riv E	600	2	40-S1	F2	
Hales Corners	P	0.7 SSE;hwy W	770	1	21-S3	F2	Use strip.
Hayward	P	2.0 NE	1200	2	29-*L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N,S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.8 NNE;RR NW	880	4	23-S3	F3	
(PC) " ROCK COUNTY	P	4.5 SSW;hwy E	807	3	h54-BL4-W	F4	
Kendall	L	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
(PC) Kohler	P	1 N; hwy S	647	2	28-S5	F3	P-line NW. Rgt tfc rnwys 34, 21. Ruf-caution.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bo-di-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd.
Ladysmith, Rusk County	P	5.5 ENE;riv NW	1230	1	30-S3	F2	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE;hwy E	910	1	20		Unattended.
Lake Mills	L	4.5 NW;hwy S	860	2	17-(S5)	F1	Rolling.
Lake Tomahawk, Dolhun's	P	1.6 WNW;hwy N	1550	1	30-BL4-S5-U	F3	P-line N.
→ Lancaster, Vesperman	L	1.0 ENE	1100	1	18	(F2)	S blkd.
→ LAND O' LAKES, King's Land O' Lakes	P	0.5 SSE; RR W	1706	2	h36-S1	F3	
Laona	L	2.7 WSW	1550	3	31-(S1)	(F2)	Not maintd winter months. E blkd.
(PC)La Pointe, Madeline Island	L	1.2 ENE;hwy NW	646	1	28		
Lone Rock, Tri-County	P	2 NNE;hwy S	717	3	38-L2-S5-W	F2	Code bcn.
(AF,NG)MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4,6,7-S3-W	F4	Rds E, NE. 2-way rdo rqrd. Unlgtd TV ant. N, trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	4	33-S5	F2	S blkd.
(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1610	2	36-S1	F3	
Manitowoc, Kakuk	P	1.6 NNW;RR W	647	2	h38-BL4-S5-U	F4	
(PC)Marshfield	P	2.3 SSW;hwy E	1253	2	h28-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L-(S1)	(F1)	
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLOSED WINTER. Rolling.
Medford	P	1.8 NNE;hwy W	1410	2	16-S1	F2	Not maintd winter months. Use strips. SW blkd.
Menomonie	L	3.2 NE; RR N	895	4	25-(S1)	(F1)	S, SW, W, NW blkd; p-line N, S, E.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
(PC) Milwaukee, Curtiss Wright	P	6 NW;riv W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S; RR E, W	698	4	h67-BL4,5,6,-S5W	F4	P-lines NE, SE, NW. Rnwy 6-24, 4800' open all acft days. Rgt tfc rnwy 1, 6.
" Sky Haven	L	8 WNW;hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd trans acft.
Minocqua	P	3.3 S;hwy W	1590	4	37	F2	E, W blkd. Use strips. Land at own risk. Not maintd winter months.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees.
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-S5	F2	Rolling. Ctn-Ditch E side N/S strip.
Montello, Myrland Farms Skylodge	L	1.5 NNW;lk W	850	1	21-(S1)	(F2)	Closed Dec, Jan., Feb., NW blkd.
Nekoosa, Larry's	L	2.5 SW	950	4	30	F1	Use at own risk.
Neenah, Valley	P	3.9 SW; hwy E	780	2	21	F3	P-line E. Rolling. Use strips.
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line S E. Use strips.
Oconomowoc	L	2.5 NE; hwy N	870	1	17		Use strip.
" Pabst	L	3.6 SE;hwy N, S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-S3	F2	Use strips. E blkd.
Oconto Falls, Matravers Sky Ranch	P	1.3 ENE;bet RR hwy	700	2	25-S1	F2	P-lines NE, SW, NW. Not open for public use - emerg use only.
Ojibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended. Nov thru Apr.
Omro, Reds	L	3 N; RR 1E	800	2	18-*L		Use strips.
(PC)Osceola	L	0.5 SE;hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	4	h48-BL4-S5-W	F4	P-lines N, NE, E. Right traffic take-offs, runways 4, 9. Use runways.
Palmyra	L	0.5 NW;hwy E	854	1	21		
Pardeeville	L	0.6 SW;RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	3.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S NW blkd; p-lines SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E;hwy S	830	3	22-S5	F2	W end E/W rnwy soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L-S1-U	F2	
Plainfield	L	0.5 SW; hwy N	1100	2	20		NW blkd; p-line SW.
Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
" Chaplins	P	1 NNW; RR W	868	1	22-S5	F2	P-line W; hill E. Use strip.
Portage	L	1.7 SSW;crk N	780	1	24		Unattended.
" Mael	P	1.6 NW;hwy W	820	2	30-S3	F2	P-lines S, W.
"-Manley	L	4.5 SE	800	1	32		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR SW	780	1	24		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

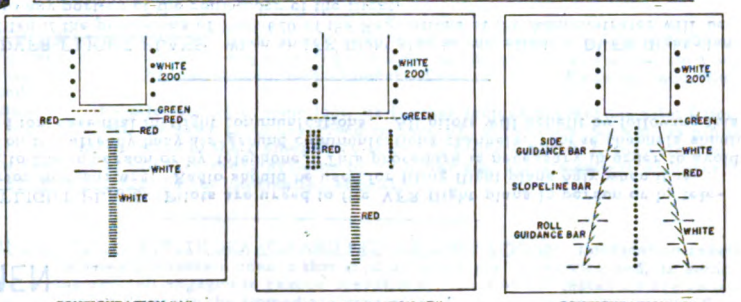
F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Racine, Horlick-Racine	P	2 N; RR E	665	3	h44-BL4-S5-W	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	23	F2	N blkd. P-lines SE.
(PC)RHINELANDER-Oneida Co.	P	2.2 WSW;riv SE	1599	2	h39-BL4-S3-W	F3	Use rnwys.
Rice Lake	L	3.9 NNE;Lk W	1150	3	35		SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-*L-S1	F1	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1	F1	S blkd.
River Falls	L	0.5 NW;riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE;hwy W	780	1	19		
(PC)Shawano	P	2.3 ENE;RR S	813	3	40-S5-U	F2	NE, SE blkd; TV ant. W Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N,E,S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shiocton	L	1 NE; hwy S	780	2	17		
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	4	h39-BL4-S5	F2	W blkd.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Sparta-Angelo	L	2.2 NE;RR SE	800	3	25-(S1)	(F1)	ESE blkd; p-lines N, NE. Ruf.
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC)Spooner	L	5 NE;RR NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-S3	S7	Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
(PC)Sturgeon Bay, Cherryland	P	2.0 WSW	718	3	32-S3	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
Three Lakes	L	2.5 ESE	1637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
← Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	1	h32		Rgt tfc W, RR crosses center of rnwy. Land at own risk. SE blkd; p-line SSW.
← Watertown	P	1.2 S; riv W	820	2	h28-BL4-S5-U	F3	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F2	S blkd.
(PC)Waupaca	L	4 ESE; Riv N,E	800	4	28-(S3)	F2	Atnd week ends.
Waupun	P	2 WSW;hwy N	940	3	25-S3	F2	P-line N. Silos W. Entire fld muddy and soft after hvy rains and during spring thaw.
(P)WAUSAU, Alexander	P	2.5 S; riv SW	1205	3	h44-BL4-S5-W	F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip. P-line N. Rolling.
Wild Rose	L	2.5 NE;riv N	990	2	34		
Wisconsin Rapids, Peterson	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE, SW strip ruf. S blkd.
Wonewoc, Castle Rock	L	1.1 NNW;hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
← Woodruff, Arbor Vitae	P	3.0 W	1600	2	38-S5-U	F4	W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W. N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Basin	L	2.5 NE; riv W	3775	2	32	(F1)	SE blkd.
Big Piney	L	2.7 N; hwy E	6900	2	64		
Buffalo	P	2.6NNW;crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt.	L	9.0 N; lk W	4630	1	16		Use with caution.
← (NG, A) CASPER-AIR TERMINAL	P	7.5WNW;hwySW	5348	4	h106-BL4,6-S5-U-W	F4	1000' ext each end rnwy 3-21 not lgtd.
(NG)CHEYENNE	P	1.0 N; hwy W	6156	3	h91-BL4,6,7-S5-W	F4	Avoid hospital E. Overrun lights.
(PC)Cody	P	2.0 ESE; hwy S	5096	2	h54-BL4-S3-U	F4	
Cokeville	L	2.5 SSW; riv E	6250	2	45	(F1)	
Cowley	L	2.0 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL2,4-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE; riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on field winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5.0 N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn - peak W.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WYOMING							
Gillette Arpk		1.7 ESE;RR N					ABANDONED
(PC)GREYBULL	P	2.0 NW; hwy S	3933	3	51-BL4-S5	F3	
Guernsey	L	0.5 SE; RR N	4375	2	32		Ruf. N/S strip rolling.
Hyattville	L	4.4 W; crk S	4400	1	27		
← JACKSON	P	9.0 N	6444	2	h63-	F4	Wea. avail June 15 thru Sept. 15. Corral.
Kemmerer	L	1.5NNW;RR S	7282	3	71-BL2		
Lander, Hunt Field	P	1.5 S; riv W	5586	1	h49-BL4-S1-U-W	F2	
(P)LARAMIE, Brees	P	4.0 W; hwy N	7273	4	h63-BL2,4-S1-W	F3	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld.
Lusk	P	2.9E;RR, hwy S	4960	1	49-BL4-S5-U	F2	
Medicine Bow, 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
(PC) Newcastle-Mondell	P	6.2WNW;RR N	4165	4	h45 B*L4-S1-U	F1	P-lines N and E. Clsd to all acft over 12,500 lbs.
Pavillion	L	1.2 N	5625	4	29		Embankment E. Rolling.
← Pinedale	L	6.0 SSE;hwy N	7200	2	45	(F2)	
(PC) POWELL	P	8.0 NNW;rd NE	5094	3	56-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR, hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwySW	5493	2	h62-BL4-S3-U	F4	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL4, 5-S1-W	F4	
Saratoga, Shively	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F4	
Sundance, Schloredt	L	1.8 SW	4855	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S; rd NE	4250	1	23		
Thayne, Humphreys	L	2.5 NNE;riv 2 W	6000	1	29		INACTIVE. Use at own risk.
Thermopolis	L	1.0 N; hwy E	4535	2	50		Hill SW. (EMERG ONLY).
(PC)Torrington	P	4.2 S; hwy W	4350	4	37-S1	F1	S, W blkd; p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4201	1	h52-BL4-S5	F3	
" Wostenberg	L	4.0 E; hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5 W; RR S	75	1	h35-S1	91	Use rnwy.
MAYAGUEZ	P	4.0 N; RR W	29	1	h42-L2-W	F1	
Ponce, Mercedita	P	3.0 E; rd S	25	1	h32	F1	ESE blkd. FEE.
SAN JUAN, PUERTO RICO INTERNATIONAL	P	6.0 ESE;Ocn N	9	1	h78-BL6-W	F4	
SAN JUAN-Isla Grande	P	2.0 S; bay W	9	1	h48-BL4-S5-W		80, 100, 115/145 octane fuel avail.
SANTA ISABEL	P	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1.0 W; RR W	50	1	30		W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGIN ISLANDS							
ST. CROIX, Christiansted Hamilton	P	6.5SW; Sea S	57	1	h40-BL4-W	F3	
ST. THOMAS, Charlotte Amalie, Truman	P	2.0 W	10	1	h42-BL4-S1-W	F3	Hill E. 100' extreme eastern end Rnwy 9-27. closed - marked. Night landings W.

HIGH INTENSITY INSTRUMENT APPROACH LIGHTING - U. S. NATIONAL STANDARD CONFIGURATIONS



CONFIGURATION "A" (Coded in Directory as "7a")

CONFIGURATION "B" (Coded in Directory as "7b")

CONFIGURATION "C" (Coded in Directory as "7c")

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (17 September 1957)

NOTICES TO AIRMEN
SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e. g. Long Beach omnirange (Voice) .-.. --.. -... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i. e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

✓ NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

ATC PROCEDURES - APPROACH CONTROL: On page 66 of FIM, Volume 10, dated June 15, 1956, the following note should be added preceding the last paragraph:

"NOTE: A clearance for a specific type of approach (ILS, ADF, or Straight-in Approach) to an aircraft operating on an IFR flight plan does not necessarily mean that priority will be given over other traffic for a landing. Often because of local traffic or runway in use, it may be necessary for the controller, in the interest of safety, to provide a different landing sequence."

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective October 24, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Amber civil airway No. 3 (El Paso, Tex. to Great Falls, Mont.) is amended by adding the following sentence to the airway designation: "The portion of this civil airway above 20,000'MSL which overlaps the White Sands restricted area, Area 2 (R-521) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control."

(2) Red civil airway No. 10 (Wichita Falls, Tex. to Augusta, Ga.) is amended by changing the caption and by changing the portion which reads: "From the Amarillo, Tex. rdo rng stn via the Wichita Falls, Tex. rdo rng stn; Dallas, Tex., nondirectional rdo bcn;" to read: "From the Wichita Falls, Tex., rdo rng stn via the Dallas, Tex., nondirectional rdo bcn;" (Note: Deleted portion Red 10 between Amarillo and Wichita Falls, Tex.; Clarendon, Tex., LFR being decommissioned concurrently)

(3) Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif) is revoked.

(4) Red civil airway No. 77 (Greensboro, N. C., to Atlantic City, N. J.) is amended by changing the name of the facility "Dover, Del., AFB rdo rng stn" to read: "Dover, Del., AFB nondirectional rdo bcn." (Note: AF to convert LFR to Rbn prior to or concurrently)

(5) Blue civil airway No. 7 (Hollister, Calif., to Williams, Calif.) is amended to read: "From the intsxn of the SE crs of the Oakland, Calif., rdo rng and the S crs of the Travis AFB Calif., rdo rng via the Travis AFB, Calif., rdo rng stn to the Williams, Calif., rdo rng stn." (Note: Reworded due to realignment of W crs Fresno. Note also that Blue 10 will automatically follow - realigned W crs of Fresno to 272°T. Other Fresno courses to be: E 092°T; N 332°T; S 152°T; all from stn.)

(6) Blue civil airway No. 14 (El Centro, Calif., to Sacramento, Calif.) is amended by changing the last portion to read: "From the Fresno, Calif., rdo rng stn via the intsxn of the W crs of the Fresno, Calif., rdo rng and the S crs of the Stockton, Calif., rdo rng; Stockton, Calif., rdo rng to the intsxn of the N crs of the Stockton, Calif., rdo rng and the SE crs of the Sacramento, Calif., rdo rng." (Note: Due to realignment of W crs Fresno)

(7) Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.) is revoked.

(8) Other civil airways, Winslow, Ariz., to Las Vegas, Nev., civil airway is revoked.

(9) VOR civil airway No. 16 (Los Angeles, Calif., to Boston, Mass.) is amended by changing the portion which reads: "Dallas, Tex., omni stn, including a S alternate;" to read: "Dallas, Tex., omni stn, including a S alternate via the intsxn of the Mineral Wells omnirange 096°T and the Dallas omnirange 242°T radials;" (Note: Redesignated V16S between Mineral Wells VOR and Dallas VOR.)

(10) VOR civil airway No. 19 (El Paso, Tex., to Great Falls, Mont.) is amended by adding the following sentence to the airway designation: "The portion of this civil airway above 20,000' above MSL which overlaps the White Sands restricted area, Area 2, (R-521) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control."

(11) VOR civil airway No. 56 (Montgomery, Ala., to Florence, S.C.) is amended to read: "From the Montgomery, Ala., omni stn via the intsxn of the Montgomery omnirange 049°T and the Columbus omnirange 266°T radials; Columbus, Ga., omni stn; Macon, Ga., omni stn; Augusta, Ga., omni stn; Columbia, S.C., omni stn; intsxn of the Columbia omnirange 079°T and the Florence omnirange 246°T radials; to the Florence, S.C., omni stn." (Note: Revoked V56N between Columbia VOR and Florence VOR. Added dog-leg to V56 between Columbia VOR and Florence VOR.)

(12) VOR civil airway No. 77 (Cotulla, Tex., to Des Moines, Iowa) is amended by changing the caption and the portion which reads: "From the San Angelo, Tex., omni stn via the Abilene, Tex., omni stn, including an E alternate via the intsxn of the San Angelo omnirange 072°T and the Abilene omnirange 181°T radials;" to read: "From the Cotulla, Tex., omni stn via the Junction, Tex., omni stn; San Angelo, Tex., omni stn; Abilene, Tex., omni stn, including an E alternate via the intsxn of the San Angelo omnirange 072°T and the Abilene omnirange 181°T radials;" (Note: Added new portion to V77 from Cotulla VOR to San Angelo VOR via Junction VOR. Portion Cotulla VOR to Junction VOR was formerly V211. Portion Junction VOR to San Angelo VOR is also existing V68.)

(13) VOR civil airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.) is amended to read: "From the Fort Stockton, Tex., omni stn via the Wink, Tex., omni stn; Hobbs, N. Mex., omni stn; to the Lubbock, Tex., omni stn." (Note: Added new portion to V79 from Fort Stockton VOR to Wink VOR. Former portion V79 from Culberson VOR to Wink VOR via Arno Intersection is revoked.)

(14) VOR civil airway No. 137 (Thermal, Calif. to Ukiah, Calif.) is amended by adding a new last sentence to read: "The portion of this airway below 3000' above MSL which lies within the Tomales Point Restricted Area (R-519) is excluded."

(15) VOR civil airway No. 198 (El Paso, Tex., to Galveston, Tex.) is amended to read: "From the El Paso, Tex., omni stn via the intsxn of the El Paso omnirange 132°T and the Hudspeth omnirange 272°T radials; Hudspeth, Tex., omni stn; intsxn of the Hudspeth omnirange 117°T and the Fort Stockton omnirange 274°T radials; Fort Stockton, Tex., omni stn; Rock Springs, Tex. omni stn; point of intsxn of Rock Springs omnirange 090°T radial with the San Antonio omnirange direct radial to the Junction, Tex., omni stn; San Antonio, Tex., omni stn; Eagle Lake, Tex., omni stn; to the Galveston, Tex., omni stn." (Note: Added new portion to V198 from El Paso VOR to San Antonio VOR via Fabens Int, Hudspeth VOR, Apache Int, Fort Stockton VOR, Rock Springs VOR and Comfort Int.)

(16) VOR civil airway No. 199 (San Francisco, Calif., to Ukiah, Calif.) is amended to read: "From the Agnew, Calif., omni stn via the intsxn of the Agnew omnirange 304°T and the Ukiah omnirange 172°T radials; to the Ukiah, Calif., omni stn. The portion of this airway which conflicts with the Tomales Point Restricted Area (R-519) is excluded." (Note: Revoked the portion of V199 from Fresno VOR to Agnew VOR.)

(17) VOR civil airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.) is amended to read: "From the Fort Stockton, Tex., omni stn via the point of intsxn of the Rocksprings omnirange 308°T with the Fort Stockton omnirange direct radial to the Junction, Tex., omni stn; Rock Springs, Tex., omni stn; point of intsxn of the Rocksprings omnirange 133°T radial with the Cotulla omnirange direct radial to the Junction, Tex., omni stn; to the Cotulla, Tex., omni stn." (Note: Redesignated V211 from Cotulla VOR to Fort Stockton VOR via Ozona Int and Rock Springs VOR. Former V211 from Cotulla VOR to Junction VOR redesignated as a part of V77.)

(18) VOR civil airway No. 222 (El Paso, Tex., to Houston, Tex.) is amended by changing the caption and by changing the portion which reads: "From the Culberson, Tex., omni stn via the Fort Stockton, Tex., omni stn;" to read: "From the El Paso, Tex., omni stn via the Salt Flat, Tex., omni stn; Culberson, Tex., omni stn; Fort Stockton, Tex., omni stn;" (Note: Added new portion to V222 from El Paso VOR to Culberson VOR via Salt Flat VOR. Portion El Paso VOR to Salt Flat VOR is also existing V16. Portion Salt Flat VOR to Culberson VOR is new airway.)

(19) VOR civil airway No. 283 (unassigned)

(20) VOR civil airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.) is added to read: "From the Fort Stockton, Tex., omni stn to the San Angelo, Tex., omni stn." (Note: New airway)

(21) VOR civil airway No. 1520 (Los Angeles, Calif., to Washington, D.C.) is amended by changing the portion which reads: "From the Little Rock, Ark., omni stn via the Memphis, Tenn., omni stn; to the Jackson, Tenn., omni stn. From the Crossville, Tenn., omni stn via the intsxn of the Crossville omnirange 104°T and the Knoxville omnirange 249°T radials; Knoxville, Tenn., omni stn;" to read: "From the Little Rock, Ark., omni stn via the Memphis Tenn., omni stn; Muscle Shoals, Ala., omni stn; point of intsxn of the Crossville, Tenn., omnirange 104°T and the Knoxville omnirange 249°T radials; Knoxville, Tenn., omni stn;" (Note: Redesignated V1520 from Little Rock VOR to Knoxville VOR via Memphis VOR, Muscle Shoals VOR and Sweetwater Int.)

CONTROL AREAS:

(1) Red civil airway No. 10 (Wichita Falls, Tex., to Augusta, Ga.) caption changed.

(2) Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif.) is revoked.

(3) Blue civil airway No. 35 (Oxnard, Calif., to Bakersfield, Calif.) is revoked.

(4) VOR civil airway No. 56 (Montgomery, Ala., to Florence, S.C.) is amended to read: "All of VOR civil airway No. 56."

(5) VOR civil airway No. 77 (Cotulla, Tex., to Des Moines, Iowa) is amended to read: "All of VOR civil airway No. 77 including E alternates, but excluding the airspace between the main airway and its E alternate between the San Angelo, Tex., omni stn and the Abilene, Tex omni stn."

(6) VOR civil airway No. 79 (Fort Stockton, Tex., to Lubbock, Tex.) is amended to read: "All of VOR civil airway No. 79."

(7) VOR civil airway No. 198 (El Paso, Tex., to Galveston, Tex.) is amended to read: "All of VOR civil airway No. 198."

(8) VOR civil airway No. 199 (San Francisco, Calif., to Ukiah, Calif.) is amended to read: "All of VOR civil airway No. 199."

(9) VOR civil airway No. 211 (Fort Stockton, Tex., to Cotulla, Tex.) is amended to read: "All of VOR civil airway No. 211."

(10) VOR civil airway No. 222 (El Paso, Tex., to Houston, Tex.) is amended to read: "All of VOR civil airway No. 222."

(11) VOR civil airway No. 283 (unassigned)

(12) VOR civil airway No. 284 (Fort Stockton, Tex., to San Angelo, Tex.) is added to read: "All of VOR civil airway No. 284."

CONTROL AREA EXTENSIONS:

(1) (Lake Charles, La.) is amended to read: "All of the airspace within a 40 mi radius of the Lake Charles omni stn and within 5 mi either side of the 334°T radial of the Lake Charles imnirange extending from the 40 mi radius area to a point 58 mi NW of the omni stn."

(2) (North Bend, Oreg.) is added to read: "Within 5 mi either side of the 90°T & 270°T radials of the North Bend omnirange extending from the omni stn to points 20 mi E and W."

(3) (Grosse Ile, Mich) is amended by changing the words: "bounded on the W by VOR civil airway No. 197" to read: "bounded on the W by Blue civil airway No. 87."

(4) (Wilmington, N.C.) is amended to read: "That area within tangent lines of circles 5 s mi in radius centered on the Carolina Beach (Wilmington, N.C.) nondirectional rdo bcn and 15 s mi in radius centered on the intsxn of the western bndry of the New York Oceanic Control Area and a direct line between the Carolina Beach nondirectional rdo bcn and the Oakes, Nassau, BWI nondirectional rdo bcn extending from the Carolina Beach nondirectional rdo bcn to the western bndry of the New York Oceanic Control Area and the lat 31-30-00N parallel, excluding that portion below 2000'MSL which lies outside the continental limits of the United States."

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(5) (Merced, Calif.) is amended by changing the words which read: "on the S by VOR civil airway No. 199." to read: "on the S by Blue civil airway No. 10."

(6) (Port Allen, Kauai, T.H.) is amended to read: "The airspace within 5 mi either side of the S crs of the Port Allen rdo rng extending from the rdo rng stn to its intsxn with a line bearing 246°T from the Honolulu, Oahu, T.H., rdo rng stn; the airspace lying NE of Port Allen bounded on the S by Red civil airway No. 87, on the W by lon. 159-30-00W, and on the NE by the arc of a circle 25 s mi in radius centered at lat 21-58-07N, long. 159-20-27W." (Note: Area D of Warning Area W-322 being revised accordingly concurrently.)

(7) (Altus, Okla.) is amended by changing the portion which reads: "And on the S by Red civil airway No. 10" to read: "and on the S by VOR civil airway No. 114."

(8) (San Bernardino, Calif.) is added to read: "The airspace SE of the Norton Air Force Base, San Bernardino, Calif., bounded on the NW by VOR civil airway No. 264, on the NE by VOR civil airway No. 137, on the S by VOR civil airway No. 16 and on the W by Blue civil airway No. 14."

(9) (Richmond, Ind.) is added to read: "That airspace bounded on the N by VOR civil airway No. 12, on the E by VOR civil airway No. 275, and on the SW by VOR civil airway No. 97."

(10) (Tampa, Fla.) is amended to read: "That area within tangent lines of a circle 5 mi in radius centered on the Egmont Key, Fla., nondirectional rdo bcn and a circle 10 mi in radius centered on the intsxn of the eastern bndry of the New Orleans Oceanic Control Area and a rhumb line between the Egmont Key nondirectional rdo bcn and the South Pass West Jetty, La., nondirectional bcn, excluding the portion below 2000'MSL which lies outside the continental limits of the United States."

CONTROL ZONES:

(1) Five mi radius zones is amended by adding the following airports: North Bend, Oreg.: North Bend Arpt and by deleting the following airports: Chandler, Ariz.: Williams AFB; Sherman, Tex.: Perrin AFB.

(2) (Lansing, Mich.) is amended to read: "Within a 5 mi radius of the Capital City Arpt, Lansing, Mich., within 2 mi either side of the E crs of the Lansing rdo rng extending from the rdo rng stn to a point 12 mi E, within 2 mi either side of the 232°T radial of the Lansing omnirange extending from the omni stn to a point 12 mi SW, within 2 mi either side of the 52°T radial of the Lansing omnirange extending from the omni stn to a point 12 mi NE of its intsxn with the NW crs of the Lansing rdo rng, within 2 mi either side of the Lansing ILS lclzr front crs extending from the lclzr to a point 12 mi E of the ILS outer mrkr, and within 2 mi either side of the ILS lclzr back crs extending from the lclzr to a point 10 mi W of its intsxn with the Lansing omnirange 358°T radial."

(3) (Fresno, Calif.) is amended to read: "Within a 5 mi radius of Fresno Air Terminal and within a 3 mi radius of Fresno-Chandler Municipal Arpt, and within 2 mi either side of the W and SW courses of the Fresno rdo rng extending from the rdo rng stn to points 10 mi W and SE."

(4) (Amarillo, Tex.) is amended by changing the portion which reads: "and within 2 mi either side of the E crs of the rdo rng extending from the rdo rng stn to its intsxn with the NW crs of the Clarendon, Tex., rdo rng." to read: "and within 2 mi either side of the E crs of the rdo rng extending from the rdo rng stn to a point 18 mi E."

(5) (Dover, Del.) is amended to read: "Within a 6 mi radius of Dover Air Force Base, within 2 mi either side of the Dover ILS lclzr crs extending from the Air Force Base to a point 10 mi S of the ILS lclzr outer mrkr, and within 2 mi either side of a line bearing 126°T extending from the Dover AFB nondirectional rdo bcn to a point 10 mi SE, excluding the portion which overlaps restricted area (R-12)." (Note: Dover AFB LFR being converted to Rbn prior to or concurrently).

(6) (Pocatello, Idaho) is amended by changing the words "Phillips Arpt" to read: "Pocatello, Municipal Arpt."

(7) (Chandler, Ariz.) is added to read: "Within a 5 mi radius of Williams Air Force Base Chandler, Ariz., and within 2 mi either side of a line bearing 115°T extending from the Air Force Base to the Chandler AFB nondirectional rdo bcn." (Note: HW lctd at 33-15-09, 111-31-52)

(8) (San Jose, Calif) is added to read: "Within a 3-1/2 mi radius of the San Jose Municipal Arpt, excluding the portion which overlaps the Mountain View, Calif., Moffett NAS control zone."

(9) (Sherman, Tex.) is added to read: "Within a 5 mi radius of Perrin Air Force Base, Sherman, Tex., within 2 mi either side of the 002°T and 179°T radials of the Perrin AFB terminal omnirange extending from the TVOR to points 10 mi N and S."

REPORTING POINTS:

(1) Red civil airway No. 10 (Wichita Falls, Tex., to Augusta, Ga.) is amended by changing the caption.

(2) Red civil airway No. 66 (Santa Barbara, Calif., to Los Angeles, Calif) is revoked. (Note: Revoking this section automatically revoked Fillmore intsxn (E Santa Barbara and NE Camarillo) as compulsory reporting point.)

(3) Blue civil airway No. 10 (Fresno, Calif., to Williams, Calif.) is amended to read: "Evergreen, Calif., nondirectional rdo bcn."

(4) (Oxnard, Calif., to Bakersfield, Calif.) is revoked.

(5) Other reporting points is amended by (1) adding the following: (a) Gateway Pine Int: The intsxn of the 239°T radial of the North Bend, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at lat 42-19-15N, long. 126-46-30W."; (b) Gateway Hemlock Int: The intsxn of the 237°T radial of the Newport, Oreg., omnirange and the eastern boundary of the Seattle Oceanic Control Area at lat 43-18-45N, long. 126-40-00W.; (c) Gateway Cedar Int: The intsxn of the 234°T radial of the Hoquiam, Wash., omnirange and the eastern boundary of the Seattle Oceanic Control Area at lat 45-33-00N, long. 126-44-50W." and by (2) revoking the following reporting point: (a) Carp Int: The intsxn of a line bearing 133°T from the Wilmington, N.C., omni stn and the western boundary of the New York Oceanic Control Area.

VOR REPORTING POINTS:

(1) VOR domestic reporting points is (1) amended by adding the following reporting points: (a) Tiverton, Ohio, omni stn: (for acft operg at all alts) (Rdo Facility Chart for Tiverton, Ohio VOR should carry the following notation -- "Report Position to Zanesville Rdo.") (b) Sidney, Ohio, omni stn. (for acft operg at all alts.) (c) Kenton, Del., omni stn. (for acft operg at all alts.) (d) Riverhead, N.Y., omni stn. (for acft operg at all alts.); (e) Knox Int: The intsxn of the Youngstown, Ohio, omnirange 101°T (105°M) and Fitzgerald, Pa., omnirange 240°T (246°M) radials. (for acft operg at all alts.); and by (2) changing the following reporting point to read: (a) Lisbon Int: The intsxn of the Baltimore, Md., omnirange 281°T radial with the Herndon, Va., omnirange direct radial to the Westminister. Md., omni stn.

✓ CONTROL AREA EXTENSION AND CONTROL ZONE - MARTHA'S VINEYARD, MASS.: **The temporary control area extension and control zone at Martha's Vineyard, Mass, published on June 19, 1957, in 22 Federal Register 4319, and in the Airman's Guide, Vol. 12, #7, dated June 11, 1957, page 32, are redesignated to become permanent, effective 2400 EST Oct 1, 1957.**

✓ RESTRICTED AREA AMENDMENT: The following Restricted Areas Amendment shall become effective October 24, 1957:

(Part 608 - Restricted Area - Amendment 208)

(1) Section 608.14, the Tomales Point, Calif., area (R-519) is added to read: Name and Location (chart): Tomales Point, Calif., Restricted Area (R-519) (Sacramento); Description by Geographical Coordinates: beginning at lat 38-13-36, long. 122-59-51; thence to lat 38-13-09, long. 123-01-07; thence to lat 38-12-00, long. 123-01-07; thence to lat 38-10-22, long. 123-00-52; thence to lat 38-08-50, long. 122-59-11; thence to lat 38-09-11, long. 122-58-07; thence to lat 38-10-31, long. 122-58-16; thence to point of beginning; Designated Altitudes: 3000'MSL; Time of Designation: 0800-1600 Mon-Fri. Note: All operns to be limited to VFR conditions; Controlling Agency: Commander, Naval Air Bases 12th ND, Alameda, Calif.

(Part 608 - Restricted Area - Amendment 209)

(1) The restricted area alteration appearing in Item 2, Section 608.12 in Amendment 206 and published in the Federal Register on September 11, 1957 in 22 F.R. 7225 is hereby corrected to read: "--------R-382 formerly D-382" instead of: "R-284 formerly D-284." This correction shall become effective upon publication in the Federal Register.

NOTE: Effective date of Restricted Area Amendment #207 has been changed from Oct 11, to Oct 24, 1957.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

RML	Detroit, Mich., Detroit Metropolitan Wayne County Arpt (name change)
TTC	Texas Tower #3, Atlantic Ocean, Radiobeacon (assignment)
LF	LaSalle, Man. (change from LU)
LU	St. Agathe, Man. (reassignment)
OT	Ottawa, Ont. (NRC experimental radiobeacon) (redesignation)
UB	Tuk Tuk, N. W. T. (assignment)
UH	Clinton Point, N. W. T. (assignment)
UK	Unnamed Point, N. W. T. (assignment)
UR	King William, N. W. T. (assignment)

✓ ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ON REQUEST REPORTING POINTS: The following on-request reporting points are renamed, designated, redesignated or cancelled and shall become effective as indicated:

DESIGNATED: Effective October 24, 1957

(1) ARCADIA, WISC. (VHF) INTSXN - the intsxn of the 322°M radial of the La Crosse, Wisc. VOR and the 179°M radial of the Eau Claire, Wisc. VOR and the 066°M radial of the Rochester, Minn. VOR.

(2) COMFORT, TEXAS (VHF) INTSXN - the intsxn of the 300°M radial of the San Antonio, Tex. VOR and the 080°M radial of the Rocksprings, Tex. VOR.

(3) FABER, VA. (LF and VHF) INTSXN - the intsxn of the SW crs of the Gordonsville, Va. LFR and the 098°M radial of the Montebello, Va. VOR.

(4) FOUNTAIN CITY, WISC. (VHF) INTSXN - the intsxn of the 307°M radial of the La Crosse, Wisc. VOR and the 186°M radial of the Eau Claire Wisc. VOR and the 069°M radial of the Rochester, Minn. VOR.

(5) HAMILTON, OHIO (LF and VHF) INTSXN - the intsxn of the 022°M radial of the Cincinnati, Ohio VOR and the 155°M bearing to Cincinnati, Ohio LFR.

(6) HUDSON, N.Y. (VHF) INTSXN - the intsxn of the 184°M radial of the Albany, N.Y. VOR and the 280°M radial of the Chester, Mass. VOR.

(7) LUCAS, TEX. (VHF) INTSXN - the intsxn of the 233°M radial of the Dallas, Tex. VOR and the 330°M radial of the Britton, Tex. VOR.

(8) OZONA, TEX. (VHF) INTSXN - the intsxn of the 086°M radial of the Ft Stockton, Tex. VOR and the 298°M radial of the Rocksprings, Tex. VOR.

(9) STARKVILLE, N.Y. (VHF) INTSXN - the intsxn of the 297°M radial of the Albany, N. Y. VOR and the 022°M radial of the De Lancey, N.Y. VOR.

REDESIGNATED: Effective September 26, 1957

(1) LIVERPOOL, PA. (VHF) INTSXN - the intsxn of the 287°M radial of the TowerCity, Pa. VOR and the 199°M radial of the Selinsgrove, Pa. VOR.

(2) REINHOLDS, PA. (VHF) INTSXN - the intsxn of the 238°M radial of the Allentown, Pa. VOR and the 321°M radial of the West Chester, Pa. VOR.

(3) SANGER, PA. (VHF) INTSXN - the intsxn of the 081°M radial of the Harrisburg, Pa. VOR and the 140°M radial of the Tower City, Pa. VOR.

REDESIGNATED: Effective October 24, 1957

(1) CONCORD, MD. (LF) INTSXN - the intsxn of the 053°M bearing to Dover, Delaware Rbn, and the 332°M radial of the Salisbury, Md. VOR.

(2) DALEVILLE, VA. (VHF) INTSXN - the intsxn of the 060°M radial of the Pulaski, Va. VOR and the 360°M radial of the Roanoke, Va. TVOR.

(3) FLY CREEK, N.Y. (VHF) INTSXN - the intsxn of the 128°M radial of the Syracuse, N. Y. VOR and the 004°M radial of the De Lancey, N.Y. VOR.

(4) GAP MILLS, W. Va. (VHF) INTSXN - the intsxn of the 017°M radial of the Pulaski, Va. VOR and the 260°M radial of the Montebello, Va. VOR.

(5) GRAFTON, N.Y. (VHF) INTSXN - the intsxn of the 112°M radial of the Albany, N.Y. VOR and the 332°M radial of the Chester, Mass. VOR.

(6) HENSLEY, TEX. (VHF) INTSXN - the intsxn of the SE crs of the Ft Worth (Carter) Tex. ILS lclzr and the 233°M radial of the Dallas, Tex. VOR.

(7) SABINAL, TEX. (VHF) INTSXN - the intsxn of the 334°M radial of the Cotulla, Tex. VOR and the 123°M radial of the Rocksprings, Tex. VOR.

CANCELLED: Effective October 24, 1957

(1) ALANREED, TEX. (LF) INTSXN - the intsxn of the E crs of the Amarillo, Tex. LFR and the NE crs of the Clarendon, Tex. LFR.

(2) CONWAY, TEX. (LF) INTSXN - the intsxn of the E crs of the Amarillo, Tex. LFR and the NW crs of the Clarendon, Tex. LFR.

(3) KNOX, PA. (VHF) INTSXN - the intsxn of the 246°M radial of the Fitzgerald, Pa. VOR and the 105°M radial of the Youngstown, Ohio VOR (changed to compulsory)

(4) LEBEC, CALIF. (LF) INTSXN - the intsxn of the N crs of the Camarillo, Calif. LFR and the NW crs of the Newhall, Calif. LFR.

CANCELLED: Effective September 26, 1957

(1) HEREFORD, MD. (VHF) INTSXN - the intsxn of the 045°T radial of the Herndon, Va. VOR and the 346°T radial of the Baltimore, Md. VOR.

HOLDING PATTERNS: The following holding patterns have been designated, redesignated or cancelled as indicated:

DESIGNATED: Effective October 24, 1957

(1) GRAND PRAIRIE, TEX. (VHF) INTSXN - direction of holding - SW on 233°M radial of the Dallas, Tex. VOR; direction of turns - right; time - 1 min.; min alt 2000'.

(2) LUCAS, TEX. (VHF) INTSXN - direction of holding - SW on 233°M radial of the Dallas Tex. VOR; direction of turns - right; time - 1 min; min alt 2000'.

(3) FLY CREEK, N.Y. (VHF) INTSXN - direction of holding - NW on 128°M radial of the Syracuse, N.Y. VOR; direction of turns - right; time - 1 min; min alt 4500'.

(4) GAP MILLS, W. VA. (VHF) INTSXN - direction of holding - NE on 260°M radial of the Montebello, Va. VOR; direction of turns - left; time - 1 min; min alt 6000'.

(5) DALEVILLE, VA. (VHF) INTSXN - direction of holding - NE on 060°M radial of the Pulaski, Va. VOR; direction of turns - right; time - 2 mins; min alt 6000'.

(6) FABER, VA. (LF and VHF) INTSXN - direction of holding - SW on SW crs of the Gordonsville, Va. LFR; direction of turns - right; time - 1 min; min alt 4500'.

(7) GRAFTON, N.Y. (VHF) INTSXN - direction of holding - E on 112°M radial of the Albany, N.Y. VOR; direction of turns - right; time - 1 min; min alt 5500'.

(8) HUDSON, N.Y. (VHF) INTSXN - direction of holding - N on 184°M radial of the Albany N.Y. VOR; direction of turns - right; time - 1 min; min alt 3000'.

(9) STARKVILLE, N.Y. (VHF) INTSXN - direction of holding - E on 297°M radial of the Albany, N.Y. VOR; direction of turns - right; time - 1 min; min alt 3000'.

REDESIGNATED: Effective October 24, 1957

(1) DOVER, DEL. (Rbn) - direction of holding - SW on 053°M inbnd brg (233°M outbnd); direction of turns - left; time - 2 mins.

(2) HENSLEY, TEX. (VHF) INTSXN - direction of holding - SE on SE crs of the Ft Worth (Carter), Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt 2000'.

CANCELLED: Effective September 26, 1957

(1) HEREFORD, MD. (VHF) INTSXN - direction of holding - N on 346°T radial of the Baltimore, Md. VOR; direction of turns - right; time - 1 min; min alt 3000'.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.

2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.

3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting). Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective October 24, 1957.

Section 610.12 Green Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Hartford,Conn.LFR	Boston,Mass.LFR	2000

Section 610.210 Red Civil Airway 10
is amended to delete:

FROM	TO	MEA
Amarillo,Tex.LFR	Clarendon,Tex.LFR	4700
Clarendon,Tex.LFR	Wichita Falls,Tex. LFR	3900

Section 610.224 Red Civil Airway 24
is amended to read in part:

FROM	TO	MEA
Amarillo,Tex.LFR	Bessie INT,Okla.	4700

Section 610.266 - Red Civil Airway 66, is deleted.

Section 610.277 Red Civil Airway 77
is amended to read in part:

FROM	TO	MEA
Tappahannock,Va. LFR	Dover (AFB),Del. LF/RBN	1500
Dover (AFB),Del. LF/RBN	Atlantic City,N.J. LFR	1500

Section 610.302 Red Civil Airway 102
is amended to read in part:

FROM	TO	MEA
Lexington,Ky. LF/RBN	Huntington,W.Va. LF/RBN	2600

Section 610.607 Blue Civil Airway 7
is amended to read in part:

FROM	TO	MEA
Gilroy INT,Calif.	Altamont INT, Calif.	6500

Section 610.610 Blue Civil Airway 10
is amended to delete:

FROM	TO	MEA
Fresno,Calif.LFR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	Morgan Hill,Calif. FM	6000
Morgan Hill, Calif.FM	*Evergreen,Calif.LF/RBN NW-bound	5000
	SE-bound	6000

*6000 - MCA Evergreen LF/RBN,SE-bound

Section 610.610 Blue Civil Airway 10
is amended by adding:

FROM	TO	MEA
Fresno,Calif. LFR	*Evergreen,Calif. LF/RBN	6000
Morgan Hill, Calif. FM	Evergreen,Calif. LF/RBN NW-bound only	5000

*6000 - MCA Evergreen LF/RBN, SE-bound

Section 610.614 Blue Civil Airway 14
is amended to delete:

FROM	TO	MEA
Los Banos INT, Calif.	Stockton,Calif. LFR	3000

Section 610.614 Blue Civil Airway 14
is amended by adding:

FROM	TO	MEA
Panoche INT,Calif.	Stockton,Calif. LFR	6000

Section 610.635 - Blue Civil Airway 35, is deleted.

Section 610.1001 Direct Routes - U. S.
is amended to read in part:

FROM	TO	MEA
Brownsville,Tex. LFR	Int. W crs Brownsville,Tex. LFR & SE crs Laredo,Tex.LFR	2000
Boothwyn INT,Pa.	Reading,Pa.ILS/LOM	2500

Section 610.1001 Direct Routes - U. S.
is amended by adding:

FROM	TO	MEA
McAlester,Okla. VOR	Little Rock,Ark. VOR	*6800

*3800 - MOCA

Section 610.6002 VOR Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Dickinson,N.D.VOR Via N alter.	Bismarck,N.D.VOR Via N alter.	4100 4100
*Sherrill INT, N.Y.	**Starkville INT, N.Y.	3000
Starkville INT, N.Y.	Albany,N.Y.VOR	3000

*3500 - MRA
**4000 - MRA

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
*Sherrill INT, N.Y.	**Starkville INT, N.Y.	3000
Starkville INT, N.Y.	Albany,N.Y.VOR	3000

*3500 - MRA
**4000 - MRA

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Mineral Wells, Tex.VOR Via S alter.	Russell INT,Tex. Via S alter.	2300
Russell INT,Tex. Via S alter.	Lucas INT,Tex. Via S alter.	*2200

*1900 - MOCA

VOR Civil Airway 16 - cont'd.

FROM	TO	MEA
Lucas INT,Tex. Via S alter.	Dallas,Tex.VOR Via S alter.	2000
*Hueco Mt. INT, Tex.	**Salt Flat,Tex.VOR	8000

*8800 - MRA
**8900 - MCA Salt Flat VOR, E-bound

Pulaski,Va.VOR	*Daleville INT,Va.	6000
Daleville INT,Va.	Montebello,Va.VOR	6000

*6000 - MRA

Section 610.6017 VOR Civil Airway 17
is amended to read in part:

FROM	TO	MEA
Calumet INT,Okla.	Gage,Okla.VOR	*3700

*3600 - MOCA

Section 610.6031 VOR Civil Airway 31
is amended to read in part:

FROM	TO	MEA
Harrisburg,Pa. VOR	Selinsgrove,Pa. VOR	3500

Section 610.6047 VOR Civil Airway 47
is amended by adding:

FROM	TO	MEA
Hamilton INT,Ohio	Cincinnati,Ohio VOR S-bound only	2300

Section 610.6056 VOR Civil Airway 56
is amended to delete:

FROM	TO	MEA
Columbia,S.C.VOR Via N alter.	*Blythewood INT,S.C. Via N alter.	2000
Blythewood INT, S.C. Via N alter.	Florence,S.C.VOR Via N alter.	*3000

*2500 - MRA
*1900 - MOCA

Section 610.6056 VOR Civil Airway 56
is amended to read in part:

FROM	TO	MEA
Columbia,S.C.VOR	Florence,S.C.VOR	1900

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
Junction,Tex.VOR	*Comfort INT,Tex.	**3600
Comfort INT,Tex.	Boerne INT,Tex.	3000
Boerne INT,Tex.	San Antonio,Tex. VOR	2800

*5000 - MRA
**3400 - MOCA

Section 610.6077 VOR Civil Airway 77
is amended by adding:

FROM	TO	MEA
Cotulla,Tex.VOR	*Sabinal INT,Tex.	**3000
Sabinal INT,Tex.	Junction,Tex.VOR	*4700
Junction,Tex.VOR	San Angelo,Tex. VOR	3600

*5500 - MRA
**2000 - MOCA
*3500 - MOCA

Section 610.6079 VOR Civil Airway 79
is amended to read:

FROM	TO	MEA
Ft.Stockton,Tex. VOR	Wink,Tex.VOR	4000
Wink,Tex.VOR	Hobbs,N.Mex.VOR	5000
Hobbs,N.Mex.VOR	Lubbock,Tex.VOR	5300

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Lexington,Ky.VOR	*Georgetown INT, Ky.	2600

*3000 - MRA

Section 610.6128 VOR Civil Airway 128
is amended to read in part:

FROM	TO	MEA
Pulaski,Va.VOR	*Cove INT,Va.	6000
Cove INT,Va.	Greensboro,N.C. VOR	3000

*3900 - MRA

Section 610.6143 VOR Civil Airway 143
is amended to read in part:

FROM	TO	MEA
Charlotte,N.C.VOR Via W alter.	Mooresville INT,N.C. Via W alter.	2400

Section 610.6199 VOR Civil Airway 199
is amended to delete:

FROM	TO	MEA
Fresno,Calif.VOR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	*Agnew,Calif.VOR	7000
Hillview INT, Calif.	Agnew,Calif.VOR W-bound only	3000

*4500 - MCA Agnew VOR, E-bound

Section 610.6198 VOR Civil Airway 198
is amended by adding:

FROM	TO	MEA
El Paso,Tex.VOR	Fabens INT,Tex.	6000
Fabens INT,Tex.	Hudspeth,Tex.VOR	7000
Hudspeth,Tex.VOR	Ft.Stockton,Tex. VOR	*12000
Ft.Stockton,Tex. VOR	Rocksprings,Tex. VOR	*7000
Rocksprings,Tex. VOR	*Comfort INT, Tex.	**5000
Comfort INT,Tex.	Boerne INT,Tex.	3000
Boerne INT,Tex.	San Antonio,Tex. VOR	2800

*8400 - MOCA
*4500 - MCA
*5000 - MRA
**3400 - MOCA

Section 610.6211 VOR Civil Airway 211
is amended to read:

FROM	TO	MEA
Ft.Stockton,Tex. VOR	*Ozona INT,Tex.	**8000

*8000 - MRA
**4400 - MOCA

VOR Civil Airway 211 - cont'd.

FROM	TO	MEA
Ozona INT,Tex.	Rocksprings,Tex. VOR	*7000
*4000 - MOCA		
Rocksprings,Tex. VOR	*Sabinal INT,Tex.	**5500
*5500 - MRA		
**3400 - MOCA		
Sabinal INT,Tex.	Cotulla,Tex.VOR	*3000
*2000 - MOCA		

Section 610.6222 VOR Civil Airway 222 is amended by adding:

FROM	TO	MEA
El Paso,Tex.VOR	*Hueco Mt. INT,Tex.	8000
*8800 - MRA		
Hueco Mt. INT, Tex.	Salt Flat,Tex.VOR	8000
Salt Flat,Tex. VOR	Culbertson,Tex. VOR	8000

Section 610.6222 VOR Civil Airway 222 is amended to read in part:

FROM	TO	MEA
Ft.Stockton,Tex. VOR	*Ozona INT,Tex.	**8000
*8000 - MRA		
**4400 - MOCA		
Ozona INT,Tex.	Junction,Tex.VOR	*8000
*4400 - MOCA		

Section 610.6284 VOR Civil Airway 284 is added to read:

FROM	TO	MEA
Ft.Stockton,Tex. VOR	San Angelo,Tex. VOR	*4800
*4000 - MOCA		

Section 610.6620 VOR Civil Airway 1520 is amended to delete:

FROM	TO	MEA
Memphis,Tenn.VOR	*Fisherville INT, Tenn.	2000
*2500 - MRA		
Fisherville INT, Tenn.	*Williston INT, Tenn.	2000
*2500 - MRA		
Williston INT, Tenn.	Jack's Creek,Tenn. VOR	2000
Crossville,Tenn. VOR	Sweetwater INT, Tenn.	5000
Sweetwater INT, Tenn.	Knoxville,Tenn. VOR	3000

Section 610.6620 VOR Civil Airway 1520 is amended by adding:

FROM	TO	MEA
Memphis,Tenn.VOR	Muscle Shoals, Ala.VOR	*3000
*1900 - MOCA		
Muscle Shoals, Ala.VOR	Sweetwater INT, Tenn.	*15000
*4400 - MOCA		
Sweetwater INT, Tenn.	Knoxville,Tenn. VOR	3000

Section 610.6622 VOR Civil Airway 1522 is amended to read in part:

FROM	TO	MEA
El Paso,Tex.VOR	*Hueco Mt.INT,Tex.	8000
*8800 - MRA		
Hueco Mt.INT, Tex.	*Salt Flat,Tex. VOR	8000

*8900 - MCA Salt Flat VOR, E-bound

AIRMAN'S GUIDE CORRECTION: Correct Vol. 12, No. 13, dated September 3, 1957, page 7 under Restricted Area Amendment Part 608 Amendment 207. Change effective date from October 11 to October 24, 1957.

FLIGHTS INTO CANADA: Pilots are requested to determine whether customs services will be available at the Canadian airport of first intended landing. Canadian airports where customs services are available are listed in the International Flight Information Manual, Volume 7, dated May 1956, or the information may be obtained from CAA Air Traffic Communications Stations.

PITTSBURGH-INDIANAPOLIS CENTER AREA BOUNDARY CHANGES: The center area boundary between Pittsburgh and Indianapolis Centers is redesignated as follows: beginning at the intsxn of the S edge of Green 4 and an arc of 21 s mi centered on Zanesville rdo bcn; proceeding thence clockwise via this arc to its intsxn with the E edge of Victor 133; thence via the E edge of Victor 133 to its intsxn with an arc of a radius of 20 s mi centered on the Parkersburg VOR; thence clockwise via this arc to its intsxn with the N edge of Victor 38; thence via the N edge of Victor 38 to its intsxn with the present Washington-Pittsburgh Center area boundary (15 mi NW of the Elkins VOR).

EL PASO-SAN ANTONIO FLIGHT ADVISORY AREA BOUNDARY CHANGES: The El Paso-San Antonio flight advisory area boundary changes were made as follows: 29-48-30N, 102-00-00W to 30-19-00N, 101-26-00W to 30-30-00N, 101-20-00W to 30-30-00N, 100-12-00W to 30-43-00N, 100-10-00W to 30-54-00N, 99-48-30W to 31-44-00N, 99-20-00W. The above change was effective June 6, 1957.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albuquerque	Oklahoma City	WAC 467
Austin	Dallas-Ft. Worth Local	WAC 468
Corpus Christi	WAC 136	WAC 469
Del Rio	WAC 408	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Charlotte	8-28-57	Orlando	8-28-57	WAC 138	9-3-57
Jacksonville	9-3-57	Washington Local	9-4-57	WAC 466	9-4-57
Miami	9-4-57				

Instrument Flight Charts
released since Aug 26 1957

AL 12 RNG/ADF	Kirtland AFB/Mun Arpt, N. Mex.
AL 48 RNG/VOR/ADF/ILS-rnwy 9	Logan Arpt, Mont.
AL 72 RNG/VOR/ILS rnwy 7/ILS rnwy 25	Casper Air Terminal, Wyo.
AL 94 RNG/ADF-2/ILS rnwy 9	(NAS) Mun Port Columbus Arpt, Ohio
AL 106 ADF-1/ILS rnwy 13/VOR/ILS rnwy 31	Love Fld, Texas
AL 120 RNG/VOR	Dickinson Arpt, N. Dak.
AL 236 RNG	Long Beach Arpt, Calif.
AL 237 ADF/ILSrnwy 25/VOR-1	Los Angeles Intnl Arpt, Calif.
AL 267 ADF/ILS rnwy 14	Bates Fld, Ala.
AL 285 ADF/ILS rnwy 4	Newark Arpt, N. J.
AL 439 RNG	Waco Arpt, Texas
AL 610 ADF/ILS rnwy 4	New York Intnl Arpt, N. Y.
AL 919 VOR	Lamoni Arpt, Iowa
RF 32, 33	
RF-Terminal Area - Chicago, Cleveland, Denver, Pittsburgh, San Antonio	
RF-VOR Terminal Area - Cleveland, Dallas-Ft Worth, Los Angeles-Burbank, New York, Portland, San Antonio, San Francisco-Oakland, Tampa	
RF Dates of Latest Prints	

NEW CHARTS

AL 106 ADF-2 - Dallas, Tex. - Love Fld
AL 237 VOR-2 - Los Angeles, Calif. - Los Angeles Intnl Arpt

DISCONTINUED CHARTS

AL 30 RNG - Austin, Texas - Mueller Arpt
AL 237 RNG - Los Angeles, Calif. - Los Angeles Intnl Arpt

JACKSONVILLE-ATLANTA, ARTC BOUNDARY CHANGES: Effective Sept 15, 1957, the Jacksonville, Fla.-Atlanta, Ga. ARTC boundary was changed as follows: beginning on existing bndry at 33-45N, 82-30W direct to 33-45N, 82-50W direct to 33-00N, 82-50W direct to 33-00N, 82-30W thence S along existing Jacksonville, Fla.-Atlanta, Ga. ARTC boundary.

AERONAUTICAL CHART CORRECTION: Correct the following Aeronautical Chart as follows:

Boston Sectional Chart, 39th edition dated June 17, 1957, change bearing of E crs of Providence rdo rng from 266° to 291°; change bearing of NE crs of Navy Quonset rdo rng from 291° to 266°.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends & rufness out of tolerance. (12-1)

AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)

BESSEMER-DURHAM ARPT: Caution-auto drag strip runs parallel to sod landing strip with separation of 50'. Auto racing is NOT done on rnwy. Drag strip ends are marked. Racing is done on Sun only. (9-28)

BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution-all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18) Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27)

BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down-relctn. (8-7) FLD: Caution-tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional ldg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten. const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)

DOTHAN-NAPIER FLD: Caution-helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru N usable acct severe scalloping and bends.

EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)

MOBILE-BATES FLD-TOWER: June 19, ILS not to be used for automatic apch below 300'. Glide slope inop-equip. and const vcnty transmitter bldg. (8-22) FLD: Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10) Unlgtd trees penetrate apch zone to all rnwys. Use caution. 200' and 1/2 mi is absolute tk-off min for all acft.

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD-TOWER: About Sept. 26, trans & rcvr 119.7 will be cmsnd and trans & rcvr 119.5 mc will be decmsnd. (9-12) FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing.

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) About Sept. 26, VOR will be relctd to lat 34-42-24, long. 87-29-27;freq change from 117.5 mc to 109.6 mc.

ARIZONA: AJO ARPT: Beacon and lgts inoperative. (6-18)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg. only. (4-23)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi;090°-110°, 40 n mi;190°-215°, 35 n mi;215°-235°, 30 n mi;235°-255°, 35 n mi at MEA. (5-8)

FT. HUACHUCA-SPECIAL NOTICE: Caution-extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.15, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed.

ARIZONA:

GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (6-24)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

PHOENIX AREA-SPECIAL AIR TRAFFIC RULES: Aircraft operg under VFR or VFR conconditions shall not be operd Mon thru Fri from 0600M to 1800M on Green Arwy #5 and Victor Arwy 16 W of Phoenix in the areas described below except at the altitudes prescribed therefor unless special permission is obtained from Air Traffic Control. From 112°28' to 112°35', which is the area between north-south lines drawn thru the Perryville FM and the town of Buckeye, between 700' above the surface and 5000'MSL, regardless of weather conditions. Further, when the reported ceiling at Phoenix is less than 8000' acft shall not be operd at alts above 2000' MSL and below 4000'MSL in the area between 112°16' and 112°28', which is the area between north-south lines drawn thru the town of Tolleson and Perryville FM. When the reported ceiling at Phoenix is 8000' or more, acft shall not be operd at alts above 7000'MSL and below 9000'MSL in the area between 112°10' and 112°28', which is the area between north-south lines drawn thru the town of Tolleson and the east edge of Glendale and the Perryville FM. (8-15)

PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000 in standard pattern within 15 miles. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed approach: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int-Int GBN VOR radial 027 and PHX VOR radial 250 or W course PHX LFR. All other items these procedures unchanged. (6-14)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for tk-off, xcpt prior permission arpt manager. (12-7) Men & equip. along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000';135°-145°, and 165°-185°, 30 n mi at 10,000'.

SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi at 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000';075°-085°, 21 n mi 11,000';090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000';330°-345°, 35 n mi 11,000';345°-360°, 25 n mi 11,000'. (7-17)

TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz. to be conducted wk-ends- caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000';(c) SE quad 12,000' (d) NE quad 13,000'. (6-20)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi at MEA. (5-18)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity B-57 type acft in Yuma area. (2-11)

ARKANSAS: BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

PINEBLUFF-RADIO: VOR shut down. Durg shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR xcpt V16S TXK to PBF unusable. Ints. and alts as charted. (3-22)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700'MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution-const-men and equip on fld. (4-26)

ARCATA-RADIO: VHF/DF operg test basis. Freqs: 122.1, 126.7, 121.5, 135.9 mcs. Coverage 40 n mi at MEA xcpt 030°-040°, 11,000';040°-060°, 12,000';060°-090°, 13,500'.

BAKERSFIELD-KERN CO ARPT-TOWER: Effect. Sept. 29, twr hrs opern will be 0600-2200. (9-5)

CALIFORNIA: BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BECKWORTH-PLUMAS CO. ARPT: Clsd due rnwy resurfacing. (6-24)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 26 n mi 180°-200°, 30 n mi 280°-300°, 20 n mi 300°-320°, 35 n mi 345°-015° at MEA. (8-20)
BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)
BRAWLEY ARPT: Rnwy 12-30 clsd. Use parallel dirt rnwy. (7-26)
CAMARILLO-RADIO: All courses have multiples. (6-17)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)
DIXON ARPT: Closed. (8-30)
ELSINORE ARPT: Caution - glider activity week ends. Squirrel holes S edge of lndg area.
FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: VOR has light course roughness all quads. Only arwy radials flight-checked. About Sept. 19, VOR will be shut down until approx Oct 17 - modernization. Durg this period the following arwys will be unusable for IFR opern: V23 Red Bluff - Talent Int.; V23E Fort Jones - Klamath Junction Int. The Bray Int. will be unusable.
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water not checked.
FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)
FRESNO AIR TERMINAL-TOWER: Sept. 16, ILS glide slope shut down until approx Oct 19 - relctn. (9-13) FLD: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways.
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)
LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shutdown periods during arpt const. VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230° true. (5-6) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (8-22) Rnwy 30 clsd all lndgs 0700-1500P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)
LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LFR combined. (4-26)
★LOS ANGELES-RADIO: Aug 28, idents of following Fan Markers are: Downey - dot dash; La Habra - dash dot; Hollywood Hills - 4 dashes. VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)
LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail. 30-min req thru twr. Equip. crossing rnwy. Durg VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft contact Apch Ctl on 118.1 or 119.3 mc, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft contact Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft contact Acph Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' contact Los Angeles Apch Control

CALIFORNIA: before crossing. Recommended cross tfc plan crossing course at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due to non-visibility twr unable to ctl tfc last 2400' rnwy 34. Nov. 30, transmissiometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L coverted to centerline system extending 3000' E of rnwy pavement. Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)
LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.
MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev: 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks: 6' fence at each end. (7-23)
MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Field control zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)
MONTEREY-PENINSULA ARPT-RADIO: Soon, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident: MRY. Lctd 1000' SE on a centerline of NW/SE rnwy. Glide slope freq: 334.4 mc. Lctd 825' from apch end NW/SE rnwy and 236' N of centerline of rnwy. Glide angle: 3.0° Apch bear.: 84°. LMM freq: 260 kc, Ident: RY. MM lctd 0.60 mi from apch end rnwy. LOM freq: 278 kc, Ident: MR. OM lctd 5.14 mi from apch end rnwy. Disregard spurious signals. (9-13)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing, the freq 126.18 mc unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294, RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)
OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. (8-6) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd giving rnwy visibility observations rnwys 27L &R. (8-22)
OCEANSIDE-RADIO: July 10, VOR shut down until approx Oct 1 - modernization. During this period the following arwys will be affected. V23 LGB-SAN; V208 CAX-TRM when usable. Flights departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period.
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTNL ARPT: Acft not lndg at arpt should avoid apch and depart areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area.

CALIFORNIA: PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)
PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)
POMONA-BRACKETT FLD: Operative during reconstruction. Caution-men and equip.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR wea, actual apchs IFR wea. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°-330°.
SAN DIEGO-LINDBERGH FLD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29) Men and equip working on rnwy 9-27. (7-12)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)
SAN FRANCISCO INTNL ARPT: Men and equip working turf areas adj concourses B and D. All acft and equip should be parked 20' or more from existing W edge of paved area concourse B and existing S edge of paved area concourse D. Marked day and ngt. (3-26) Section of deactivated rnwy 18-36 between taxiway C and rnwy 10L-28R clsd perm. (5-18) Do not use for taxiing painted green line 1100' long which connects centerline of W end of rnwy 28R-10L with taxiway A then veers N across adjoining run-up mat toward turf. This is a temp experimental hi-speed exit taxi line. (6-13) Taxiway E from S edge of rnwy 28R-10L to taxiway A clsd. Taxiway B from taxiway D to taxiway G clsd. Taxiway F from W edge of rnwy 1R-19L to taxiway A clsd. Men and equip operg turf areas between taxiways A and B S of term ramp area and S end of rnwys 1L-19R and 1R-19L. (9-9)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylgt hrs W end rnwy. (5-17)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23)
SANTA MONICA-RADIO: TVOR radials 030° 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)
SHOSHONE ARPT: Strip clsd for paving. (8-9)
STOCKTON ARPT: Rnwys 11L-29R, 11R-29L and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated rng apchs should exercise extreme caution. Min alt for low apchs is 528'MSL. (8-12)
THERMAL-RADIO: VOR and DME coverage 330°-360° to 060°, 20 n mi; 060°-085°, 40 n mi 145°-175°, 40 n mi; 175°-180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt.
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)
UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000'MSL when lndg on rnwy 34; 2300'MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5)
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2. (1-3)

COLORADO: ASPEN ARPT: Fld clsd approx 30 days due const. (9-4)
CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
DENVER-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept 30, Trans and rcvr 124.7 mc will replace 120.7 mc. (9-9)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154°-180° and below 16,000'MSL 181°-243°. VHF/DF bearings reliable in these areas. FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. 200' open ditch N side W end rnwy 8R-26L - flag marked day hrs, flashing red ngt hrs. (3-26)
EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about Jan 1, 1958 for reconst of rnwy and installing rnwy lgts. (8-20)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E long. 104-21-22; S lat 38-18-00; W long. 104-22-50. (4-30)
PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men and equip on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)
CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE and extreme SW ends of dike lgtd.
NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 n mi E; elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon-Fri. Fld occasionally clsdby standard mrkr.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
DELAWARE: FT MILES-SPECIAL NOTICE: Firing will be conducted at the Anti-acft Artillery Ranges, at 1200 and 1800 EST, on following dates: Restricted Area #2 (S range S of Bethany Beach extending approx 10.5 n mi off-shore) Oct 1-4, 7-11, 14-18, inclusive. (9-11)
GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwy and taxi strip only.
WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See p. 69 for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, hvy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice.
WASHINGTON-RADIO: LFR SE crs bends 4 - 9 n mi from stn; 17 - 22 n mi from stn, multiples 3°-3.5° S.
WASHINGTON-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 and 362.3 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A", 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lighted. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adjacent to paved areas. (6-10)

FLORIDA: ARCADIA ARPT: Arpt not moved. Grass 24" high. Caution advised. (4-25)
**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contact School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution- small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution. 175' (202'MSL) lgtd twr being erected 4.7 n mi WNW 269°T at lat 28-22-01, long. 80-45-13.
CROSS CITY-RADIO: Radials 307° and 299° usable, all other courses unusable acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. MEAS remain as charted. (8-13)
CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)
FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)
FT. MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.
HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S & E of Boca Chica NAS. Rnwy lgts avail. on req to Key West Rdo. (7-23)
LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.
MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.
MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0, 269.0, 291.6 mc inop. (7-19)
MIAMI INTNL ARPT: The following restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs and tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.
MIAMI-OCEAN REEF ARPT: New arpt: Type "L";30 mi S; lat 25-19, long 80-15; elev 4'; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)
**MILTON"T" FLD: 254'(343'MSL) lgtd twr being erected 2.5 n mi W(279°T) at lat 30-38-29, long. 87-02-40. (8-21)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

FLORIDA: ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn. (7-16) FLD 158'(278'MSL) lgtd twr erected 12 n mi W(275°T) at lat 28-33-35, long. 81-33-50. (9-11) Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 & NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)
PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men & equip adj rnwys. (10-8)
PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)
QUINCY ARPT: N half arpt unusable - flagged. (8-21)
TALLAHASSEE-RADIO: VOR radials 110°-150° out of tolerance acct excessive roughness. LF rng may be substituted on arwy V97 Clam Int. to TLH. MEA remains as charted. (8-13)
TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)
TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations & practice instrument approaches in progress at all arpts. (7-11)
TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalliping. (8-13)
**TAMPA-INTNL ARPT: Two 225'(285'MSL) twrs being erected 8 n mi ENE(69°T) at lat 28-01-28, long. 82-22-27. (8-21)Rnwy 9-27 clsd to all operns. 35' high bldg lctd 300' SW apch end rnwy 32 obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility of 1 mi required for all operns rnwy 14-32. (9-6)
TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)
TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17)
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)
WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)
GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)
ALMA-RADIO: Mar 25, VOR shut down - modernization. Durg modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's INT MRA 5000'.
ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld boundary lgts. (8-6)
ATHENS-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 109.2 mc. Ident: AHN. Lctd: lat 33-56-51, long. 83-19-30. Monitoring category (I). Voice & monitoring from ATCS Andarson, S. C. Class: BVOR. (9-4)
ATLANTA-RADIO-SPECIAL NOTICE: ARTC accepting IFR tfc which is equipped with UHF rdo freq only with destination Atlanta Mun arpt. (2-26) Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area activated. All jet type acft operg on IFR flgt plans at or above 25,000' or VFR conditons on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain traffic clearances and to forward progress reports. Weather & other information not pertinent to traffic control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)
ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.
ATLANTA ARPT-TOWER: Effect. Oct 1, trans & rcvr 120.7 mc will be decmsnd; trans & rcvr 125.7 mc will be cmsnd. (9-4) FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwys 33R-15L & 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958. (5-6)
ATLANTA-FULTON COUNTY ARPT-TOWER: Effect. Oct 1, trans & rcvr 125.7 mc will be decmsnd & trans & rcvr 118.5 mc will be cmsnd. (9-4) FLD: Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)
COLUMBUS-RADIO: Caution all courses LFR have moderate to severe multiples. (8-29)
MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

[redacted]: SAVANNAH-TRAVIS(CHATHAM)FLD-TOWER: ILS BC-Restricted-excessive bends. Lclzr not to be used above 5000'MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
[redacted]: BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwys 10L-28R and 7-25 clsd due const. All acft rqrd to have 2-way rdo unless prior arrangement made with twr. Normal tfc pat for 28L will be left-hand; right-hand for 10R. (9-12)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.
GRANGEVILLE-IDAHO CO ARPT: Caution E/W rnwy clsd; NE/SW rnwy soft on edges. (5-10)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (4-4)
[redacted]: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-47 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
CENTRALIA ARPT: Closed - construction. (5-20)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13)
CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt, 0.5 mi N of Monee, Ill. and 2.5 S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW course LFR. (11-9)
CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 30, trans & rcvr 123.6 mc will replace trans & rcvr 118.9 mc; trans & rcvr 124.2 mc will replace 123.7 mc.
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT-TOWER: About Sept. 30, trans & rcvr 123.7 mc will replace trans & rcvr 120.7 mc. (9-9) FLD: Due to distance and non-visibility acc t of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be be allowed dock space at the N termin bldg-must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W(NE intsxn of 55th St. & Cicero Ave -adj to arpt). (7-17) 200'(790'MSL) lgtd smoke stack being erected 3 n mi NNW(359°T) at lat 41-49-30, long. 87-45-00. (8-28)
CHICAGO-O'HARE INTNL ARPT-TOWER: About Sept. 23, receiver 122.5 will be changed to 122.6 mc. (3-22) About Sept. 30, trans & rcvr 125.7 mc will replace trans & rcvr 120.2 mc. FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, [redacted]: 35 n mi at 2000'. (6-12)
CHICAGO HEIGHTS-GOVERNOR'S ARPT: 180'(958'MSL) lgtd twr being erected 5 n mi ESE(121°T) at lat 41-25-17, long. 87-38-36. (8-27)
DANVILLE-VERMILLION CO. ARPT: Caution-men and equip. on field. (10-11)
DIXON ARPT: NE/SW rnwy clsd for const-men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' & 5500'MSL.
GALESBURG MUN ARPT: Caution - truck on field. (2-25)
GILMAN ARPT: Closed. (10-11)
HIGHLAND-WINET ARPT: Caution-const. Men, equip. on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123' not marked or lighted. (11-21)
MATTOON-COLES CO. MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for construction. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOLINE-QUAD CITY ARPT: About Sept. 15, 998'(1778'MSL) lgtd twr will be erected 9.8 n mi SE(138°T) at lat 41-19-40, long. 90-22-47. (8-26)
MOMENCE ARPT: 290'(960'MSL) lgtd twr being erected 11.2 n mi ESE(121°T) at lat 41-02-41, long. 87-30-30. (8-8)
**MORRIS ARPT: 338'(855'MSL) lgtd chimney erected 7.3 n mi E(111°T) at lat 41-23, long. 88-16. (7-3)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
ROCKFORD-GREATER ROCKFORD ARPT: Caution-rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)
SOUTH BELOIT-BELOIT ARPT: Closed xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT-TOWER: June 4, ILS lclzr and glide slope shut down. FLD: Const work in progress on 1000' overrun each end rnwy 4-22. Rnwy 4-22 clsd to all operns xcpt for taxiing. (8-2)
[redacted]: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd approx 29 s mi N of the Terre Haute LF rng between Montezuma & Newport & is bounded by lat 39-50, 39-52 & long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution-lights being installed. Trucks and equip. on fld. Rnwys may be closed as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility tower unable to control tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd-not painted or lighted. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANA: INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (1-217)

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 9-27 used only at discretion of ctl twr. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) Caution - new rnwy 4-22 under const. Men and equip. on fld adj to rnwys. (6-5)

INDIANAPOLIS-SHANK ARPT: 1022' (1846' MSL) lgtd twr being erected 7.1 n mi NNE (23°T) at lat 39-55-43, long. 86-10-55. (7-20)

JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)

KNOX-STARKE CO. ARPT: Until about Oct 16, clsd to transient operns due NE/SW rnwy under const. (9-11)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100" S - not mrkd, painted, or lgtd. (7-19)

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod 2300' in length. Use extreme caution. (7-9)

RICHMOND-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 116.1 mc. Ident: RID. Lctd lat 39-45-17, long. 84-50-19. Mag. var.: 0°. Monitoring category (3). Elev: 1134' MSL. Class: VORW. (8-26)

SHELBYVILLE-RADIO: About Oct 24, VOR will be cmsnd. Freq: 108.4 mc. Ident: SHB. Lctd lat 39-37-57, long. 85-49-28. Monitoring category (1). Class; VORW. (9-3)

SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration - during summer months. (3-22)

TILDEN-RADIO: See Indianapolis, Ind.

WARSAW-MEMORIAL ARPT: About Sept. 23, 126' (950' MSL) lgtd twr will be erected 1.8 n mi S (180° T) at lat 41-15-30, long. 85-50-49. (8-29)

IOWA: AUDUBON ARPT: Clsd for tiling and grading. (7-29)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.

BURLINGTON-RADIO: About Sept. 20, VOR/DME will be shut down until approx Oct 4 - freq change from 117.9 mc to 111.4 mc. (8-30)

DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.

OSAGE ARPT: New arpt reported. Type "L"; lctd 0.5 mi E; elev 1150' (est); 1 rnwy (N/S) sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)

OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.

SHELDON ARPT: Clsd for const - machinery on fld. (5-3)

SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4 - relctn of lclzr. (5-9) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution men and equip. working all hrs. First 1000' NW end NW/SE rnwy clsd. Rnwy being extended. (6-5)

SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)

EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt-in emerg. (8-2)

GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL.

IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15. thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)

**LYONS ARPT: 300' (2023' MSL) lgtd twr being erected 2.3 n mi E (110°T) at lat 38-20-05, long. 98-11-09. (8-16)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)

RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked.

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)

SALINA ARPT: Const in progress. Men & equip. on fld. (7-1)

TOPEKA-PHILIP BILLARD ARPT: Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) About Oct 1, two 158' (1067' MSL) lgtd steel stacks will be erected 3 n mi ESE (119° T) at lat 39-03, long. 95-34 & being completed approx May 15, 1959.

TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&E by-appointment; 80/87 oct fuel. (4-9)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21) Sept. 4, VOR/DME shut down until approx Oct 1 - modernization. During this period, the following MEAs are affected: Anthony VOR - Milton Int. - Int R035 ANY and R116 HUT (Wichita Int. Temp) 4000'; Int R035 ANY and R116 HUT - Int R145 SLN and R233 EMP (De Graff Int. Temp) 5000'; Int. R145 SLN and R233 EMP - Cassoday Int. 5000'. (8-28)

WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe. About Sept. 27, 168' (1498' MSL) lgtd twr will be erected 2.1 n mi W (283°T) at lat 37-39-50, long. 97-28-30. (8-29)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions contact Wichita Apch Ctl for traffic clearance prior to entering ctl zone. T/R 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)

KENTUCKY: BOWLING GREEN-RADIO: LF rng has heavy multiples NE and NW courses, 30 mi from stn.

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

HARLAN ARPT: Caution - high grass. (7-3)

HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4-19)

**LAFAYETTE ARPT: 500' (539' MSL) lgtd twr erected 7.9 n mi NW (300° T) at lat 30-18-56, long. 92-04-19. (7-18)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

KENTUCKY: LEXINGTON-BLUE GRASS ARPT-TOWER: About Sept. 30, ILS will be cmsnd. Lclzr freq: 110.1 mc. Ident: LEX. Lctd 200' from NE end NE/SW rnwy 4. Elev: 970.5' MSL. Glide slope freq: 334.4 mc. Lctd 250' NW centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965' MSL. Glide angle 2.6°. Apch bear.: 41°. LMM freq: 203 kc: Ident: EX. Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750'(0.73 s mi) from SW end NE/SW rnwy. Elev: 891' MSL. LOM will be relctd HW fac, cmsnd Aug 15. Freq: 242 kc. Ident: LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930' MSL. FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24) 553'(1624'MSL) lgtd twr being erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26)
LONDON ARPT: Gas avail. on call daylgt hrs - expect delay. (7-25)
LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100°- interference. (6-14) About Oct 20, VOR will be shut down until approx Nov 4 - freq change from 112.1 mc to 114.8 mc and conversion to VORTAC. (9-13)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. 3000' hi-intensity apch lgtg system avail. as configuration A or B serving rnwy 1. Configuration A will be operd under normal operns. Configuration B will be operd only upon pilot's req and then always in conjunction with configuration A.(9-1)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 3s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
SOMERSET-PULASKI CO. ARPT: Clsd - due const. Emerg lndgs W side rnwy only. (7-24)
YORK-RADIO: DME coverage 35 n mi at 2500' MSL. VOR/DME shut down - freq change from 116.0 to 108.6 mc.
LOUISIANA: ALEXANDRIA-MYERS ARPT # 2: Tfc pat. 300'. Apch from E with caution- jet acft operg in vicinity. (6-26)
BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy.
LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)
MANY-HART ARPT: Use with caution. (7-18)
MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000' MSL; V-18 Shreveport to Monroe 2500' MSL; V-18 Monroe to Jackson, Miss. 1600' MSL; V 18 S Monroe to Jackson 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28)
NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerence acct scalloping and bends.
NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
SHREVEPORT-BARKSDALE AFB-RADAR APPROACH CONTROL: About Oct 1, RAPCON trans & rcvg freq 123.9 mc will be cmsnd, and trans & rcvr 120.7 mc will be decmsnd.(9-9)
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.
BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)
HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4)
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)
MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.
PHILLIPS-PLESANT VALLEY FARMS ARPT: Ctn-300' WSW end of strip under const.
PORTLAND ARPT: 20' embankment 200' from apch end rnwy 33 mrkd by obstruction lgt 250' from apch end and in line with S edge rnwy 33. (7-17)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
SANFORD ARPT: Caution - drag races will be held on following dates: Sept 29, Oct 13. Rnwys 8-26 and 14-32 will be clsd during daylgt hrs on these dates. (6-7)
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
BALTIMORE-MARTIN ARPT: Const - men and equip. on fld. Extensive ditching, grading
MARYLAND: and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwys 18-32 and 10-28 clsd. Ditching thru rnwys at intsxn 18-36 and 10-28. (8-15)
**BALTIMORE-PIER 6 HELIPORT: 39-18N, 76-36W; lctd Pier 6, Pratt St; elev 10'; size 240' x 100'; air marked; no lgts; no service. (6-27)
CAMBRIDGE ARPT: Arpt reported -1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct; Unicom 122.8 mc; 1 rnwy(NW/SE) 2500'x100'. (12-10)
CUMBERLAND ARPT: Caution - air show - arpt clsd 1200-1800 Sept 29. (9-10)
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor, category (3). (5-10)
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion.
LAYTONSVILLE-DAVIS ARPT: Ctn-const extending rnwy 500' at ENE end. (7-11)
RISING SUN-FARMINGTON ARPT: Arpt reported- 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy(NE/SW) 2000'x200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on airwy V1 to the NE at lower alts. (7-1)
WHITE MARSH-QUINN ARPT: Arpt reported- 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy(E/W) 2460'x200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling State Police Barracks.
ACUSHNET ARPT: New arpt reported; 41-40-35N,70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy(N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)
BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)
BOSTON-BEDFORD(HANSCOM) ARPT: New tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Rnwy 11-29 under exten const until about Nov 30. (9-13)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°,3500'; 270°-330°, 3000'; 330°-025°, 2500'. FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from endof pavement. Standard rnwy lgts entire length of pavement. First 1/3 rnwy 4R reported uneven by pilots of hi-speed and hvy acft-caution advised. Rnwy 4R-22L clsd Mon-Fri 0800-1700 for pavement repairs xcpt when ceiling or visibility falls below 1000' or 3 mi. During such periods as rnwy 4R-22L is clsd for current emerg repairs, the provisions of SAMB special regulation dated May 27, 1955 restricting use of rnwy 4L-22R will be waived whenever the wind is 15 knots or over and within 30° of rnwy heading 22 or 4, xcpt that no waiver will apply to turbojet acft, to turboprop acft or to acft whose performance characteristics do not permit attaining an alt of at least 500' when taking-off or lndg over the houses in the Bayswater St section of Orient Hgts under the conditions existing at the time. (2-27)Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use. (8-23)
BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)
**COTUIT: Restricted Area (R-79) to be used day and night only when ceiling 2000' and visibility 3 miles or better. Effective 2400 Oct 1, 1957. (9-11)
FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
**MARTHA'VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)

MASSACHUSETTS: HYANNIS-BARNSTABLE ARPT: Major construction in progress. Men and equipment on all field areas during daylight hours. Equipment or hazards obstruction lighted at night. Caution. (4-15)

NANTUCKET-RADIO: About September 30, HH facility will be shut down until approximately October 30 - conversion to consolan. (9-13)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

ORANGE ARPT: Clsd 1:00 pm to 6:00 pm Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during clsd period. (5-22)

MICHIGAN: BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and ngts. (8-30) Men & equip on fld days. 126' (1056'MSL) water twr under const on fld will be mrkd painted, & lgtd (5-6). Trees above obstn lgts on SE edge fld. (3-29)

BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (8-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mi SW. Twrs just under glide path to NE rnwy. (6-13)

CAMP LUCAS-SPECIAL NOTICE: May 9 to Oct 1, 0700-1930 daily, firing in progress Pt. Mamainse, Ontario, Canada danger area, 45 mi NNW Sault Ste Marie, Mich. (5-8)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

DETROIT-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 30, trans & rcvr 118.9 mc will replace trans & rcvr 125.7 mc; trans & rcvr 126.4 mc will replace trans & rcvr 123.7 mc. Freqs 119.8 and 317.5 mc will be cmsnd. (9-9)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-METROPOLITAN WAYNE CO. ARPT : Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and tk-offs. Sod area NW of rnwy 5-23 & NE of rnwy 14-32 avail. (8-27) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags and flares. Men & equip. on or adj to ramp and rnwys. (6-24) Four 70' twrs being erected 400' E & N of Goddard Rd inside of W boundary. (8-14)

DETROIT-WILLOW RUN ARPT-TOWER: About Sept 30, TVOR will be shut down until approx Oct 14 - modernization. (8-26) About Sept. 30, trans & rcvr 123.7 mc will replace trans & rcvr 120.7 mc. (9-9)FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

ESCANABA ARPT: Const W end of E/W rnwy (7-13)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

GREENVILLE ARPT: Clsd for const. (4-18)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

INDIAN RIVER - CAMPBELL ARPT: 308'(1174'MSL) lgtd twr being erected 5.9 n mi SE ((153°T) at lat 45-19-30, long 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Mrkd day & ngt. (6-18)

MICHIGAN: MANISTIQUE-SCHOOLCRAFT CO. ARPT: 308'(1053'MSL) lgtd twr being erected 2.1 n mi WSW(249°T) at lat 45-57-30, long. 86-13-51. (8-22)

MARQUETTE-COUNTY ARPT: Caution - const. (7-15) Clsd to ngt opern due unlgtd obstn.

MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MT.CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc unreliable. (3-19)

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE SW rnwy. (5-8)

NEWPORT-MARSHALL ARPT: 205'(575'MSL) lgtd water twr being erected 2 n mi ENE (77°T) at lat 41-57-37, long. 83-15-26. (8-9)

NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4) Taxiway W end rnwy 9-27 clsd. Trucks on fld. (8-17)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S. (4-20)

PRUDENVILLE-ROSCOMMON CO. ARPT: Closed.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)

TECUMSEH ARPT: Arpt clsd Sun & holiday 0600-1800 due drag races - open for lndgs by acft circling fld twice. (6-21)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys. (7-31)

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)

**ALEXANDRIA ARPT: Three 50' steel towers erected 1/5 mi S of SW bndry; lat 45-51-28, long. 95-24-09. Elev 1502' MSL. Not painted or lighted. (8-29)

AUSTIN ARPT: 150' (1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

DEER RIVER ARPT: 308'(1598'MSL) lgtd twr being erected 1.2 n mi SSE (159°T) at lat 47-19-48, long. 93-47-02. (8-22)

DULUTH ARPT: Ramp const W of admin bldg. Men & equip on fld days. Ctn crossing arpt perimeter roads lndg rnwys 3-21. Maj portion of NE/SW rnwy N of E/W rnwy intersection clsd every Sun. 1200-1700C thru Oct due to auto races.

DULUTH-SKY HARBOR ARPT: New arpt reported: Lctd 4.5 mi SE; elev 609'; 1 rnwy; longest rnwy & facs 22-S5; F3 fuel; remarks - skis winter. (7-12)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

**FAIRMONT MUN ARPT: 500(1710'MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28'. (7-18)

FERGUS FALLS ARPT: N/S rnwy clsd for const. (8-29)

MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22)

MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution - men & equip. on fld. (7-22)

MINNEAPOLIS-ST. PAUL INTNL(WOLD-CHAMBERLAIN FLD)-TOWER: ASR-2 shut down until approx Nov. 19 - relctn. (9-10) FLD: Due to non-visibility twr unable to ctl tfc on first 500' apch end 11L and intsxns rnwy 4-22/11R and associated taxiways. Rnwy 8-26 open for daylgt use only. (9-11)

PARK RAPIDS ARPT: Const on NW/SE rnwy. N/S rnwy remains open (8-29)

MINNESOTA: ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20-unmrkd day or ngt.
ROSEMOUNT-SOUTHPORT ARPT: Caution-const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)
CORINTH ARPT, 7, MEM-TPA: Closed until further notice. (7-22)
CROSBY MUN ARPT: Men and equip. resurfacing rnwy. Land to one side of fresh material.
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution-exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for takeoff on rnwy 32 and 36. (6-11)
INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution-all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published. (8-23)
MERIDIAN-KEY FLD-RADIO: April 29, ILS glide slope inop. until approx Nov. 15.
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough - use with caution. Men & equip. on fld days.
OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type "P"; 34-23N, 89-33W; lctd 1 mi N;elev 445'; 1 rnwy (E/W) 4000' x 100 asphalt; BL4; remarks - unattended. Caution - men and equip. on fld. No service avail. Telephone service on fld. (5-14) Arpt closed until further notice. (8-26)
RIPLEY ARPT: Closed - construction. (5-16)
MISSOURI: BUFFALO ARPT: Rnwy under const - use of fld at pilot's risk. (8-19)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: Arpt reported: 38-08N, 90-33W;lctd ENE;elev 675';1 rnwy-2500'-turf; fuel available. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd.
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)
KANSAS CITY-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 30, trans & rcvr 123.6 mc will replace trans & receiver 120.7 mc. (9-9)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end of rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)
**LEXINGTON ARPT: 383'(1238'MSL) lgtd twr erected 9.5 n mi SE(153°T) at lat 39-04-20, long. 93-50-05. (4-24) Three 177' twrs supporting transmission line across Missouri River erected 2.5 n mi SSE(159°T) at lat 39-10-27, long. 93-54-55. S twr(998' MSL), middle twr(972'MSL) & N twr (858'MSL). S twr only, lgtd. (5-2)
MACON-RADIO: About Sept. 30, VOR class will be changed to BVOR. (7-3)
MALDEN-RADIO: About Sept. 23, VOR will be shut down until approx. Nov. 4-modernization. (8-27)
MALDEN ARPT: Air Force primary contract school. Closed to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
OSAGE BEACH-LINN CREEK-GRAND GLAIZE MEM'L ARPT: E/W rnwy being surfaced. Rnwy clsd and mrkd on each end. Caution - do not land on rnwy. (8-16)
**POPLAR BLUFF-EARL FIELDS MEMORIAL ARPT: 303'(749'MSL) lgtd twr erected 4.5 n mi W(281°T) at lat 36-47-08, long. 90-24-31. (8-30) This corrects Airgi Vol. 12 No. 9.
PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE;elev 800'; 1 turf strip (N/S)-2300' x 110'; remarks- S apch 10:1. (7-3)
ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51; long. 90-35 N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-ROSECRANS MEMORIAL ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)
ST. JOSEPH-ROSECRANS MEM'L ARPT: Effect. 0800C July 29, 1600' apch end rnwy 22 will be reopened. Concurrently, 1700' apch end rnwy 31 will be clsd to all operns. Areas will be flagged and lgtd, day and ngt- caution. N/S instrument rnwy clsd. (7-16)
ST. LOUIS-LAMBERT FLD-TOWER: About Oct 1, radar departure control will be implemented. (9-4) FLD: Rnwy 6-24 clsd. Length rnwy 12-30 shortened to 6000'. Temp barricade and threshold lgts located rnwy 12-30 E of intsxn of rnwys 6-24 & 12-30. Usable length rnwy 12-30 from approx 1600' of intsxn E-ward. Equip. 40' high at intsxn. Equip. lgtd and mrkd. Const. Rnwy 12-30 clsd to jet acft. Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft. Caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high located N end of fld approx 200' E of taxiway 34, 600' N of taxiway 7. Const in progress on p-line on 100' steel twrs approx 5/8 mi E. (8-21) Taxiway lighting installation in progress alongside all taxiways. Open ditches parallel to and 10' from taxiways. Caution-men and equipment. (12-14) About Sept 30, 1152'(1649'MSL) lgtd twr will be erected 10.5 n mi SSE(169°T) at lat 38-34-08, long. 90-19-51. (8-30)
ST. LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)
ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on following dates: Sept. 22, Oct. 6 & 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8) Configuration "A" apch lgt system on rnwy 9 operg dusk-dawn commissioned. Do not land short of threshold lgts. (7-23)
BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000';90°-145°, 30 n mi at 12,000';145°-185°, 40 n mi at 12,000';185°-250°, 40 n mi at 11,000';250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)
BUTTE-RADIO: VOR shut down. During this time arwys V49 DLN -GSN and V86 BTM-HIA will be unusable durg IFR.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000';110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000';260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
GREAT FALLS ARPT: Rnwy 02-20 clsd for repairs until about October 1. (7-10)
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

MONTANA: HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)
LEWISTOWN-RADIO: VOR flight-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000 ; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9,000'; 290°-355°, 26 n mi at 11,000'. Sept. 4, VOR/DME shut down until approx Sept. 27 -modernization. Durg this period the following arwys will be unusable: IFR operns V2 Mullan Pass to Drummond. V231 may be used using MSO LFR. Upon recmsng VOR freq will be 111.8 mc; DME channel 38. (9-4)
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for over 26,000 lbs. (9-4)
MULLAN PASS-RADIO: DME and VOR coverage 300°-340°, 35 n mi at 9000'. Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
ST. IGNATIUS ARPT: Rnwy lgts inop.
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)
WOLF POINT ARPT: NW/SE rnwy clsd for const and surfacing. Arpt clsd to all operns sunset-sunrise. (7-15)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway closed.
DAVID CITY, 82ASLC-OMA ARPT: About 23 Sept., 260'(1860'MSL) lgtd twr will be erected 9.8 n mi E(100°T) at lat 41-12-31, long. 96-54-57. (9-3)
NORTH PLATTE-LEE BIRD FLD: 211'(3016'MSL) lgtd twr being erected 4 n mi W(285°T) at lat 41-08-14, long 100-45-33. (8-16)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20)
OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL CENTER: Soon RAPCON will be cmsnd. Trans & rcvg 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8 and 379.4 mc. Rcvg only: 122.5 mc. Terminal Radar Arrival and Departure ATC service will be provided Omaha Mun Arpt and Offutt AFB.
SCOTTSBLUFF ARPT: Farm operns in progress. Equipment crosses runways, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop.(11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY-RADIO: About Sept 16, VOR will be shut down until approx October 28 - modernization. (7-30)
SIDNEY ARPT: NW/SE rnwy clsd for major const. Rnwy mrkd with X's on both ends. 2200' x 300' NNE/SSW rnwy remain open but unlgtd. 3800' x 300' E/W rnwy remain open and lgtd xcpt that 1/2 the width of the E/W at the intsxn of E/W and NW/SE rnwy clsd, flagged and mrkd. Caution - men & equip on fld daylgt hrs. (8-23)
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
BATTLE MOUNTAIN ARPT, 35, SFO-SLC: Unlgtd oil derrick 60' high 1/2 mi from end rnwy 12 on right side of apch lane. (9-5)
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
FALLON-SPECIAL NOTICE: Effect Sept 27, Caution Area No. 1(C-524) will be established as follows: Beginning at lat 42-24-00, long 118-02-00; thence to lat 41-25-00, long. 118-10-00; 40-07-15, 118-39-30; 40-00-00, 118-57-00; 40-00-00, 119-30-00; 40-30-00, 119-30-00; 40-30-00; 120-00-00; 41-37-00, 120-00-00 thence to point of beginning, except for those portions of which overlie R-266 and R-430. Limiting Altitude: Surface to unlimited.

NEVADA: Activities Conducted: Extensive training activities. Time of Use: Unlimited. Using Agency: Commander, Air Force, Pacific Fleet. Controlling Agency: Naval Aux Air Station, Fallon, Nev. (8-14)
LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (8-12) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. All pilots contemplating flight within a 300 n mi radius should be on alert for special NOTAM which will restrict flight in certain areas in the interest of safety. (5-1)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°; 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx October 15. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int - RNO, V6 Tahoe Int-LOL, V6N AUN Int - RNO, V28, V113, V150 West Point Int - RNO. (7-19)
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flight-checked on arwy radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flight call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flight call Concord Rdo).
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (6-14) Sept. 9, VOR/DME shut down until approx Sept 27 - modification and freq change from 117.4 to 108.2 mc. (8-5)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylight hours - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - nights - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 526 kc for test purposes only. Ident: AIY. Lctd near Avalon, N. J. (8-2)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylight hours. Fld clsd durg these operns.)11-11)
BEACHWOOD-RADIO: About Sept. 18, H fac will be cmsnd. Freq: 203 kc. Ident: BWO. Lctd lat 39-58-10, long. 74-08-42. Class: MHW. (8-26)
BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)
MILLVILLE ARPT: Non-military glider operns week-ends and holidays. Engine testing by acft parked N end rnwy 18 day and night. (1-16) Trenching paralleling portions N/S NW/SE rnwys in sod area - mrkd. Use rnwys. Taxiways thru trench area clsd - mrkd.
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.
NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of

NEW JERSEY: centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 clsd. Men, equip on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy 'S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough . All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-off, rnwy 14 clsd for lndg. Rnwy 14-32 avail ngts only on special req. Equip on fld - days. Const adj to all paved surfaces. Helicopter lndg area now lctd 50' E of W taxiway opposite ctl twr. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)

TRENTON-RADIO: TVOR usable dist 26°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 - 17 n mi. (6-14)

TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr.

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. Soon, VOR will be shut down until approx Sept 30 - modernization and relctn. During this period the following arwys will be unusable for IFR opern: V60 San Jose Int-Conchas Dam Int. V19 Santa Fe-Raton. V19E Las Vegas-Raton. V190 Las Vegas-Dalhart. (9-13)

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme ctn arriving and departing. (8-28)

TEXICO-RADIO: About Sept 18, VOR will be cmsnd. Freq: 109.0 mc. Ident: TXO. Lctd: lat 34-30-06, long. 102-50-00. Elev. 4082'MSL. Prior to cmsng disregard spurious signals.

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)

BINGHAMTON-RADIO: Erratic ADFaction 4 - 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

BUFFALO ARPT-TOWER: ILS lndg mins straight in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9)

**DEPEW-BUFFALO SKY HARBOR ARPT: Abandoned. (9-6)

DOLGEVILLE ARPT: Clsd. (12-31)

DUNKIRK ARPT: Caution - men and equip all rnwys 0800-1600 Mon-Fri. (5-27)

EAST AURORA-PRONER ARPT: Reported abandoned. (9-6)

**FARMINGDALE-REPUBLIC ARPT: Private arpt Manufacturer 's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5) 2 rnwys avail. (9-12)

GLEN FALLS-WARREN CO ARPT: 91 oct not avail. (6-11)

HEMSTEAD-RADIO: About Oct 14, LFR will be shut down - until approx Oct 28-modernization.

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor category temp changed to (3). (5-10)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14)

ITHACA-TOMPKINS CO ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equip along side and on rnwy Mon-Sat between 0800-1700 EDT. Acft to ctc MOH 129.7 - 130.0 mc or ELM twr or ELM rdo for lndg instructions.

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'. (5-17)

LAKE PLACID; Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)

MASSENA-RADIO: VOR shut down - modification. Aug 21, J fac temp converted to BMH. Freq 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. To be returned to J fac, freq 242 kc on completion of VOR modification. During VOR shut down, following arwys affected over Candaian Territory: V29 MSS to JH unusable. V98 MSS to UL substitute MSS MH direct UL VOR MEA 2000'. V98 MSS to QC unusable. V104 MSS to Vars Int. unusable. Subject flgt check of MSS MH intend to establish temp ADF direct route 360°T from MSS to point of interception E crs OW LFR MEA 2000'. (8-21)

MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding and soaring operns conducted during daylgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, La Guardia, Idlewild, NAS Floyd Bennett, Westchester County Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270°M until abeam Floyd Bennett prior to proceeding on desired crs. VFR acft not intending landing at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or La Guardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200'MSL wea permitting. This applies to New York Intnl (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.

NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: About Sept 20, trans and rcvr 123.6 mc will be cmsnd and trans and rcvr 120.7 mc will be decmsnd. (9-11)

NEW YORK INTNL (IDLEWILD) ARPT-TOWER: Sept 17 - Sept 20, ARSR will be shut down-antenna overhaul. (8-20) VHF/DF coverage 055°-230°, 1500'; 230°-055°, 2000' at 40 miles. (9-9)

NEW YORK: NEW YORK INTNL(IDLEWILD) ARPT: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on ofl bus. or flag rank or higher. Caution-use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution-taxi A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const inprogress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Follow centerline all taxiways. New taxiways temp mrkd-by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration-"A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10) Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L, and 13L-31R. (8-2)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105, 000lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. marked-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Soon left-hand row apch lgtg system serving rnwy 4 will be decmsnd. Simultaneously national standard centerline apch lgtg system, configuration "A", 3000' long will be cmsnd. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9-flagged by day and lgtd at night. (7-30)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)

NIAGARA FALLS-ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad & 4500' in NW quad. (6-22) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PECONIC-RADIO: About Sept. 26, LFR will be cmsnd. Freq: 341kc. Ident: PIC. Lctd: lat 40-48-36, long. 72-54-24. Elev. 31'MSL. Bear. & dist to Calverton-Peconic River Arpt: 48°, 8.2 mi. Mag var: 12°27'W. Courses: 53A 129N 234 A 321 N. Class:SRAZW.

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000';280°-310°, 35 n mi at 4700';310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that posotion, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. About Sept. 23, VOR/DME will be shut down until approx. Oct 14- modification and freq chg to 111.8 mc. (8-16) S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (8-27)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROCKDALE-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 108.4 mc. Ident: RKA. Lctd lat 42-27-58, long. 75-14-23. Mag var.: 11°W. Monitoring category (3). Elev:2030' MSL. Class: VORW.

ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: About Oct 1, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB and Oneida Co. Arpt. Freqs: 118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8 mcs. Normal clearance limits will be Starkville Int., Sherrill Int., Fly Creek Int., Taberg Int., RME HW and UTI MHW. (9-5)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10. NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879' MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities available. (7-30)

UPPER ST. REGIS LAKE: No seaplane facilities available. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14)

WELLSVILLE-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 108.8 mc. Ident: ELZ. Lctd lat 42-05-21, long. 78-00-00. Elev: 2299'MSL. Monitor. category (1). Monitoring and voice from Elmira ATCS. Class: BVOR. (8-26)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-RADIO: LF rng, 284 kc has interference from Greenville, S.C. LF rng 281 kc. Caution advised. (8-1)

CHARLOTTE-DOUGLAS ARPT-TOWER: About Sept. 16, trans & rcvr 120.7 mc will be decmsnd and trans & rcvr 123.7 mc cmsnd. FLD: All acft operg in & out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

ELIZABETH CITY-RADIO: VOR/DME shut down until approx Sept. 26-relctn to lat 36-15-27, long. 76-10-33. (9-4)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials, 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

GREENSBORO-HIGH POINT ARPT-TOWER: ILS glide slope inop. (8-22)

HICKORY-RADIO: VOR radials 150° thru 160° out of tolerance acct roughness and bends.

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25- mi radius. Clsd to all transient civilian acft xcpt on ofl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 miles NNW; elev 220'; number of runways 1; longest runway 6500'; remarks - use NE/SW runway only. Transient aircraft park W ramp in vicinity arpt beacon. Caution - vehicular parking and traffic W ramp. (1-10)

MANTEO ARPT: Runway lights inoperative. (1-30)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi;230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800'MSL, V194 RDU-CVI 3000'MSL, V128 RDU-LaGrange 3500'MSL, V3 RDU-LBT H fac 3300'MSL, V3W RDU-SOP 3000'MSL, V194 RDU-Norwood 4000'MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

**ROCKY MOUNT ARPT: Ctc Rocky Mt. Rdo for arpt info prior landing. (9-6)

**SALISBURY ARPT: Unicom 122.8 mc cmsnd. Arpt clsd for const xcpt with prior approval during daylgt hrs by use of Unicom. (9-12)

NORTH CAROLINA: WILMINGTON-SPECIAL NOTICE: Effect. Oct 24, Warning Area W-523 will be established as follows: Beginning at lat 34-15-00, long. 77-39-00; thence SW to lat 34-05-00, long. 77-43-00; SE to 32-20-00, 77-20-00; SE 32-15-00,77-00-00; NE to 33-04-00, 75-51-00; thence NW to point of beginning. Altitude: Surface to 50,000' MSL. Time of Use: Daylgt hrs only during VFR. Activities Conducted: Air-to-air rocketry. Controlling Agency: Seymore Johnson AFB, Goldsboro, N.C.This corrects Airgi Vol 12, No.13.

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip btwn rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. Caution-men and equip. on fld. (7-2)

WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA:**BISMARCK ARPT: 243'(2140'MSL) lgtd twr being erected 3.1 n mi NNW (350°T) at lat 46-49-31, long. 100-46-08. (8-14)

FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.

FARGO-HECTOR FLD: Rnwy 17-35 clsd. N/S taxiway (4800'x75') OK for DC-3 and smaller acft for lndg and tk-off. (6-4)

MINOT-RADIO: About Sept. 16, VOR will be shut down until Sept. 30 - retuning and readjustment. (8-21)

MINOT INTN'L ARPT: 1053'(3123'MSL) lgtd twr being erected 12.1 n mi S(191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440'(2200'MSL) lgtd twr being erected 2 n mi SSW(222°T) at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

WILLISTON-RADIO: About Sept. 26, VOR will be cmsnd Freq: 116.3 mc. Ident: ISN. Lctd lat 48-15-11, long. 103-45-00. Monitoring category (3). Class: VORW. (9-3)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000'x 100' (sod); 80-87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

★ CINCINNATI-RADIO: Sept. 9, Union and Sulphur FMs lctd SE course perm decmsnd. DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 045° radial V5 out of tolerance due heavy visual and aural interference. (7-26) About Oct 15, LF rng ident will be changed to LUK. (9-4)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-PADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. (4-29) Lndg minimums utilizing ILS for rnwy 5R will be 400-1 durg const on rnwy 5L-23R.(8-16) VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (8-26)FLD: 2-way rdo capable of communicating with Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-offs and SE lndgs. Const of N concourse in progress 800' N from main term. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L. Taxi guide signs now installed all taxiways. W taxiway reads letter R. NW taxiway reads letter S. N taxiway reads letter S. N taxiway reads T. Rnwy 9L-27R clsd for W lndgs only. Rnwy 18L-36R clsd for maintenance until about Sept 17. Cranes with 25' booms operg 600' E of apch end rnwy 27R during daylgt hrs, booms lowered and equip. lgtd at ngt. Open ditch 600' E of apch end rnwy 27R with 25' piles dirt E side lgtd at ngt. (8-16) Soon, combination 1650' flash-blaze and left lane 1500' neon apch lgtg systems serving rnwy 5L will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline configuration A lgtg system will be cmsnd. (8-19)

OHIO

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc on E taxi strip between hangars 1 and 4. 2900' hi-intensity centerline apch lgtg system configuration "A" serving rnwy 27 cmsnd. (8-23) Tranmissometer cmsnd. Visibilities 1-1/2 mi and less provided for rnwy 27. (9-13)

DAYTON ARPT: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to (3). (5-10)

LACARNE-LAKE ERIE: Restricted Area (R-149) adj to Red Arwy 19. Nearly continuous AA firing June 17 thru Sept 30, 1957, Mon-Fri xcpt holidays 0800-1630 EST. (6-18)

LEBANON-J & J ARPT: N and N/S strip being extended. Graded areas soft when wet. (8-8)

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15) All fld lgts and bcn inoperative. Fld clsd between sunset-sunrise. (8-14)

MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; lngst rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const 400' gravel extension N end rnwy completed. Extreme edges 40' wide extension soft in spots. Rnwy 2180' hard-surface; 150' stone S end, 400' N end, approx 950' sod overrun beyond stone N end. Soft sod areas during wet wea. Ctc Port Clinton Unicom for fld conditions. (7-16)

**PORTSMOUTH-RAVEN ROCK ARPT: Abandoned. (9-9)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; Longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

SIDNEY-RADIO: VOR out of tolerance beyond 35 n mi 60°-100° at MOCA. (9-9)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

STADIUM-RADIO: About Oct 24, MHW fac will be cmsnd. Freq: 219 kcs. Ident: SUM. Lctd lat 41-29-29, long. 81-43-33. (8-16)

TOLEDO EXPRESS ARPT: Rnwy 7-25 being extended 850' NE end and 950' SW end; taxiways also being extended. Threshold lgts both ends relctd 130' on and inward from each end of rnwy. Taxiways in const areas clsd. Men and equip. in const areas. Hazard areas flagged and lgtd. Do not lnd short of threshold lgts. Usable rnwy 4940'. (3-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

OHIO: WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA .(6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) About Oct 28, VOR will be shut down until approx Nov 18 conversion to VORTAC. (9-13)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600';344°-010°, 35 n mi at 2400'.
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. UNDER VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
ZANESVILLE-RADIO: VOR operg test basis. Freq: 111.4 mc. Ident: ZZV. Lctd lat 39-56-28, long. 81-53-28. (9-4)
ZANESVILLE ARPT: Caution - const 1500' S of tetrahedron. (5-14)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
BEAVER CITY ARPT: Clsd due men & equip. on fld and rnwys unsafe. (7-10)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy open - Caution - equip. on fld. (6-14)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (5-16) Bcn inoperative. (7-2)
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429' MSL) water tank being constructed W side of fld (lat 35-24-04, long 97-36-58). Mrkd and lgtd. (9-13)
PAULS VALLEY ARPT: Temp const of drilling derrick lctd adj NW fld 140' AGL 1107' MSL. Mrkd and lgtd. (8-28)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE & NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multiengine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: ALBANY ARPT: NE/SW rnwy clsd. Fld clsd to ngt operns due hi-way const and hvy equip. on fld. Caution daylgt hrs. (9-10)
AURORA FLIGHT STRIP: Caution - drag races will be conducted Sept 29. (3-14)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000';alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Oct 1 for new const 1500' extension. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (8-26)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr altitude. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (7-26)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. About Sept 23, VOR will be shut down until approx Oct 20 - modernization. Durg shutdown the MEA on V27 between Crescent City & Newport is 13,000'. The MEA on V121 between North Bend and Eugene is 9000'.
North Bend Int. (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable. (9-12)
PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extended in four directions at 1:1 ratio. . (6-7)
PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. Sept. 9, VOR shut down until approx Oct 14 - modernization. Durg this time Arwy V25 Klamath Falls.-The Dalles will be unusable for IFR opern. (9-12)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow area due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
SILVER LAKE ARPT: New arpt reported: lat 43-07, long 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy; 3200' gravel; remarks - Ctn - fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 335°-055°, 26 n mi at 4000'. About Sept 16, LF rng will be shut down for approx five days - modification. Course will be unreliable and fac to be used for homing only 1900-0800 daily. (8-28)
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only (8-19)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30;E - long. 77-47-00; W - long. 77-49-00.
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)
FITZGERALD-RADIO: About Sept. 16, VOR will be shut down until approx Oct 6 - modification and freq change from 117.0 mc to 108.2 mc. (8-5)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
**HOOKSTOWN, BCN SITE 21, DCA-CLE: Bcn decommissioned. (9-13)

PENNSYLVANIA: HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

**LEWISBURG ARPT: 248'(811'MSL) lgtd twr erected 2.1 n mi SE(138°T) at lat 40-56-42, long. 76-52-48. (8-31)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

**PARK PLACE, BCN SITE 61A, MDW-LGA: Resumed opern - operd by Penn State. (8-30)

PHILADELPHIA INTERNATIONAL ARPT - SPECIAL NOTICES: (1) Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the final vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24) (2) Jet penetration JA-JAL-320 ADF via Newcastle OM suspended due shutdown Philadelphia Radar. Jet tfc operg on IFR flight plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or lnd Newcastle Arpt. (7-1)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered nights. 125' pile driver approximately midway btwn rnwys 4 and 35 on river's edge - flagged days, lgtd nights. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Extensive const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp and rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men and equip. on fld daily. (8-9)

PITTSBURGH-RADIO: About October 14, ATCS will be relctd to Pittsburgh-Allegheny Arpt. Trans & rcvg 121.5, 255.4, 243.0 mc. (9-16)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx center line. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for night operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi.

FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: About Sept. 26, VOR will be cmsnd. Freq: 108.2 mc. Ident: TWR. Lctd lat 40-33-16, long. 76-35-49. Mag var: 8°W. Elev: 1731' MSL. Monitor. category (3). Class: VORW. (8-26)

TYRONE-RADIO: About Sept 29, VOR will be cmsnd. Freq: 110.0 mc. Ident: TON.

PENNSYLVANIA: Lctd at lat 40-44-05, long. 78-19-56. Monitoring category (1). Monitored and ctld from Philipsburg, Pa. ATCS. Elev: 2629' MSL. Magnetic var.: 6°36'W. Class: VORW. (8-27)

WASHINGTON ARPT: Clsd due const.

WEST CHESTER-RADIO: About October 7, VOR/DME will be shut down until approx Nov 4- modification and freq change from 112.3 to 109.2 mc. (9-13)

**WEST MIDDLETOWN, BCN SITE 13, CMH-PHL: Bcn decommissioned. (9-13)

WILKINSBURG-PITTSBURGH ARPT: Clsd - hvy equip. on rnwy and fld. (4-1)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: 40-03N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: ANDERSON ARPT: Rnwy 5-23 clsd due resurfacing. When working at rnwy intsxns, and at night, all rnwys clsd to all operns. Night operns and rnwy lgts on req basis only. (8-2)

CHARLESTON-SPECIAL NOTICE: Demolition of ammuntion daylight hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR/DME shut down. The following temp flight opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to GHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int. direct 4000'. V3W SAV to CHS and V-3E CHS to FLO not usable. CAE Int, temp designated AGS 070, CLT 185; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int. FLO 183, MYR 236; Lake Moultrie Int. FLO 198, MYR 247; following Ints not usable: Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, Kildare and Azalea. (8-30)

CHARLESTON AFB/MUN ARPT-TOWER: About October 1, ILS MM and LMM will be shut down until approx October 31 relctn. (8-2) ILS lclzr back course unusable. (9-6) FLD: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const all areas adj to rnwys. Men & equip. installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current information. Apch lgts rnwy 15 inop. (5-21) Soon, rnwy 15-33 will be clsd for approx 60 days for rnwy extension and widening. (8-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked.

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution. (9-13)

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT: 393' (4173' MSL) twr being erected 8.8 n mi W (280° T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Apch procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS inop 0700-1730 week days until approx Sept. 29. (7-29) VHF/DF shut down until approx Sept. 24. FLD: Rnwy lgts rnwy 18-36 inop.

MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal ooverage 270°-180°, 43 n mi; 180°-270°, 35 n mi at MEA. Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V16 BNA LFR direct Smithville VHF Int. via CSV 284° MEA 3500'; V16 Smithville Int. to CSV VOR via CSV 284° MEA 5000'. V 140 DYR VOR to McEwen Int. via DYR 083° MEA 5000'; V140 McEwen Int. to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V140 BNA VOR to Hartsville Int. via BNA 056° MEA 3500'; V140 Hartsville Int. to Highway Int. via BNA 056° MEA 7000'; V7 BNA LFR to Lewisburg Int. MEA 3000'. (2-28)

NASHVILLE-BERRY FLD-TOWER: Effect. Oct 1, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Berry Fld. Normal inbound clearance limits for acft prior to radar ctl will be as follows: BWG VOR, GHM VOR, Murfreesboro Int., McEwen Int., Springfield Int., Greenbrier Int., SMV H fac, Smithville Int., Hartsville Int., Watervalley Int., Springhill Int., and BNA LFR. (8-31) FLD: Taxiway between the ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway.

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

TEXAS: ABILENE MUN ARPT: Due to non-visibioity twr unable to ctl tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants beacuse of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.4 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. FLD: Neon apch lgt system removed due const. (6-24)

AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down - relctn. Durg this period ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and tk-off are cautioned to avoid Bergstrom AFB tfc pat - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstn on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L.

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. Const with men & equip. in clear zone NW of arpt and apch end rnwy 11.

BIG SPRING-SPECIAL NOTICE: Acft operg in vcnty of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5000' saturated on Arwy Green 5 and V16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

DALLAS-RADIO: Radials 325°-345° out of tolerance due to severe scalloping.

DALLAS-ADDISON ARPT: Arpt reported: Type "L"; longest rnwy 2000'; remarks - work in progress enlarging NW/SE rnwy to 4500' x 100' with asphaltic concrete. (4-12)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail. freq and contact Lover Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading ,paving

TEXAS: operations in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain light acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.

**FT.WORTH-SPECIAL NOTICE: 70' (1059' MSL) lgtd boom erected atop Continental Nat'l Bank Bldg at lat 32-45-06, long. 97-19-45, removed August 30. (8-30)

FT. WORTH-CARTER FLD-TOWER: About Sept. 30, trans & rcvr 120.7 mc will be chgd to 123.9 mc. (8-26) FLD: Until about Oct 13, paving equip. operg in rnwy extension area SE of rnwy 13-31. Equip, is 19' high, flagged days & lgtd ngts. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (9-12)

FT.WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Sept. 19. (9-4)

FT. WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not jet removed.

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr light signals. Ngt lndgs not advisable. (8-13)

HARLINGEN-HARVEY RICHARDS ARPT: 994' (1049' MSL) lgtd twr being erected 5 n mi SW (225° T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clas all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to the unreliability of radials 120°-140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling mins. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26)

HOUSTON-CLOVER ARPT: Caution on lndg and take-off. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd wind sock - lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: open for take-off to E only; no lndg. (3-11) Old apch lgt system changed to new centerline system to ILS rnwy consisting of the following: 20 green threshold lgts 35' from edge of rnwy; 2 red wing bars with 5 lgts to each bar 45' each side centerline of rnwy 100' back from edge of rnwy; centerline bar of 11 red lgts 200' from apch end of rnwy; from 300' of apch end of rnwy to 1000' clear lgts 5 lgts to each bar and 1000' cross bar with 19 clear lgts; clear lgts, 5 lgts to each bar, from 1100' each 100' thru 3000' from apch end of rnwy. Flight checked and opern normal. (9-12)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KELLY AFB-RADIO: VOR restricted for civilian use - erratic crs displacement. (1-21)

KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)

LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and de-

TEXAS: partures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)
LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)
LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx Nov 1. (8-1) Aug 29, MM and LMM shut down until approx Nov 1. (8-29) FLD: N 1000' rnwy 17-35 clsd to all acft until about Oct 1, for major const and extension of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (8-1)
LUFKIN-RADIO: DME coverage: 017°, 2400', 34 n mi' 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)
LUFKIN-ANGELINA CO ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)
MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sun. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-off and lndg. (11-26) 165' (300' MSL) lgtd drilling derrick being erected 7.9 n mi W (282°T) at lat 26-12-20, long. 98-22-30. (8-22)
MIDLAND-RADIO: About Oct 14, VOR will be shut down until approx Oct 28-modernization.
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300' MSL. (6-15)
**MULESHOE-WARREN ARPT: 253' (4197' MSL) lgtd twr erected 10 n mi S (180°T) at lat 34-04-15, long. 102-42-50. (9-11)
NACOGDOCHES-DEL RENTZEL ARPT: 148' (498' MSL) lgtd drilling derrick being erected 2.5 n mi S (200°T) at lat 31-32-00, long. 94-43-00. (9-11)
ODESSA-ECTOR CO ARPT: Rnwy 7-25 clsd. (5-16)
ROCKPORT-ARANSAS CO ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025°-045° beyond 35 n mi at MEA 10,800'.
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green arwy #5 approx 13.4 n mi WSW of Texarkana LFR.
TEXARKANA MUN ARPT: 210' (510' MSL) lgtd twr being erected 12.5 n mi SSW (222°T) at lat 33-18-12, long. 94-09-31. (9-12)
**TEXAS CITY-GULF COAST ARPT: 167' MSL lgtd drilling barge erected 11.5 n mi N (16°T) at lat 29-34-54, long. 94-53-13. (9-13)
TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)
**TULIA ARPT: 353' (4022' MSL) lgtd twr being erected 13 n mi NW (325°T) at lat 34-44-00, long. 101-55-13. (8-1)
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30; long. 100-22; elev 1720'; 1 strip - 2800' long. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
WACO ARPT: Caution - men and equip on fld 0800-1700 C every Fri. (7-31)
WEATHERFORD-GAARE ARPT: Clsd until further notice. (7-9)
WINK-RADIO: About Oct 28, VOR will be shut down for modernization. (8-23)
UTAH: BLANDING ARPT: Clsd until about Sept 19 due const. (7-19)
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'. Aug 21, VOR shut down until approx Sept 20 - modification. During this period the following arwys will be affected V8 MMM-HVE MEA 16,000'. V8S MMM-HVE unusable. Bryce Canyon complusory reporting point temp redesignated as MMM 043°M radial; HVE 225°M radial; MLF 124°M radial.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Soon VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. During this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (8-16)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR crs scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept 24, trans and rcvrs 119.2 and 326.2 mc will be cmsnd at Las Vegas, Nev. peripheral site. (9-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bearing 355°-95° and 185°-235° from stn unreliable below 15,000' MSL. Area 95°-135° from stn - unreliable all alt. (4-25)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145°-155°, 35 n mi and 275°-295°, 30 n mi. Crs roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt Aero Comm (tel CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbnd headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbnd headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
BURLINGTON ARPT: Rnwy 1-19 clsd due const. (8-23)
VIRGINIA: BROOKE-RADIO: About Sept 26, VOR will be cmsnd. Freq: 109.2 mc. Ident: BRV. Lctd lat 38-20-10, long. 77-21-10; mag var: 6°W. Elev: 130' MSL. Monitor category (3). Class: VORW. (8-26)
CAMP PICKETT-BLACKSTONE AAF: Field open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercise involving personnel and equip in progress. Exercise extreme caution when in vicinity. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd & mrkd with white "X". Rnwy 8-26 limited to acft not over 5 tons. (6-29)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FLAT ROCK-RADIO: About Oct 28, VOR will be shut down until approx Nov 18-conversion to VORTAC. (9-13)
FREDERICKSBURG-SHANNON ARPT: Rnwy 4-22 clsd to all opern for resurfacing. Rnwy 13-31 open daylgt tfc. Caution advised lndg rnwy 31. Arpt clsd to ngt opern. (8-16)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)
INDEPENDENCE-COX ARPT: Closed until further notice. (7-1)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.
NEWPORT NEWS-P. HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

VIRGINIA: NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on field daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000';225°-255°, 43 n mi at 6000';255°-010°, 26 n mi at 6000'.

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on airways Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pattern area during VFR opern. (5-15)

RICHMOND-BYRD FLD: Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only - all other soft. Lndg FEE for multi-eng executive and non-scheduled acft.

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution. No 180° turns on rnwys. Lndg FEE for multi-eng acft. Effect. Oct 1, 1957, all acft rqrd to have operg 2-way rdo for day and ngt opern. (8-21)

WAVERLY ARPT: Unattended until further notice - no services avail-land at own risk.

WINCHESTER ARPT: New arpt reported: Lctd 18 mi N;elev approx 900'; 1 rnwy; 3500' long (graded dirt-shale); remarks - telephone line parallel to rnwy 100' to one side. (3-8)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. Aug 1, VOR shut down.-modernization. Durg this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C. LFR & Tulalip VHF Int will be unusable.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-10)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

**EPHRATA ARPT: 195'(1722'MSL) lgtd twr erected 14 n mi WSW(262°T) at lat 47-16-15, long. 119-51-13. (8-30) Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

MT. CATHERINE, BCN SITE 4, SEA-HLN: Inop due power cable trouble. (10-26)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmarked.

PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only. (3-11)

SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

WASHINGTON: ★SEATTLE-TACOMA INTNL ARPT-TOWER: Sept. 16, VHF/DF cmsnd. Freqs: 118.3, 118.5, 119.5, 119.9, 120.3, 122.1, 122.5, 121.5, 126.18, 135.9, 137.88 mcs. Data received too late for ANRA. Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) ASR unreliable at MEA beyond 27 mi xcpt V2, V28, V4, V48 and G2 are unreliable MEA beyond 30 miles. FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1) N 1000' rnwy 16-34 clsd for extension and grading. (7-8) Rnwy 2-20 clsd for resurfacing. (7-23)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000';225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period- relctn & rnwy extension. June 24, ILS LOM and LMM shut down - relocation. (7-3) FLD: Rnwy 16-34 clsd for const. (7-8) Interim taxiway to apch end rnwy 25 clsd to 4-eng acft. (7-16)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming and unsurfaced area on permanent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 121-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR shut down until approx Sept. 20 - modernization. (9-13)

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution-const of new taxi strip and parking area. (8-8)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'.

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (8-2)

HUNTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900 daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution-extension soft following rainy periods. Ctc Greenbrier Unicom for info. (7-15)

WISCONSIN: BELOIT-PRAIRIE ARPT: Four 186'(956'MSL) lgtd twrs being erected on a N-S plane 6.2 n mi S(189°T) at lat 42-27-34, long. 89-01-43. (8-12)

LA CROSSE-RADIO: VOR radials 320°-335° have course rufness beyond tolerance but flyable.

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55;lctd 0.5 mi NE of Lodi; 1 strip-(E/W) 2640' x 200';87 oct gas; remarks- unattended.

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm closed to all acft over 10,000 lbs. Sod unsafe. 253'(1238'MSL) lgtd twr being erected 4 n mi NE(57°T) at lat 43-11-00, long. 89-15-13. (7-29)

MILWAUKEE-RADIO: About Oct. 14, LF rng will be shut down until approx. Nov. 4. (9-10)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be mace at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500'MSL at 40 n mi all azimuths. (6-7) ILS glide slope unusable below 400'. (9-5)

WISCONSIN: MILWAUKEE-GENERAL MITCHELL FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities limited-itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwys 13-31 and 7L-25R clsd to jet acft.

OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 316' (1350' MSL) lgtd twr being erected 4.8 n mi NNE (31°T) at lat 43-14-25, long. 88-39-49. (7-29)

WEST BEND-SKY RANCH ARPT: 184' (1217' MSL) lgtd twr being erected 3.2 n mi E (107°T) at lat 43-27-18, long. 88-15-06. (7-29)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

GILLETTE ARPT: 50'-75'. W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

GREYBULL ARPT: Hvy const. Men and equip. on fld at all times. Rnwy lgts & bcn turned off. Use extreme caution. (8-27)

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

WYOMING: NEWCASTLE-MONDELL ARPT: Caution - men & equip. working on rnwy 14-32.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Soon, VOR will be shut down until approx Jan 15, 1958 - conversion to a VORTAC. fac. During this period the following arwys will be unusable: V6 & V6 N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. (8-15)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area marked by red flags. (8-16)

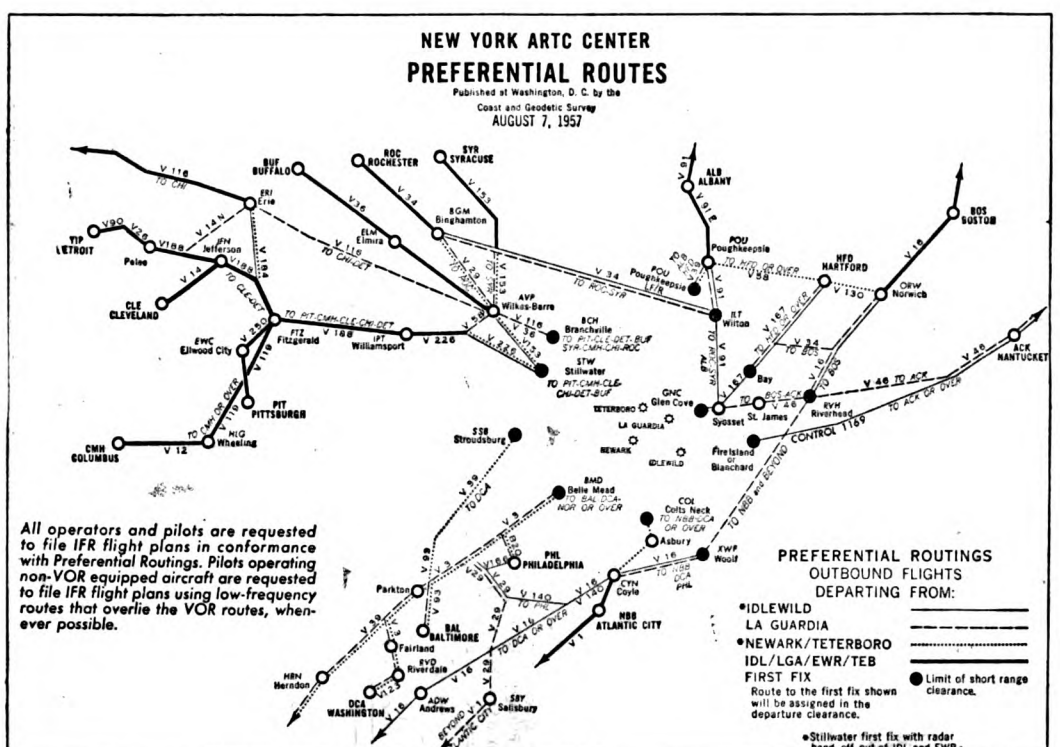
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderare course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. Low flying dusting and spraying type acft operg from arpt thru Sept. 30, (4-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt opperns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)



REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

CINCINNATI, OHIO-LUNKEN ARPT, LFR Procedure 1, Amdt. 3, Effect. 5 Oct. 57: Under transition, column 3, change "224-7.7" to read "224-7.6"; Under ceiling & visibility minimums- A-dn, add 1000-2, 1000-2, 1000-2; and under Air Carrier Note, change "6:00 a.m." to "7:00 a.m." and "9:00 p.m." to "11:00 p.m.".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in Accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
All directions	Radar site	within 20 mi	2000	Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings and distances are from radar site with sector azimuths progressing clockwise. Radar control must provide 1000' clearance when within 3 miles or 500' clearance when within 3-5 miles of radio towers - 1221 MSL 6 mi. N, 1743 MSL 12 mi. WSW, and TV tower 2349 MSL 15 mi. SSE of airport.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . (1) Runways 13 & 17, proceed direct to Grand Prairie MHW or to Grand Prairie Int via Britton VOR R-355, or, when directed by ATC, to Hensley Int via SE crs Carter ILS, climbing to 2000'; (2) Runways 31 &35, proceed direct to Carter LOM, Bedford Int via NW crs Carter ILS, climbing to 2000'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fort Worth,Tex	Amon Carter Fld. 568'	Fort Worth Radar	1,Amdt.Orig,26 Sept 57	

058	090	Within 20 mi	2500	Precision Approach			
				S-dn-4*	200-½	200-½	200-½
→ All other sectors	Radar site	20 mi	2000	A-dn-4	600-2	600-2	600-2
				Surveillance approach			
→ South quandrant EWR-LFR	Radar site	15 mi	1500	T-dn#	300-1	300-1	200-½
				C-dn%	600-1	600-1	600-1½
				C-dn-22	900-1	900-1	900-1½
				S-dn%	600-1	600-1	600-1
				S-dn-22	900-1	900-1	900-1
				A-dn%	800-2	800-2	800-2
				A-dn-22	900-2	900-2	900-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.

%Runways 4-11-29

→ *Runway 4 only - 200½ or runway visual range of 2000'; provided, that approaches conducted on the basis of reported runway visual range shall be governed by the following: (1) All components of the approach lights and high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum altitude of 218' MSL shall not be made unless (a) visual contact with the approach lights has been established or (b) the aircraft is clear of clouds. (3) Both compass locators required to be operative for RVR 2000'.

→ #Runway 4 only - runway visual range of 2000' may be utilized in lieu of 200-½ when 200-½ is authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 1000' on NE crs Newark LFR, then make left climbing turn to 3000' direct to Paterson RBn, or when directed by ATC, make climbing left turn to 2000' direct to Chatham RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Newark,N.J.	Newark 18'	Newark Radar	1, Amdt 10, 19 Oct 57	9, 25 May 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-d	1000-1	1000-1	
				C-d	1000-2	1000-2	
				A-d	1500-3	1500-3	

Procedure turn, S side crs, 253 Outbnd, 073 Inbnd, 2100 within 10 miles
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 073-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.1 miles, climb to 2500 on crs 073 within 10 miles and return to Huntington BH
NOTE: Air carrier use NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chesapeake, Ohio	Huntington 560'	BH HTW	1, Amdt 2 19 Oct 57	1 18 Dec 57

→ Carter ILS-LOM	GPR-RBn	Direct	1900	T-dn	300-1	300-1	200-½
→ Farmers Br Int	GPR-RBn	Direct	1900	C-dn	400-1	500-1	500-1½
→ Dallas RBn	GPR-RBn	Direct	1900	S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar Terminal area transition altitude, 2000' within 20 mi.
Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi. and 500' vertical separation from radio towers 2349' msl 15 mi SSE, 1743' msl 12 mi WSW, and 1221' msl 6 mi N.

Procedure turn W side of crs, 196 Outbnd, 016 Inbnd, 2500' within 10 mi. (nonstandard due to traffic)
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 349-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, turn left, climb to 1900' on crs of 309 within 15 mi of Carter ILS-LOM or when directed by ATC; climb to 2200' on crs of 349 within 20 mi of Grand Prairie MEW.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ft Worth, Tex	Amon Carter Field 568'	MEW GPR	2, Amdt 4, 26 Sept 57	3, 19 Jun 58

Stratus on Top Approach Procedure - Day only			T-d	300-1	300-1	300-1
Must be on Top with Tops not above 2000' MSL			C-d	600-1	600-1½	600-1½
			A-d	900-3	900-3	900-3

→ Procedure turn - None (Aircraft to arrive over CAV on top and descent to airport on final approach)
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 261-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 mi, climb to 3000' or on top, on Outbnd crs of 261 within 20 mi of LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Oxnard, Calif.	Oxnard-Ventura Co. 43'	SBAVZ CAV	2, Amdt 1, 19 Oct 57	1 19 Oct 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BAM LFR	BAM-VOR	Direct	9000	T-dn	300-1	300-1	300-1 ←
				C-dn	1000-1	1000-1	1000-1½
				A-dn	1000-2	1000-2	1000-2 ←

→ Procedure turn W side of crs, 200 Outbnd, 020 Inbnd, 9000' within 15 mi.
Minimum Altitude over facility on final approach crs, 6000'
Crs and distance, facility to airport, 031-2.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.1 mi, turn left and climb to 10000' on R-330 within 25 mi. Reverse course to the left and return to the VOR at 10000' on R-330.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Battle Mountain, Nev	Battle Mtn 4532'	BVOR BAM	1, Amdt 1, 19 Oct 57	Orig. 31 Aug 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Dickinson LFR	DIK-VOR	Direct	4100	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn W side N crs, 359 Outbnd, 179 Inbnd, 4100' within 10 mi.
→ Minimum Altitude over facility on final approach crs, 3600'
Crs and distance, facility to airport, 179-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.6 mi, make left turn climb to 4100' on 173R DIK VOR within 20 mi, then make left turn and return to VOR.
AIR CARRIER NOTE: Night take-offs and landings authorized NW-SE Runway only.
→ CAUTION: KDIK tower 3.9 mi N DIK-LFR 2751' MSL. Tower 3062' MSL 3.5 mi NE of VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Dickinson, N.D.	Dickinson 2589'	BVOR DIK	1, Amdt 4, 19 Oct 57	3 22 Dec 56

Houlton LFR	HUL-VOR	Direct	2000	T-dn	500-1	500-1	500-1 ←
				C-d	700-1	700-1	700-1½
				C-n	700-1½	700-1½	800-2 ←
				S-d -5	700-1	700-1	700-1
				A-dn	1000-2	1000-2	1000-2 ←

Procedure turn E side of crs, 219 Outbnd, 039 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 039-4.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.8 mi, climb to 2000' on R-039 crs Houlton VOR, then make a left turn & return to the Houlton VOR at 2500'

Air Carrier Note: Night operation on Runway 5-23 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Houlton, Me	Municipal 493'	BVOR HUL	1, Amdt 2, 19 Oct 57	2, 3 July 57

				T-dn	300-1	300-1	200-½
→ Fairbanks Int (VOR)	Houston FM (Final)	Direct	1800	C-dn	400-1	500-1	500-1½
→ Radar terminal area		Within		A-dn	800-2	800-2	800-2
→ maneuvering altitude	All directions	20 mi	2200				

→ Procedure turn W side of crs, 315 Outbnd, 135 Inbnd, 1800' within 10 mi of HOU FM.
Minimum Altitude over facility on final approach crs, HOU FM 1500*
* If Houston FM not identified on final, descent below 1500 NA.
→ Crs and distance, facility to airport, from HOU FM 135-5.3
→ CAUTION: 1236' msl TV tower 11.3 mi SSE of VOR.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.3 mi of HOU FM, climb to 2200' on R-171 within 15 mi of VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Houston, Tex	International 50'	BVOR HOU	1, Amdt 3, 26 Oct 57	2, 22 Oct 55

Cave Creek Int	PHX-VOR	direct	5000	T-dn	300-1	300-1	200-½
Perryville FM	PHX-VOR	direct	4000	C-dn	500-1	600-1	600-1½
Phoenix LFR	PHX-VOR	direct	2600	A-dn	800-2	800-2	800-2
Thunderbird Int*	PHX-VOR	direct	4000				
McDowell Int**	PHX-VOR	direct	5000				
Ocotillo Int#	PHX-VOR	direct	4000				
Tolleson Int##	PHX-VOR	direct	2600				

→ *Int. PHX R-350 & HYM R-065
**Int. PHX R-015 & HYM R-065
#Int. PHX R-146 & HYM R-090
##Int. PHX R-258 & GBN R-027

Procedure turn S side crs, 080 Outbnd, 260 Inbnd, 2600'%within 10 miles%. 4000' within 15 miles. Beyond 15 miles NA. (Nonstandard due high terrain to the North)
%CAUTION: 2970' obstruction 5 mi N of crs, 13 mi E of VOR.
Minimum Altitude over facility on final approach crs, @2100
@Descent below 1900' not authorized until ABEAM of PHX LFR, Inbnd.
Crs and distance, facility to airport, 256-5.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 miles, climb to 2500' on R-256, make a climbing right turn, returning to VOR at 4000'.
• CAUTION: Hills and tower 2905' 6 mi SSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Phoenix, Ariz	Sky Harbor 1124'	BVOR PHX	1, Amdt 7, 19 Oct 57	6, 17 Aug 57

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
10 mi, R-231	5 mi fix#, R-231	direct	1500	T-dn	300-1	300-1	200-½
→ 5 mi fix#, R-231	HOU VOR (Final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-3	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

ALL PROCEDURES: #Fixes may be determined by either DME or Radar. Radar terminal area maneuvering altitude all directions 2200' within 20 mi.

→ Procedure turn S side, 231 Outbnd, 051 Inbnd, 2100 within 10 miles** Beyond 10 mi NA.
** When authorized by ATC, DME may be used within 10 mi at 2200' orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.
Crs and distance, breakoff point to app end rny 3, 036-.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1600' on R-036 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident. BVOR	Fac. Class & Ident. DME	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'			TerVOR-3, Amdt 3, 26 Oct 57	2, 20 Apr 56

10 mi, R-298	5 mi fix#, R-298	direct	1500	T-dn	300-1	300-1	200-½
→ 5 mi fix#, R-298	HOU VOR (final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-12	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

→ Procedure turn W side, 298 Outbnd, 118 Inbnd, 1800 within 10 miles ** Beyond 10 mi NA.
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.
Crs and distance, breakoff point to app end rny 12, 126-.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, climb to 1500' on R-082 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident. BVOR	Fac. Class & Ident. DME	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'			TerVOR-12, Amdt 3, 26 Oct 57	2, 20 Apr 56

10 mi fix, R-326	5 mi fix#, R-326	direct	1500	T-dn	300-1	300-1	200-½
→ 5 mi fix#, R-326	HOU VOR (final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

→ Procedure turn W side, 326 Outbnd, 146 Inbnd, 1800 within 10 miles** Beyond 10 mi NA.
** When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mile DME or Radar Fix.
Crs and distance, breakoff point to app end rny 17, 171-1.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, climb to 2200' on R-171 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident. BVOR	Fac. Class & Ident. DME	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'			TerVOR-17, Amdt 3, 26 Oct 57	2, 20 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ 10 mi fix, R-017	5 mi fix#, R-017	direct	1500	T-dn	300-1	300-1	200-½
→ 5 mi fix#, R-017	HOU VOR (Final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

→ Procedure turn W side, 017 Outbnd, 197 Inbnd, 1500 within 10 miles** Beyond 10 mi NA.
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.
Crs and distance, breakoff point to app end rny 21, 216-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles,-climb to 2100' on R-218 within 20 miles

★ City and State: Houston, Texas — Airport Name & Elev.: International 50' — Fac. Class & Ident.: BVOR DME — Procedure No. & Eff. Date: TerVOR-21, Amdt 3, 26 Oct 57 — Sup. Amdt. No. Dated: 2, 20 Apr 56

10 mi, R-141	5 mi fix#, R-141	direct	1500	T-dn	300-1	300-1	200-½
→ 5 mi fix#, R-141	HOU VOR	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-30	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles.

→ Procedure turn E side, 141 Outbnd, 321 Inbnd, 2200 within 10 miles** Beyond 10 mi NA.
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
*After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.
Crs and distance, breakoff point to app end rny 30, 306-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, climb to 1800' on R-315 within 20 mi.

★ City and State: Houston, Texas — Airport Name & Elev.: International 50' — Fac. Class & Ident.: BVOR DME — Procedure No. & Eff. Date: TerVOR-30, Amdt 3, 26 Oct 57 — Sup. Amdt. No. Dated: 2, 20 Apr 56

→ 10 mi, R-199	5 mi Fix#, R-199	direct	1500	T-dn	300-1	300-1	200-½
→ 5 mi Fix#, R-199	HOU VOR (Final)	direct	500	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

#Fixes may be determined by either DME or Radar. Radar Terminal Area maneuvering altitude all directions 2200' within 20 miles

→ Procedure turn E side, 199 Outbnd, 019 Inbnd, 2200' within 10 miles ** Beyond 10 mi NA.
**When authorized by ATC, DME may be used within 10 miles at 2200 orbiting altitude to position aircraft for a final approach with the elimination of a procedure turn.
Minimum Altitude over facility on final approach crs, 500*
* After completion of procedure turn, descent below 1500' not authorized until passing 5 mi DME or Radar Fix.
Crs and distance, breakoff point to app end rny 35, 351-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 1600' on R-009 within 20 miles

★ City and State: Houston, Tex — Airport Name & Elev.: International 50' — Fac. Class & Ident.: BVOR DME — Procedure No. & Eff. Date: TerVOR-35, Amdt 3, 26 Oct 57 — Sup. Amdt. No. Dated: 2, 20 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Loveland FM (Final)	CIN-LFR	224-7.6	1600	T-d	400-1	400-1	400-1
Mt Orab FM	CIN-LFR	296-22	2100	T-n	600-1	600-1	600-1
				C-d	800-1	900-1½	900-1½
				C-n	800-1½	900-1½	900-1½
				S-24-d	800-1	800-1	800-1
				S-24-n	800-1½	800-1½	800-1½
				A-dn	1000-2	1000-2	1000-2 ←

Procedure turn E side NE crs, 044 Outbnd, 224 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 227-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi after passing the Cincinnati LFR or if landing not accomplished, make a left climbing turn, climb to 2300' on the SE crs within 10 mi.
→ AIR CARRIER NOTE: Air carrier hours of operations - 7:00 a.m. through 11:00 p.m. (7 days a week)

★ City and State: Cincinnati, Ohio — Airport Name & Elev.: Lunken 488' — Fac. Class & Ident.: SBRAZ CIN — Procedure No. & Eff. Date: 1, Amdt 4, 26 Oct 57 — Sup. Amdt. No. Dated: 3, 5 Oct 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Concord VOR	CON-LFR	132-5	2100	T-dn	300-1	300-1	300-1
Boscawen FM	CON-LFR	152-12.6	3000	C-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 164 Outbnd, 344 Inbnd, 2000'*within 10 miles, NA beyond 10 miles
*Standard obstruction clearance not provided over 1410' hill approximately 7 miles E of Concord LFR
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 332-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.8 miles, climb to 3000' on NW crs. within 10 miles.
NOTE: ADF approach not authorized
AIR CARRIER NOTE: Night operations not authorized on Rwy 3-21.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Concord, N.H.	Municipal 345'	BMRLZ CON	1, Amdt 7, 19 Oct 57	6, 6 Apr 57

→ Dickinson VOR	DIK-LFR	Direct	4100	T-dn	300-1	300-1	200-½
				C-d	500-1	600-1	600-1½
				C-n	500-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn W side N crs, 348 Outbnd, 168 Inbnd, 4100 within 10 mi.
→ Minimum Altitude over facility on final approach crs, 3600'
Crs and distance, facility to airport, 168-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.8 mi, climb to 4100' on S crs within 20 mi, then make left turn and return to LFR.
AIR CARRIER NOTE: Night take-offs and landings authorized NW-SE runway only.
→ CAUTION: KDIK tower 3.9 mi, north DIK-LFR 2751' MSL. Tower 3062' MSL 3.5 mi NE of VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Dickinson, N Dak	Dickinson 2589'	SBMRAZ DIK	1, Amdt 7, 19 Oct 57	6 2 Mar 57

HUL-VOR	HUL-LFR	Direct	2000	T-dn	500-1	500-1	500-1	←
				C-d	*700-1	700-1	700-1½	
				C-n	700-1½	700-1½	800-2	←
				S-d -19	500-1	500-1	500-1	
				A-dn	1000-2	1000-2	1000-2	←

* 600-1 day, 600-1½ night authorized when circling W of airport.

Procedure turn E side N crs, 15 Outbnd, 195 Inbnd, 1800' within 10 mi. Beyond 10 mi NA. (E to avoid high terrain)
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 198-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
withnin 2.7 mi, climb to 2500' on S crs withnin 15 mi.
NOTE: ADF procedure not authorized.
CAUTION: 915' hill with beacon light SE of airport, hill along E side of airport.

→ Air Carrier Note: Night operations on 5-23 only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houlton, Me.	Municipal 493'	BMRLZ HUL	1, Amdt 7, 19 Oct 57	6, 3 July 57

Eastwood FM	LOU LFR (Final)	Direct	1500	T-dn	300-1	300-1	300-1
				C-d	400-1	600-1	600-1½
				C-n	400-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side E crs, 086 Outbnd, 266 Inbnd, 2400' within 10 miles.
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 273-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 miles, climb to 2100' on W crs Louisville LFR within 10 mi or, when directed by ATC, make an immediate right climbing turn to 2100' on N crs Louisville LFR within 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Louisville, Ky	Bowman Field 549'	SBMRLZ LOU	1, Orig, 26 Oct 57	

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn N side E crs, 094 Outbnd, 274 Inbnd, 2200' within 10 mi
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 314-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2500' on N crs within 20 miles of MSN-LFR
NOTE: ADF procedure not authorized. Amount of turn over facility on final approach exceeds standard.
→ CAUTION: 1238' msl tower located approximately 4 mi NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Idcnt.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱ Madison, Wis	Truax Field 859'	BMRLZ MSN	1, Amdt 8, 26 Oct 57	7 4 May 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
DEN LFR	LOM	direct	7000	T-dn	300-1	300-1	200-½
DEN VOR	LOM	direct	7000	C-dn * ILS	400-1	500-1	500-1½ ←
Aurora "H"	LOM	direct	7000	ADF	600-1	600-1	600-1½ ←
Dupont Int	LOM	direct	7000	S-dn-ry 26L			
See Bee Int	LOM	direct	7000	* ILS	200-½	200-½	200-½ ←
Int E crs ILS & S crs DEN LFR	LOM	direct	7000	A-dn ILS	600-2	600-2	600-2
→ Bennett Int	Watkins Int	direct	7000	ADF	900-2	900-2	900-2
→ Kiowa VOR**	Watkins Int	Direct	7500				
→ Watkins Int	LOM (Final)	Direct	7000				
→ Pinecliffe Int.	Westminister Int	Direct	10000				
→ Westminister Int	LOM	Direct	7000				

→ *Provisions for inoperative ILS components not applicable - ADF minimums apply when glide slope inoperative.
→ #500-1 required for circling to Rnwys 30 and 35 on account of 5579' msl tank .8 mi SE of MM.
→ Procedure turn N or **S side E crs, 7000' within 5 miles, 076 Outbnd, 256 Inbnd. Beyond 5 mi NA.
→ **ATC approval to penetrate R-195 required.
Minimum Altitude at G.S. int inbnd, 7000'
→ Altitude of G.S. and distance to approach end of rnwy at OM: ILS 6997-5.5, ADF 7000'; at MM: ILS 5571-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 miles after passing LOM (ADF) turn right, climb to 6300' on N crs DEN LFR within 20 miles. Alternate
Missed Approach: when directed by ATC, turn right, climb to 6600' on E crs DEN LFR within 20 mi.
→ CAUTION: 5911' msl radio tower 4.7 mi ESE of Rnwy 26L. On ADF approach do not descend below 6300' until 1.5 mi
→ West of LOM on final. 5579' msl tank .8 mi SE of MM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱ Denver, Colo	Stapleton Airfield 5331'	ILS-DEN, LOM-DE	ILS-26L, Amdt 20, 26 Oct 57 Comb ILS-ADF	19, 3 Dec 54

Duncanville FM	Hensley Int (Final)	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Britton VOR	Hensley Int	direct	3300	S-dn-31	300-1	300-1	300-1
				A-dn	800-2	800-2	800-2

Radar transition altitude within 20 mi, 2000'. Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi & 500' vertical separation from radio towers 2349' msl 15 mi SSE, 1743' msl 12 mi WSW, and 1221' msl 6 mi N.

Procedure turn E side SE crs, 129 Outbnd, 309 Inbnd, 2000' within 10 mi of Hensley Int. Beyond 10 mi NA.
→ No glide slope. Final approach altitude over Hensley Int, 1500'; distance to approach end of Rnwy 31, 4.9 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.9 mi of Hensley Int, climb to 1900' on NW crs of ILS within 20 mi or, when directed by ATC, proceed
→ to Ft. Worth LFR via NW crs of ILS & E crs LFR, climbing to 2000'
CAUTION: Radio tower located 4.3 mi ENE of outer marker.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱ Ft. Worth, Texas	Amon Carter 568	ILS LACF	ILS-31, Amdt 5, 26 Sept 57	4, 10 Oct 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Dallas RBn	LOM	direct	2200	T-dn	300-1	300-1	200-½
→ Grand Prairie RBn	LOM	direct	1900	C-dn	400-1	500-1	500-1½
Britton VOR	LOM	direct	2800	S-dn-13 ILS	200-½	200-½	200-½
Stadium Int	LOM	direct	2700	ADF	400-1	400-1	400-1
Roanoke Int	LOM (Final)	direct	2000	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Radar Terminal Area transition altitude, 2000' within 20 mi.
Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from radio towers 2349' msl 15 mi SSE, 1743' msl 12 mi WSW, 1221' msl 6 mi N.

Procedure turn N side NW crs, 309 Outbnd, 129 Inbnd, 2000 within 10 mi (non-standard due to traffic).
Minimum Altitude at G.S. int inbnd, 2000 ILS, minimum altitude over LOM inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of runway at OM 2000-4.6, at MM 770-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to Hensley Int climbing to 2000 or, within 4.6 mi LOM (ADF) turn right, proceed to Grand Prairie MHW climbing to 2000.
NOTE: 400-¾ required when glide slope not utilized.
CAUTION: Radio Tower 1221 MSL located 4.3 mi ENE of outer marker.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ft. Worth, Texas	Amon Carter 568'	ILS-LACF, LOM-AC	ILS-13, Amdt 6, 26 Sept 57 Comb ILS & ADF	5, 10 Oct 57

Houston VOR	MNU RBN	direct	1600	T-dn	300-1	300-1	200-½
Houston LFR	MNU RBN	direct	1600	C-dn	400-1	500-1	500-1½
Monument RBN*	Pasadena Fix# (Final)	direct	900	S-dn-21	400-1	400-1	400-1
Radar Terminal Area Maneuvering Altitude	Radar Site	within 20 mi	2200	A-dn	800-2	800-2	800-2

*Except when in accordance with approved radar vectoring procedures, final approach must be initiated from Monument RBN. Aircraft must be in contact with Houston Radar prior to leaving Monument RBN on final.
→ #Pasadena Fix is a Houston Radar (ASR) fix 4.0 mi NE of Houston Radar on the NE crs of Houston ILS.

Procedure turn N side NE crs, 036 Outbnd, 216 Inbnd, 1600 within 5 mi E of Monument RBN
No Glide Slope. Minimum Altitude over MNU RBN 1600, over Pasadena Fix# 900**
**Descent below 900 MSL NA unless position advisory over Pasadena Fix received from Houston Radar.
Final approach altitude and distance to appr end of rny from MNU Rbn to Pasadena Fix#, 7.8 mi; from Pasadena Fix# to Rny 21, 3.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.5 mi of Pasadena ASR Fix#, climb to 1500' on SW crs HOU ILS within 15 mi, or when directed by ATC,
→ turn right, climb to 1800' on NW crs of HOU LFR or R-315 HOU within 20 miles.
→ CAUTION: 1236' msl TV tower approximately 9 mi SE of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'	ILS IHOU	ILS-21, Amdt 5, 26 Oct 57	4, 20 Apr 56

Houston VOR	OM	direct	1200	T-dn	300-1	300-1	200-½
Houston LFR	LOM	direct	1200	C-dn	400-1	500-1	500-1½
Houston FM	LOM	direct	1500	S-dn-3 ILS	200-½	200-½	200-½
Arcola FM (ILS only) via crs016	ILS SW crs	direct	1500	ADF	400-1	400-1	400-1
Monument RBN	LOM	direct	1600	A-dn ILS	600-2	600-2	600-2
Friendswood Int*	LOM	direct	1600	ADF	800-2	800-2	800-2
Radar Terminal Area maneuvering altitude	Radar Site	within 20 miles	2200				

→ *Friendswood Int: Int SE crs HOU LFR & 220° brng to Pearland RBn.

Procedure turn S side SW crs, 216 Outbnd, 036 Inbnd, 1500 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1300 ILS, minimum altitude over LOM inbnd final 700 ADF
Altitude of G.S. and distance to appr end of rny at OM 1260-4.2, at MM 250-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM (ADF) climb to 1600 on NE crs ILS (036) within 20 miles, or when directed
→ by ATC, turn left, climb to 1800' on NW crs HOU LFR or R-315 HOU within 20 mi.
→ CAUTION: 1236' msl TV tower approximately 9 mi SE of LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Houston, Texas	International 50'	ILS-IHOU, LOM-OU	ILS-3, Amdt 17, 26 Oct 57 Comb ILS & ADF	16, 20 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
St James Int	LMM	Direct	1700	T-dn	300-1	300-1	200-½
Riverhead VOR	LMM	Direct	1700	C-dn	500-1	600-1	600-1½
Fire Island Int	LMM	Direct	1700	S-dn-6 ILS	200-½	200-½	200-½
Blanchard Int ILS	OM (Final)	Direct	1700	*ADF	400-1	400-1	400-1
Blanchard Int ADF	OM (Final)	Direct	800*	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn S side SW crs, 237 Outbnd, 057 Inbnd, 1700' within 10 mi of OM
Minimum Altitude at glide slope int inbnd, 1700' ILS. Min. Alt. over OM inbnd final 800* ADF.
*ADF approach: descent to airport minimums authorized after passing OM; if OM not received, maintain 800' until passing LMM and circling minimums apply.
→ Altitude of glide slope & distance to approach end of runway at OM 1655'-5.3; at MM 310'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.6 mi after passing LMM (ADF) make right climbing turn as soon as practical to 1700' returning to ILS LMM. and hold SW.
NOTE: Runway 10-28 closed nights.

City and State: ★Islip, N.Y. | Airport Name & Elev.: MacArthur Field 98' | Fac. Class & Ident.: ILS-ISL, LMM-SL | Procedure No. & Eff. Date: 6, Amdt 5,19 Oct 57 Comb. ILS-ADF | Sup. Amdt. No. Dated: 4, 17 Aug 57

LGB LFR	LOM	Direct	1500	*T-dn	300-1	300-1	200-½
Huntington Beach FM	LOM (Final)	Direct	1400	C-dn	500-1	600-1	600-2
San Pedro Int	LOM	Direct	1500	S-dn 30			
				#ILS	300-¾	300-¾	300-¾
LGB VOR	LOM	Direct	1500	ADF	500-1	500-1	500-1
Int SW crs El Toro LFR & SE crs LGB LFR	LOM (Final)	Direct	1400	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Int SW crs EL TORO LFR & LGB R-122	LOM (Final)	Direct	1400				

* 300-1 required for take-off runways 16, 16R, 25L, 34R.
# Straight-in landing minimums are 400-1 with glide slope inoperative.

Procedure turn S side SE crs, 120 Outbnd, 300 Inbnd, 1500' within 10 mi of LOM. Beyond 10 mi NA.
Minimum Altitude at glide slope int inbnd - 1400 ILS. Min. alt. inbnd final - 1100' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1320-4.7; at MM 245-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi, after passing LOM (ADF) climb to 800' on NW crs LGB LFR; turn left to 200 continuing climb to intersect 160° crs from LAX Rbn and proceed to San Pedro Int at 2500'.
NOTE: Glide slope unit now at beginning of usable portion runway 30. 800' SE end closed permanently.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks one mi S of airport.

City and State: ★Long Beach, Calif. | Airport Name & Elev.: Municipal 56' | Fac. Class & Ident.: ILS LGB LOM LG | Procedure No. & Eff. Date: 30, Amdt 12,19 Sept 57 Comb. ILS-ADF | Sup. Amdt. No. Dated: 11 27 Oct 56

Louisville VOR	LOM	Direct	2100	T-dn	300-1	300-1	200-½
Bourbon Int	LOM	Direct	2100	C-dn	500-1	500-1	500-1½
Elizabeth Int	LOM	Direct	2100	S-dn-01* ILS	200-½	200-½	200-½
				ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

● 400-¾ required with glide slope inoperative.

Procedure turn W side S crs, 190 Outbnd, 010 Inbnd, 2100' within 6 mi. NA beyond 6 mi to avoid Godman Restricted Area.
→ Minimum altitude at glide slope int inbnd, 2100' ILS. Min. alt. over LOM inbnd final - 1600' ADF.
Altitude of glide slope & distance to approach end of rwy at OM 1870-4.9; at MM 665-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi after passing LOM (ADF), turn left as soon as practical, climbing to 2600' on R-309 LOU within 20 mi, or when directed by ATC, turn right as soon as practical, climbing to 2200' and proceed to LOU VOR at 2200'.
CAUTION: Obstruction 1060' 4 mi N of Standiford Field.

City and State: ★Louisville, Ky | Airport Name & Elev.: Standiford 497' | Fac. Class & Ident.: ILS-SDF, LOM-SD | Procedure No. & Eff. Date: ILS-01, Amdt 17, 26 Oct 57 Comb. ILS-ADF | Sup. Amdt. No. Dated: 16, 28 Sept 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
New Brunswick Int via crs 076°	ILS crs (Final)	Direct	1500	#T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-4 *ILS	200-½	200-½	200-½
				ADF	600-1	600-1	600-1
Colts Neck VOR via R-352	ILS crs (Final)	Direct	1500				
Flatbush Rbn	LOM	Direct	1500	A-dn ILS	600-2	600-2	600-2
Newark LFR	LOM	Direct	1500	ADF	800-2	800-2	800-2
Chatham Rbn	LOM	Direct	2000				
Radar transition altitudes S quadrant Newark LFR	Radar site	within 15 mi	1500				
Northeast sector from 058 to 090	Radar Site	within 20 mi	2500				
All other sectors	Radar Site	within 20 mi	2000				

→ # Runway 4 only: Runway Visual Range 2000' may be utilized in lieu of 200-½ when 200-½ is authorized.

→ * Runway 4 only: 200-½ or runway visual range of 2000' - provided approaches conducted on the basis of reported runway visual range shall be governed by the following:

(1) All components of approach lights and high intensity runway lights shall be in normal operation

(2) Descent below the authorized landing minimum altitude of 218' shall not be made unless

(a) Visual contact with the approach lights has been established or

(b) The aircraft is clear of clouds. 600-1 required with glide slope inoperative.

→ (3) Both compass locators required to be operative for RVR 2000'

Procedure turn W side SW crs, 217 Outbnd, 037 Inbnd, 1500' within 10 mi.(Nonstd. due to ATC)
Minimum altitude at glide slope int inbnd: 1500' ILS. Min. alt. over LOM inbnd final - 1000' ADF.
Alt. of glide slope & distance to approach end of rny at OM 1525-4.9; at MM 250-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, climb to 1000' on 037 crs from LOM, then make left climbing turn to 3000' direct to Patterson RBn, or when directed by ATC, make climbing left turn to 2000' direct to Chatham RBn.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Newark,N.J.	Newark 18'	ILS-EWR, LOM-EW	4, Amdt 12, 19 Oct 57 Comb. ILS-ADF	11, 7 Apr 57

Boothwyn FM ILS	LOM (Final)	direct	1500	T-dn	300-1	300-1	200-½
Boothwyn FM ADF	LOM (Final)	direct	1300	C-dn ILS	400-1*	500-1	500-1½
Philadelphia LFR	LOM	direct	1500	ADF	500-1	500-1	500-1½
Radar Terminal Area Transition	Altitudes			S-dn-9 ILS*	200-½	200-½	200-½
N Quadrant of Philadelphia LFR	Radar Site	within 20 mi	2300	ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
N Quadrant of Philadelphia LFR	Radar Site	within 10 mi	1800	ADF	800-2	800-2	800-2
NW Quadrant of Philadelphia LFR	Radar Site	within 20 mi	2000				
NW Quadrant of Philadelphia LFR	Radar Site	within 10 mi	1500				
SW and SE Quadrants	Radar Site	within 20 mi	1500				

*500-1 required with glide slope inoperative.

Procedure turn S side W crs, 265 Outbnd, 085 Inbnd, 1800' within 10 miles of LOM. NA beyond 10 mi.
Minimum Altitude at G.S. int inbnd, 1500 ILS. Minimum Altitude over LOM inbnd final 1300 ADF
Altitude of G.S. and distance to appr end of rny at OM 1500'-4.6, at MM 230'-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.6 miles, after passing LOM (ADF), climb to 2500' on West Chester VOR R-104 to Echelon Int.
Alternate missed approach proeedure (when requested by ATC) make a right climbing turn, proceed to Elmer Int. at 1500'.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Philadelphia,Pa	International 10'	ILS-PHL LOM-PH	9, Amdt 9, 19 Oct 57 Comb ILS&ADF	8 2 Apr 55

UNITED STATES
GOVERNMENT PRINTING OFFICE
DIVISION OF PUBLIC DOCUMENTS
WASHINGTON 25, D. C.

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Shreveport LFR	LOM	direct	1500	T-dn	300-1	300-1	200-½
Shreveport VOR	LOM	direct	1900	C-dn	400-1	500-1	500-1½
Dixie MHW	LOM	direct	1900	S-dn-13	*ILS 200-½	200-½	200-½
Blanchard Int	LOM (Final) ILS	direct	1400		ADF 400-1	400-1	400-1
Forbing Int	LOM	direct	1400	A-dn	ILS 600-2	600-2	600-2
Lucien Int	LOM	direct	1400		ADF 800-2	800-2	800-2
Caddo Lake Int	LOM	direct	2400				
Blanchard Int	LOM (Final) ADF	direct	900				
Radar Terminal area transition altitudes - bearings are from Radar site with azimuths progressing clockwise:							
000	089	within	1700				
090	269	40	1500				
270	359	miles	2400				

*400-¾ required when glide slope not utilized.

Procedure turn W side of NW crs, 315 Outbnd, 135 Inbnd, 2400' within 10 mi.
Minimum Altitude at G.S. int inbnd, 1400 ILS, minimum altitude over LOM 900 ADF
Altitude of G.S. and distance to appr end of rny at OM 1400-3.7, at MM 455-0.5

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi after passing LOM (ADF) climb to 1400' on crs of 135 or SE crs ILS within 20 mi, or when directed by ATC:

1. Turn right, climb to 1400' on heading 195°, intercept and proceed outbnd on SW crs BAD LFR within 20 mi,
2. Turn right, intercept and climb to 1400' on R-180 SHV VOR within 20 mi.

CAUTION: 1446' and 1403' TV antennas approx 11 mi NNW of LOM.

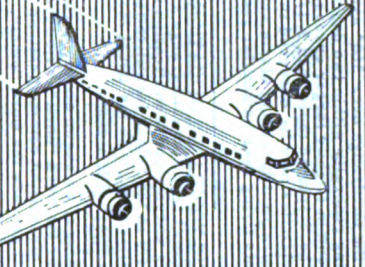
City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Spp. Amdt. No. Dated
Shreveport, La	Greater Shreveport 251'	ILS-ISHV, LOM-SH	ILS-13, Amdt 7, 19 Oct 57 Comb ILS & ADF	13, 6, 28 Sept 57

(17 September 1957)

U. S. GOVERNMENT PRINTING OFFICE : 1957

SPECIAL NOTICE
1957 FLIGHT INFORMATION
MANUAL AVAILABLE p. 4

AIRMAN'S GUIDE



How to use this Guide - page 2

Notices to Airmen - page 2

VOL. 12 , NO. 15 **OCTOBER 1 , 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --- -.-. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 20 cents.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

ATC PROCEDURES - APPROACH CONTROL: On page 66 of FIM, Volume 10, dated June 15, 1956, the following note should be added preceding the last paragraph:

"NOTE: A clearance for a specific type of approach (ILS, ADF, or Straight-in Approach) to an aircraft operating on an IFR flight plan does not necessarily mean that priority will be given over other traffic for a landing. Often because of local traffic or runway in use, it may be necessary for the controller, in the interest of safety, to provide a different landing sequence."

IFR RATE OF CLIMB OR DESCENT: In the interest of standardizing operating procedures for IFR flight and to provide greater utilization of available airspace, pilots are requested to adhere to the following procedure when cleared by air traffic control to climb or descend in excess of 1000 feet to an approved altitude:

1. Unless cleared otherwise by air traffic control, climb as rapidly as practicable to 1000 feet below the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.
2. Unless cleared otherwise by air traffic control, descend as rapidly as practicable to 1000 feet above the assigned altitude and then not to exceed 500 feet per minute until the assigned altitude is reached.

ATC DEPARTURE CLEARANCES: Effective November 1, 1956, air traffic controllers will discontinue issuing departure clearances specifying that any portion of the departures shall be conducted in "VFR conditions" unless provision of positive separation will result in an excessive departure delay and the pilot indicates that he will accept a VFR restriction. To reduce communications and expedite departures wherever possible, pilots should include in their requests for departure clearances a statement that they will accept a VFR restriction either during climb to cruising altitude or to a specified altitude.

INABILITY TO COMPLY WITH ATC CLEARANCES: The pilot should always advise air traffic control when his aircraft is not equipped or its performance is insufficient to comply with an issued air traffic control clearance. A brief reason such as "unable account loads" or "unable transmit 3023.5" may be included if considered necessary for clarification. The pilot may then expect an amended air traffic control clearance.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: On page 67 of FIM, Volume 10, dated June 15, 1956, insert preceding the last sentence of the first paragraph:

"Therefore, aircraft must not deviate from headings issued by approach control and must not deviate from the normal final approach course unless a clearance to do so is received from air traffic control. After passing the approach fix (outermarker, radio range, etc.) on final approach, aircraft are expected to proceed straight to the airport and complete the apch or effect the missed approach procedure set forth for that airport".

And following the first sentence of the second paragraph, insert:

"Whenever the proposed routing beyond the short-range clearance limit differs from that filed in the original flight plan, the amended routing will be specified, in the short-range clearance issued to the pilot before takeoff. If a loss of two-way communications occurs, the pilot will be expected to follow the amended routing to filed flight plan route and/or destination. (Note: This procedure is also applicable when nonradar short-range clearance is issued)."

WASHINGTON, D. C. HIGH DENSITY AIR TRAFFIC ZONE: Effective April 15, 1957, all the airspace within the current boundaries of the Washington Control Zone extending upwards from the surface to and including an altitude of 3000 feet above the surface is designated as a High Density Traffic Zone, and the Washington National Airport is designated as a High Density Airport. Radio communication must be made with Washington National Airport control tower before commencing a take-off or landing at or entering, the traffic pattern of Washington National Airport, unless prior authorization from the Washington National Airport traffic control tower has been received by aircraft not equipped with functioning two-way radio.

Maximum speed within the zone is 180 mph or 160 knots indicated airspeed unless operational limitations for a particular aircraft require greater airspeeds, in which case the aircraft shall not be flown in excess of the minimum speed consistent with the safe operational limitations of the aircraft.

Pilots should use every effort to maintain a continuous listening watch while within the zone so as to receive any pertinent air traffic information which may be transmitted and thus be alerted to avoid collision hazard within zone.

TWO-WAY RADIO FAILURE: Under CAR 60.49 Radio Failure, pilots of IFR flights experiencing two-way radio failure are expected to adhere to the procedures prescribed on page 63 of the current Flight Information Manual under "Two-way Radio Failure," and "En Route Procedures."

However, if a pilot should become lost, or if other factors prevent the pilot from being able to comply with the provisions described on page 63, such pilots, as well as pilots of VFR flights, in the exercise of their emergency authority under CAR 60.2, may elect to attempt to alert civil or military radar systems by flying the appropriate pattern as described on page 49 of the current Flight Information Manual.

INTERFERENCE WITH SEARCH AND RESCUE OPERATIONS: Information received from air rescue units presents evidence that civilian pilots are interfering and, in some cases, jeopardizing aircraft engaged in rescue operations. Most of the instances are caused by pilots on sightseeing flights in the immediate area of an accident. Accordingly, the CAA Office of Flight Operations and Airworthiness strongly urges that pilots who are not engaged in the search and rescue operation refrain from conducting sightseeing flights at the scene of an accident while the rescue operations are being conducted.

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 210)
(October 14, 1957)

Section 608.37, the New Boston, New Hampshire, area (R-48) amended May 4, 1956 in 21 F.R. 2977, is rescinded.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

LUK Cincinnati, Ohio, Cincinnati-Lunken Arpt (change from CIN Oct 15)

ON REQUEST REPORTING POINTS: The following on request reporting points are designated, redesignated or cancelled and shall become effective as indicated:

DESIGNATED: October 15, 1957

(1) BRENTWOOD, N.Y. (VHF) INTSXN - the intsxn of the 076°M radial of the Idlewild, N.Y. VOR and the 185°M radial of the Wilton, Conn. VOR.

(2) SPARKHILL, N.Y. (VHF) INTSXN - the intsxn of the 360°M radial of the Idlewild, N.Y. VOR and the 249°M radial of the Wilton, Conn. VOR.

DESIGNATED: October 24, 1957

(1) APACHE, TEX. (VHF) INTSXN - the intsxn of the 263°M radial of the Stockton, Tex. VOR and the 105°M radial of the Hudspeth, Tex. VOR.

(2) HABY, TEX. (VHF) INTSXN - the intsxn of the 080°M radial of the Rocksprings, Tex. VOR and the 154°M radial of the Junction, Tex. VOR.

(3) HUNT, TEX. (VHF) INTSXN - the intsxn of the 080°M radial of the Rocksprings, Tex. VOR and the 136°M radial of the Junction, Tex. VOR.

(4) PANOCHE, CALIF. (LF) INTSXN - the intsxn of the S crs of the Stockton, Calif. LFR and the W crs of the Fresno, Calif. LFR.

(5) TRES, CALIF. (LF) INTSXN - the intsxn of the SE crs of the Oakland, Calif. LFR and the W crs of the Fresno LFR.

REDESIGNATED: October 24, 1957

(1) FLY CREEK, N.Y. (VHF) INTSXN - the intsxn of the 128°M radial of the Syracuse, N.Y. VOR and the 002°M radial of the De Lancey, N.Y. VOR.

(2) FOUNTAIN CITY, WIS. (VHF) INTSXN - the intsxn of the 307°M radial of the La Crosse, Wis. VOR and the 186°M radial of the Eau Claire, Wis. VOR and the 069°M radial of the Rochester, Minn. VOR.

(3) GILROY, CALIF. (LF) INTSXN - the intsxn of the SE crs of the Oakland, Calif. LFR and the S crs of the Travis, Calif. LFR.

CANCELLED: October 15, 1957

(1) LONG BEACH, N.Y. (LF & VHF) INTSXN - the intsxn of the SW crs of the Mitchel, N.Y. LFR and the 139°T radial of the Idlewild, N.Y. VOR.

(2) ORADELL, N.J. (VHF) INTSXN - the intsxn of the 081°M radial of the Caldwell, N.J. VOR and the 345°M radial of the Idlewild, N.Y. VOR.

CANCELLED: October 24, 1957

(1) MORGAN HILL, CALIF. (LF) INTSXN - the intsxn of the SE crs of the Oakland, Calif. LFR and the NW crs of the Fresno, Calif. LFR.

HOLDING PATTERNS: The following holding patterns have been designated, redesignated or cancelled as indicated:

DESIGNATED: October 15, 1957

(1) SPARKILL, N.Y. (VHF) INTSXN - direction of holding - SE on 360°M radial of the Idlewild, N.Y. VOR; direction of turns - left; time - 1 min.

(2) BRENTWOOD, N.Y. (VHF) INTSXN - direction of holding - E on 076°M radial of the Idlewild, N.Y. VOR; direction of turns; - left; time - 1 min.

CANCELLED: Effective October 15, 1957

(1) LONG BEACH, N.Y. (LF & VHF) INTSXN - direction of holding - SW on SW crs of the Mitchel, N.Y. LFR; direction of turns - right; time - 1 min.

(2) ORADELL, N.J. (VHF) INTSXN - direction of holding - SE on 345°M radial of the Idlewild, N.Y. VOR; direction of turns - right; time - 1 min.

1957 FLIGHT INFORMATION MANUAL NOW AVAILABLE: Flight Information Manual, Vol. II, dated August 15, 1957, is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 50 cents per copy.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

El Paso	Roswell	Brownsville Local	WAC 406
Los Angeles	San Diego	RC 2214	WAC 407
Phoenix	San Francisco	WAC 78	WAC 522

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Beaumont	9-10-57	San Antonio	9-23-57	WAC 467	9-16-57
Birmingham	9-10-57	Atlanta Local	9-23-57	WAC 468	9-16-57
Chattanooga	9-19-57	Montgomery Local	9-10-57	WAC 525	9-10-57
Mobile	9-10-57	WAC 357	9-11-57	RC 2212	9-19-57
New Orleans	9-23-57				

Instrument Flight Charts
released since Sept 9, 1957

AL 12 VOR/ILS rnwy 35	Kirtland AFB/Mun Arpt, N. Mex.
AL 26 VOR/ILS rnwy 27L	Atlanta Arpt, Ga.
AL 27 RNG/VOR/ADF/ILS rnwy 35/ILS rnwy 17	Bush Fld, Ga.
AL 28 VOR	Daniel Fld, Ga.
AL 76 ADF-1/ILS rnwy 15/RNG/VOR	Charleston AFB/Mun Arpt, S. C.
AL 79 VOR/ILS rnwy 1/ADF-1/ILS rnwy 19	Lovel Fld, Tenn.
AL 107 ADF-1/ILS rnwy 6/ADF-2/ILS rnwy 24	Dayton Arpt, Ohio
AL 159 ILS rnwy 17/ILS rnwy 35	Meacham Fld, Tex.
AL 166 ADF-1/ILS rnwy 14L/ADF-2/VOR rnwy 18 and 22	Chicago Intnl Arpt, Ill.
AL 233 ADF/ILS rnwy 4	Adams Fld, Ark.
AL 286 RNG	Dutchess County Arpt, N.Y.
AL 360 RNG/ADF-2	(NAS) Mun Lambert-St Louis Arpt, Mo.
AL 407 RNG	Stockton Arpt, Calif.
AL 625 RNG/VOR rnwy 17	Pinellas County Intnl Arpt, Fla.
AL 697 VOR/ADF	Blue Grass Fld, Ky.
AL 716 VOR	Gilchrist Arpt, Tex.
AL 857 ADF/VOR	Anderson Arpt, S. C.
AL 954 RNG/ADF	Greater Rockport Arpt, Ill.
RF-VOR Terminal Area - Atlanta, Pittsburgh	
RF Index, RF Dates of Latest Prints	

NEW CHARTS

RF 27, RF 28, RF 29, RF 30, RF 38
AL 697 ILS rnwy 4 - Lexington, Kentucky - Blue Grass Fld

DISCONTINUED CHARTS

AL 79 RNG - Chattanooga, Tenn. - Lovell Fld (LFR decmsnd tel. 8-30-57)
AL 106 RNG - Dallas, Tex. - Love Fld (LFR decmsnd tel. 9-13-57)
AL 107 VOR - Dayton, Ohio - Dayton Arpt (Procedure cancelled 9-21-57)

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

(1 October 1957)

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: **Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.**

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:
The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
**BESSEMER ARPT: Name change. Formerly carried as Durham Arpt. (12-1) Ctn - auto drag strip runs parallel to sod lndg strip with separation of 50'. Auto racing is not done on rnwy. Drag strip ends mrkd. Racing Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18) Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int via ADF track of 350°M from BHM LFR, MEA 4500'. (8-27)
BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down - relctn. (8-7) FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single eng conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320°-360° out of tolerance account excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)
**FLOMATON ARPT: Now a private arpt;. (11-56)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
**HUNTSVILLE ARPT: Unicom decmsnd. (9-23)
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic apch below 300'. Glide slope inop - equip and const vcnty transmitter bldg. (8-22) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution;200' and 1/2 mi is absolute take-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld.
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
★MONTGOMERY-DANNELLY FLD-TOWER: Sept 26, trans and rcvr 119.7 cmsnd and trans and rcvr 119.5 mc decmsnd. FLD: Dips in E/W rnwy 1500' from E end. Lighted ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) Soon VOR will be relocated to lat 34-42-24, long. 87-29-27; change freq from 117.5 mc to 109.6 mc. (9-20)
**MUSCLE SHOALS ARPT: 358' (957'MSL) lgtd twr erected 6.1 n mi NW (322°T) at lat 34-49-07, long. 87-41-45. (9-18)
ARIZONA: AJO ARPT: Bcn and lgts inop. (6-18)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail ngts upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE-COUNTY ARPT: Clsd until approx 12-1-57. (9-17)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
FT HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. 2-way rdo and prior clearance from Libby AAF twr required before flight within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000'MSL on 247° radial beyond tolerance. (6-24)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

ARIZONA: PHOENIX AREA-SPECIAL AIR TRAFFIC RULES: Acft operg under VFR or VFR conditions shall not be operd Mon-Fri from 0600-1800M on Green arwy No. 5 and Victor arwy 16 W of Phoenix in the areas described below xcpt at the alts prescribed therefor unless special permission is obtained from Air Tfc Control. From 112-28 to 112-35, which is the area between N-S lines drawn thru the Perryville FM and the town of Buckeye, between 700' above the surface and 5000'MSL, regardless of wea conditions. Further, when the reported ceiling at Phoenix is less than 8000', acft shall not be operd at alts above 2000'MSL and below 4000'MSL in the area between 112-16 and 112-28, which is the area between N-S lines drawn thru the town of Tolleson and Perryville FM. When the reported ceiling at Phoenix is 8000' or more, acft shall not be operd at alts above 7000'MSL and below 9000'MSL in the area between 112-10 and 112-28, which is the area between N-S lines drawn thru the town of Tolleson and the E edge of Glendale and the Perryville FM. (8-15) See page

PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W crs PHX LFR, - make right climbing turn returning to LFR. Hold on E crs LFR at 5000 in standard pattern within 15 mi. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold E of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int - Int GBN VOR radial 027 and PHX VOR radial 258 or W crs PHX LFR. All other items these procedures unchanged.

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7) Men and equip along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145° and 165°-185°, 39 n mi at 10,000'. About Oct 15, VOR will be shut down until approx Dec 15 - conversion to VORTAC. During this period, the following arwys will be unusable during IFR conditions. V12 EED-INW; V105 White Hills Int - PHX; V105E PRC-PHX. (9-23)

SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)

TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted week-ends - caution. (2-15)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 n mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

**YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to hvy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11) Jet barriers installed rnwy 3-21. (9-3)

ARKANSAS: BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

PINEBLUFF-RADIO: VOR shut down until approx Oct 1. During shutdown, VOR flgts authorized to use PBF homing fac in lieu VOR xcpt V16S TXK to PBF unusable. Ints and alts as charted. (9-15)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700'MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)

TEXARKANA MUN ARPT: 210' (510'MSL) lgtd twr being erected 12.5 n mi SSW (222°T) at lat 33-18-12, long. 94-09-31. (9-12) Corrects Airgi Vol 12, #14 - erroneously listed under Texas.

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip on fld. (4-26)

**ARCATA-RADIO: VHF/DF cmsnd. Freqs: 122.1, 126.7, 121.5, 135.9 mc. Coverage 40 n mi at MEA xcpt 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-19)

*BAKERSFIELD-RADIO: Sept 18, transmitter 122.2 mc cmsnd.

*BAKERSFIELD-KERN CO ARPT-TOWER: Effect Sept 29, twr hrs opern 0600-2200.

BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)

BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

CALIFORNIA: BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)

CAMARILLO-RADIO: All coursee have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution - glider activity weekends. Squirrel holes S edge of lndg area.

FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi 11,000'

**FORT BRAGG-UNION LUMBER COMPANY ARPT: Now a private arpt. (2-5)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flight-checked. Sept. 19, VOR shut down until approx Oct 17 - modernization. Durg this period the following arwys will be unusable for IFR opern: V23 Red Bluff - Talent Int.; V23E Fort Jones - Klamath Junction Int. The Bray Int. will be unusable. (9-19)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

FRESNO-RADIO: About Oct 21, LF rng will be shut down for approx 3 days - tune-up and course realignment to 76A 136 N 256 A 316 N. (9-17)

FRESNO-AIR TERMINAL-TOWER: Sept 16, ILS glide slope shut down until approx Oct 19 - relctn. FLD: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N & E of arpt. Const and equip. both ends rnwy 11-29 and adj taxiways.

**GASQUET ARPT: Caution. Road materials piled S side. (9-23)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340° 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'.

LONG BEACH ARPT-TOWER: ILS glide slope subject to indef shtudown periods during arpt const. (8-18) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200' and 230°. (5-6) About Oct 15, radar arrival control will be cmsnd. Primary holding fixes will be Huntington Beach FM and Albacore Intsxn. (9-13) FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi.

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below

** 13,000'MSL beyond 30 n mi. (4-19) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip. crossing rnwy. During VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a maximum of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing course at 3000' or above ceiling permitting,

CALIFORNIA: directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable to ctl tfc las6 2400' rnwy 34. Nov. 30, transmissiometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. Hi-intensity apch lgts rnwy 25L converted to centerline system extending 3000' E of rnwy pavement. Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MENDOTA ARPT: New arpt reported. Lctd 1/4 mi E; elev: 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact) remarks - 6' fence at each end. (7-23)

MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Field ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

★MONTEREY-PENINSULA ARPT-RADIO: ILS cmsnd. Lclzr freq: 110.0 mc, without voice. Ident: MRY. Lctd 1000' E of E end rnwy 10-28 on centerline. Glide slope freq: 334.4 mc. Lctd 825' from apch end rnwy 10-28 and 236' N of rnwy centerline. Glide slope angle: 3°. Apch bear.: 96° mag. LMM freq 260 kc, ident: RY. MM lctd 0.52 mi from apch end rnwy. LOM freq: 278 kc, ident: MR. OM lctd 4.12 mi from apch end rnwy. Unusable for auto apchs. (9-21)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VFR communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 mc unless 118.1 mc or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

★OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 6000' MSL. (8-6) VHF/DF freq 135.9 mc replaced by 140.22 mc. Add 118.9 mc. (9-26) FLD: Dredging and clam shell equip working S of lndg area. All booms and equip. lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (1030) Transmissometer cmsnd giving rnwy visibility observations rnwys 27L and R. (8-22)

OCEANSIDE-RADIO: July 10, VOR shut down until approx Oct 1 - modernization. During this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period.

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited except ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13)

CALIFORNIA: PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5'in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W-adj to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

SAN DIEGO-LINDBERGH FIELD: 500' W end rnwy 9-27 clsd - jet barrier. (2-29) Work in progress rnwy 9-27. (9-13)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: Taxiway F clsd. Taxiway B from taxiway D to taxiway G clsd. Men & equip. operg turf areas btwn taxiways A & B S of terminal ramp area and S end of rnwys 1L-19R and 1R-19L. (9-30)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylgt hrs W end rnwy. (5-17)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised durg night use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)

SHOSHONE ARPT: Strip clsd for paving. (8-9)

STOCKTON ARPT: Rnwys 11L-29R, 11R-29L, and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated range apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (8-12)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHG/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5)

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; Fuel, F2.

COLORADO: ASPEN ARPT: Fld clsd approx 30 days due const. (9-4)

CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)

COLORADO: COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
DENVER-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 30, trans & rcvr 124.7 mc will replace 120.7 mc. (9-9)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Durg hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) 200' open ditch N side W end rnwy 8R-26L - flag mrkd day hrs, flashing red night hours. (3-26)
EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about January 1, 1958, for reconst of rnwy and installing rnwy lgts. (8-20)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00;W, long. 104-22-50. (4-30)
PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men & equip. on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)
CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE and extreme SW ends of dike lgtd.
NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)
SIMSBURY ARPT: Experimental dropping of parachutes on fld durg VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
DELAWARE: ✱DOVER AFB-RADIO: USAF LF rng converted to HW fac. Freq 206 kc. Ident: DOV. Lctd lat 39-06-12, long. 75-25-24. Class: HWZ. Bear. & dist. 314°, 1.8 n mi.
FT. MILES-SPECIAL NOTICE: Firing will be conducted at the Anti-acft Artillery Ranges, at 1200 and 1800 EST, on following dates: Restricted Area #2 (S Range S of Bethany Beach extending approx 10.5 n mi off-shore) October 1-4, 7-11, 14-18, inclusive. (9-11)
GEORGETOWN-SUSSEX CO. ARPT: Caution-NNE/SSW & NNW/SSE rnwys ruf. Men, equip on fld. Rnwy 16-34 W of intsxn rnwy 22 & N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-ruf. Use rnwy and taxistrip only.
WILMINGTON-NEW CASTLE CO. ARPT-SPECIAL NOTICE: Air Show in progress Oct 12, 1200-1600E & Oct 13, 1000-1600E. All acft entering New Castle ctl zone durg these periods are req to contact twr at least 15 mi out. All itinerant acft arriving for whow proceed to Atlantic Aviation hangar for parking. (9-27)
DIST. OF COLUMBIA: WASHINGTON - SPECIAL NOTICES: (1) See pg 3 for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md.' (3) See also Quantico, Va., MCAS Special Notice. About October 30, fixed white 60 inch searchlight of high intensity will be operd near south bank of Potomac river near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt will be operd only durg hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (9-30)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.
**WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights rq-rg customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Slopeline apch lgtg system serving rnwy 36 decmsnd. National standard centerline apch lgtg system, configuration "A", 3000' long serving rnwy 36 cmsnd. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)
FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)
**AVON PARK ARPT: 153'(295'MSL) lgtd twr erected 2.5 n mi ENE(67°T) at lat 27-35-45, long. 81-29-50. (9-19)
**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution-small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution.
**175'(202'MSL) lgtd twr erected 4.7 n mi WNW(296°T) at lat 28-22-01, long. 80-45-13. (8-16)
CRESTVIEW-RADIO: Due VOR radial 087° being unusable, LFR shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5000'. (9-30)
CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance account of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip. acft while VOR unusable. (9-12)
CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and travelling on NE/SW taxi strip daylgt hrs- caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)
FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men & equip. on field. (3-9)
FT. MYERS-RADIO: VOR radial 131° out of tolerance-excessive scalloping and bends.
HOMESTEAD AFB-SPECIAL NOTICE: Caution-extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)
**JACKSONVILLE-CRAIG FLD: 215'(255'MSL) unlgtd twr erected 3 n mi WSW(257°T) at lat 30-19-30, long. 81-34-15. (9-17)
✱JACKSONVILLE-MAYPORT NAS-RADIO: Navy H fac cmsnd. Freq:332kc. Ident: NI-1. Lctd lat 30-24, long. 81-25, approx 1490' W intsxn rnwys 5-23 and 14-32. Class: HW.
KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for traffic info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail. on request to Key West Radio. (7-23)
LAKE CITY ARPT: Fuel and servs unavailable. (9-23)
LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lighted concrete stack being erected 9 nautical miles North (13°T) at latitude 28-50-50, longitude 81-19-00. (9-11)
MARIANNA-GRAHAM AIR BASE: Air Force Contract Primary School closed Saturday, Sunday, holidays, and other days 1730-0700 except on prior approval. Prior approval for Saturday and Sunday must be obtained before 1500 Friday. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel available for civil aircraft. No itinerant landings runways 18R-36L and 8L-26R. (5-16)
MIAMI INTNL ARPT-SPECIAL NOTICE: All flights operating within an area of 10 nautical miles radius at night, at altitudes of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Aircraft types having characteristics requiring minimum air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

(1 October 1957)

FLORIDA: MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans and rcvrs 121.5, 243.0, 269.0, 291.6 mc inop. (7-19)

MIAMI INTNL ARPT: The followint restrictions are applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 only. Take-off and lndg will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical apchs prohibited. (7-20) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable able portion unlgtd. Effective length of rnwy now 8200'. Lndg and take-off shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4'; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

**MILTON "T" FLD: 254' (343'MSL) lgtd twr erected 2.5 n mi W (279°T) at lat 30-38-29, long. 87-02-40. (8-21)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn. FLD: Rnwy 28L-10R clsd for ngt lngs and tk-off to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21) 158' (278'MSL) lgtd twr erected 12 n mi W (275°T) at lat 28-33-35, long. 81-33-50. (9-11)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

TALLAHASSEE-RADIO: VOR radials 110°-150° out of tolerance acct excessive roughness. LFR may be substituted on arwy V97 Clam Int to TLH. MEA remains as charted. (8-13)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument apchs in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13) About Nov 1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23)

TAMPA-INTNL ARPT: Rnwy 9-27 clsd to all operns. 35' high bldg lctd 300' SW apch end rnwy 32 obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility of 1 mi required for all operns rnwy 14-32. (9-6)

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under const - caution. (8-17)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WAUCHULA ARPT: 220' (336'MSL) lgtd twr being erected 2 n mi WSW (263°T) at lat 27-33-05, long. 81-48-30. (8-25)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtf facs; 80 oct fuel repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Tuner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: Mar 25, VOR shut down - modernization. During modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwys segments. MEAs remain as charted. Harris Neck, Cabins, St Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA ARPT 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

ATHENS-RADIO: Soon VOR will be cmsnd. Freq: 109.2 mc. Ident: AHN. Lctd lat 33-56-51, long. 83-19-30. Monitoring category (1). Voice and monitoring from ATCS Anderson S.C. Class: BVOR. (9-4)

GEORGIA: ATLANTA-RADIO-SPECIAL NOTICE: Center advises high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area activated. All jet acft operg on IFR flgt palns at or above 25,000' or VFR conditions on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Wea and other information not pertinent to tfc control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness. (11-3)

★ATLANTA ARPT-TOWER: Effective Oct 1, trans and rcvr 120.7 mc will be decmsnd; trans and rcvr 125.7 mc will be cmsnd. (9-4) FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 120.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 120.7 mc will use other avail freq. Rnwys 33R-15L and 27R-9L clsd. Rnwy 15-33 clsd 0730-1730E Mon-Fri until Jan 31, 1958. (5-6)

ATLANTA-FULTON COUNTY ARPT-TOWER: Effective Oct 1, trans and rcvr 125.7 mc decmsnd and trans and rcvr 118.5 mc cmsnd. (10-1) FLD: Const on SE side of arpt. Hvy equip crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.

ROME-RADIO: LFR operg as unmonitored fac. Use of LFR as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.

SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC - restricted - excessive bends. Lclzr not to be used above 5000'MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° acct excessive roughness and crs displacement with exception of arpt apch crs 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE-RADIO: About Oct 7, VOR will be shut down until approx Dec 1 - for VORTAC conversion. The following arwys will be unusable during IFR conditions: V4 Baker-Burley V48 Boise-Twin Falls.

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. FLD: Rnwy 10L-28R clsd. Low-intensity apch lgts inop. All acft required to have 2-way rdo unless prior arrangement made with twr. Normal tfc pat for 28L will be left-hand; right-hand for 10R.

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

GRANGEVILLE-IDAHO CO ARPT: Caution - E/W rnwy clsd; NE/SW rnwy soft on edges.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

MOOSE CREEK-FOREST SERVICE ARPT: Open Apr to Nov. Const. Hazardous. Forest service suggests land at Grangeville or Missoula for briefing prior lndg. (9-11)

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 36 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500'MSL.

AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CENTRALIA ARPT: Clsd - const. (5-20)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon-Sat. Use ctn while in area. (9-13)

CHICAGO AREA - SPECIAL NOTICE: 170' Mmaximum height twrs supporitng 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 n mi E of Frankfort, Ill and 2.7 n mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmarked, unlighted. (4-17)

ILLINOIS: CHICAGO-RADIO: Multiples NW course LFR. (11-9)

★CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: Transmitter and receiver 123.6, 124.2 mc cmsnd; trans and rcvr 123.7 mc decmsnd. (9-30)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tri-cycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

✱CHICAGO-MIDWAY ARPT-TOWER: Trans and rcvr 123.7 mc replaced transmitter & receiver 120.7 mc. (9-30) FLD: 200'(790'MSL) lgtd smoke stack being erected 3 n mi NNW (359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW (349°T) at lat 41-49-23, long. 87-45-12. (9-24) Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N term building - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St & Cicero Ave - adj to arpt). (7-17)

★CHICAGO-O'HARE INTNL ARPT-TOWER: About October 11, ILS will be cmsnd on new NW/SE rnwy; ILS on old NW/SE rnwy will be decmsnd. Lclzr freq: 109.7 mc, ident: ORD. Lctd 2100' SE of rnwy end. Glide slope freq: 333.2 mc, Lctd 400' SE of centerline of NW/SE rnwy and 1250' from apch end rnwy. Glide angle: 2.75°. LMM freq: 230 kc, Ident: RD. MM lctd 3315' (0.63 s mi) from apch end rnwy. LOM freq: 394 kc, Ident: OR. OM lctd 36280' (6.9 s mi) from apch end rnwy. (9-24) Sept. 23, rcvr 122.5 mc changed to 122.6 mc. Sept 30, trans and rcvr 125.7 mc cmsnd and trans & rcvr 120.2 mc decmsnd. FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped **regardless of wea. Landing and take-off prohibited unless acft equipped with functioning** rdo capable of 2-way direct commun with ctl twr. **(4-27)**

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)

**CHICAGO HEIGHTS-GOVERNOR'S ARPT: 180'(958'MSL) lgtd twr erected 5 n mi ESE (121°T) at lat 41-25-17, long. 87-38-36. (8-27)

DANVILLE-VERMILLION CO. ARPT: Caution - men and equip. on fld. (10-11)

DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'MSL.

GALESBURG MUN ARPT: Caution - truck on fld. (2-25)

GILMAN ARPT: Closed. (10-11)

HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (6-29)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MARION-WILLIAMSON CO. ARPT: Rnwys 2-20 clsd for const. Caution advised. Men & equip. crossing apch end rnwy 10. (9-19)

MATTOON-COLES CO. MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-QUAD CITY ARPT: 998'(1778'MSL) lgtd twr being erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (8-26)

**MOMENCE ARPT: 290'(960'MSL) lgtd twr erected 11.2 n mi ESE (121°T) at lat 41-02-41, long. 87-30-30. (8-8)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

ILLINOIS: PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15)

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most aximuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)

SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)

SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)

SPRINGFIELD-CAPITAL ARPT-TOWER: June 4, ILS lclzr and glide slope shut down until October 1. (9-20) FLD: Both ends rnwy 4-22 clsd to all opern. This includes 1000' of overrun and first 500' of rnwy at each end. Ends of usable rnwy mrkd by temp lgts & flags.

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)

COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)

FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)

GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.

GREENCASTLE ARPT: Closed - construction. (7-12)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)

**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.1 n mi NNE (23°T) at lat 39-55-43, long. 86-10-55. (7-20)

INDIANAPOLIS-WEIR COOK ARPT: Rnwys 9-27, 18-36, 4-22 clsd for const new rnwy 4-22. These rnwys may be used for taxiing at twr's discretion. Men & equip. on fld adj to rnwys. Ctn advised. (9-26) All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)

KNOX-STARKE CO. ARPT: Until about October 16, clsd to transient operns due NE/SW rnwy under const. (9-11)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)

LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

INDIANA: MONTICELLO-CONGRAM ARPT: Clsd unless prior approval obtained from owner.
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
**PLYMOUTH ARPT: Now private arpt. (8-28)
RICHMOND-RADIO: Soon, VOR will be cmsnd. Freq: 116.1 mc. Ident: RID. Lctd lat 39-45-17, long. 84-50-19. Mag. Var.: 0°. Monitor. category (3). Elev: 1134' MSL. Class: VORW. (8-26)
SHELBYVILLE-RADIO: About Oct 24, VOR will be cmsnd. Freq: 108.4 mc. Ident: SHB. Lctd lat 39-37-57, long. 85-49-28. Monitor. category (1). Class: VORW. (9-18)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. Expected duration - during summer months. (3-22)
TILDEN-RADIO: See Indianapolis, Ind.
WARSAW-MEMORIAL ARPT: 126' (950' MSL) lgtd twr being erected 1.8 n mi S (180° T) at lat 41-15-20, long. 85-50-49. (8-29)
IOWA: ** ALGONA-SQUEEZE ARPT: Now private arpt. (8-25)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
**BONDURANT-TUFTS ARPT: Abandoned. (9-17)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
BURLINGTON-RADIO: Sept. 20, VOR/DME shut down until approx Oct 4 - freq change from 117.9 mc to 111.4 mc.
**CENTRAL CITY-WASSMER ARPT: Now private arpt. (8-25)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
**DES MOINES-NORTH ARPT: Now private arpt. (8-29)
**IDA GROVE-NICHOLSON ARPT: Now private arpt. (9-6)
**MT. AYR ARPT: Now private arpt. (8-24)
NEWTON MUN ARPT: Clsd all transit acft xcpt prior arrangements with Newton opern until approx Oct 20. (9-16)
OSAGE ARPT: New arpt reported: Type: "L"; lctd 0.5 mi E; elev: 1150' (est); 1 rnwy (N/S) sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
SHELDON ARPT: Clsd for const - machinery on fld. (5-3)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Nov 4 - relctn of lclzr. (5-9) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution men and equip. working all hrs. First 1000' SE end NW/SE rnwy clsd until about Nov 15 due men and equip. in apch area. (9-23)
SPENCER-ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE strip clsd - const. E/W strip clsd. (8-22)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGUN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)
ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S, 2400' No facs. (9-20)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL.
IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying schools in Kansas City, Mo., area bounded on E by long. 95-46 on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 miles between 2500' and 5500' MSL. (4-17)
**LAWRENCE ARPT: 600' of SW end of NE/SW rnwy perm clsd due hangar const at extreme SW end of rnwy. (9-13)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - marked.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const in progress. Men & equip. on fld. (7-1)
TOPEKA-PHILIP BILLARD ARPT: Two 158' (1067' MSL) lgtd steel stacks being erected 3 n mi ESE (119°T) at lat 39-03, long. 95-34 & being completed approx 15 May 1959. Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E S, and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway Use rnwys and taxiways only. Sod areas unusable. (4-18)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev: 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&P by appointemnt; 80/87 oct fuel. (4-9)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB Radar vectors to apch fac only. (1-21) Sept. 4 VOR/DME shut down until approx Oct 1 - modernization. Durg this period, the following MEAs are affected: Anthony VOR - Milton Int. - Int R035 ANY and R116 HUT (Wichita Int. Temp) 4000'; Int R035 ANY and R116 HUT - Int R145 SLN and R233 EMP (De Graff Int. Temp) 5000'; Int. R145 SLN and R233 EMP - Cassoday Int. 5000'. (8-28)
WICHITA ARPT: 168' (1498' MSL) lgtd twr being erected 2.1 n mi W (283°T) at lat 37-39-50, long. 97-28-30. (8-29) Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip. on fld days. Acft remain on concrete areas. Sod unsafe.
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions contact Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & rcv 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)
KENTUCKY: BOWLING GREEN-RADIO: LFR has hvy multiples NE and NW courses, 30 mi from stn.
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty,
HARLAN ARPT: Caution - high grass. (7-3)
HOPKINSVILLE-CAMPBELL-AFB-RADIO: Soon, USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi.
LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clokkwise to 015° - interference. (5-23)
LEXINGTON-BLUE GRASS ARPT-TOWER: About Sept. 30, ILS will be cmsnd. Lclzr freq: 110.1 m. Ident: LEX. Lctd 200' from NE end NE/SW rnwy 4. Elev: 970.5' MSL. Glide slope freq: 334.4 mc. Lctd 250' NW centerline of NE/SW rnwy and 1200' from apch end rnwy 4. Elev: 965' MSL. Glide angle: 2.6°. Apch bear.: 41°. LMM freq: 203 kc, ident: EX. Lctd lat 38-01-25, long. 84-37-11. MM lctd 3750' (0.73 s mi) from SW end NE/SW rnwy. Elev: 891' MSL. LOM will be relctd HW fac cmsnd Aug 15. Freq: 242 kc; Ident:
** LEX. OM lctd 4.1 mi from apch end rnwy 4. Elev: 930' MSL. (9-20). FLD: Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)
553' (1624' MSL) lgtd twr erected 7 n mi ENE (89°T) at lat 38-02-07, long. 84-27-04.
LONDON ARPT: Gas avail. on call daylgt hrs -expect delay. (7-25)
LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. (6-14) About Oct 20, VOR will be shut down until approx Nov 4 - freq change from 112.1 mc to 114.8 mc and conversion to VORTAC. (9-13)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp nect to hangar line and in tfc pat. SW of fld.

KENTUCKY: **LOUISVILLE-STANDIFORD FLD: Due non-visibility twr unable to ctl tfc last 1/2mi of apch to rnwy 1 and 750' of rnwy 1. 3000' hi-intensity apch lgtg system avail as configuration A or B serving rnwy 1. Configuration A will be operd under normal operns. Configuration B will be operd only upon pilot's req and then always in conjunction with configuration A. (9-1)

SOMERSET-PULASKI CO ARPT: Clsd due const. Emerg lndgs W side rnwy only. (7-24)

★YORK RADIO: DME coverage 35 n mi at 2500'MSL. VOR/DME freq changed from 116.0 to 108.6 mc. (9-23)

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat 300'. Apch from E with caution - jet acft operg in vicinity. (6-26)

BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy.

**LAFAYETTE ARPT: 500' (539'MSL) lgtd twr erected 7.9 n mi NW (330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LFR operg as H fac only. (7-30)

**LAKE CHARLES-McFILLEN AIRPARK: Longest rnwy 2400'. (9-11) 199' (213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW (291°T) at lat 30-11-20, long. 93-19-45, (9-24)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.) when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at alts below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La. to Monroe, La. 2000'MSL; V-18 N Shreveport to Monroe 2500'MSL; V-18 Monroe to Jackson Miss. 1600'MSL; V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28) About Nov 1, VOR will be shut down until approx Feb 1, conversion to VORTAC. (9-23)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTNL ARPT: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

★SHREVEPORT-BARKSDALE AFB-RADAR APPROACH CONTROL: Oct 1, RAPCON trans & rcvr freq 123.9 mc cmsnd and trans & rcvr 120.7 mc decmsnd.

**SHREVEPORT-DOWNTOWN ARPT: Drilling derrick 1.2 n mi N (10°T) has been removed.

WELSH ARPT: E/W rnwy clsd ngts. Bcn inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

**HOULTON ARPT: 200' (800'MSL) lgtd twr erected 1.8 n mi W (280°T) at lat 46-07-08, long. 67-49-08. (9-19) Lumber piled ESE end of ESE/WNW strip. (9-4)

LIMESTONE-LORING AFB-RADIO: USAF VOR crs errors exist beyond 20 mi up to 6° in NW quad from 27°-360° and up to 4.3° in SW quad from 110°-140°. Final apch radial of 001 is 3-1/2° off mag crs. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.

PHILLIPS-PLEASANT VALLEY FARMS ARPT: Ctn-300' WSW end of strip under const.

PORTLAND ARPT: 20' embankment 200' from apch end rnwy 33 mrkd by obstn lgt 250' from apch end and in line with S edge rnwy 33. (7-17)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi. and 290°-30°, 30 n mi at MOCA.

ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.

SANFORD ARPT: Caution - drag races will be held on Oct 13. Rnwys 8-26 and 14-32 will be clsd during daylgt hrs on this date. (6-7)

WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.

MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)

BALTIMORE-MARTIN ARPT: Const - men and equip on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwys 18-32 and 10-28 clsd. Ditching thru rnwys at intsxn 18-36 and 10-28. (8-15)

**BALTIMORE-PIER 6 HELIPORT: 39-18N, 76-36W; lctd Pier 6, Pratt St; elev 10'; size 240' x 100'; air mrkd; no lgts; no service. (6-27)

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA.

MARYLAND: (6-14) May 10, VOR temp operg monitor category (3). (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to lnd W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy avail at pilots' discretion. W end E/W rnwy being extended. Use ctn. Const equip operg close to end of rnwy. (9-20)

LAYTONSVILLE-DAVIS ARPT: Ctn - const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct. 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on airway V1 to the NE at lower alts. (7-1)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Arpt condition info avail by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars repairs; fuel and oil; remarks - rdo rcvr only. (5-16)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)

BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: All acft with pat speed below 110 mph, flv 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800'MSL. Rnwy 11-29 under exten const until about Nov 30. (9-13)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. About Oct 14, ILS lclzr and glide slope will be shut down for approx 5 ** days - modernization. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-off in NE direction rnwy 4L and lndg in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg, as defined by CAR 60.2. Turbojet acft lndg and take-off rnwy 4L-22R and take-off rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and aj adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Nonstandard apch lgtg system serving rnwy 4R-consisting of displaced outboarded green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Standard rnwy lgts entire length of pavement. Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use. (8-23) Transmissometer cmsnd. Effective immediately visibility in touch-down zone on ILS rnwy is being appended as remarks on Boston, Mass (BOS) observations whenever visibility is less than 1 and 1/2 mi. Transmissometer twrs 13' high. Obstn lgts 14' above gnd at each lctn. Dist between twrs 750'. Projector twr lctd 500' S of ASR-3 and 480' WNW of rnwy 4R. Rcvr twr letd 75' SSW of S parallel taxiway and 620' WNW of touchdown on rnwy 4R. (9-19)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)

**COTUIT: Restricted Area (R-79) to be used day and ngt only when ceiling 2000' and visibility 3 mi or better. Effective 2400 Oct 1, 1957. (9-11)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 22.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip on all fld areas during daylgt hrs. Equip or hazards obstn lgtd at ngt. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (9-19)

**MARTHA'S VINEYARD ARPT: 640' (700'MSL) lgtd twr erected 7.8 n mi WSW (251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: Sept 30, HH fac shut down until approx Oct 30 - conversion to consolan.

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

ORANGE ARPT: Clsd 1:00 pm to 6:00 pm Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during clsd period. (5-22)

MASSACHUSETTS: WORCESTER ARPT-TOWER: About Oct 28, CAA ctl twr will be cmsnd. Trans freq: 281 kc; 120.1, 121.5, 257.8 mc. Rcvg: 3023.5 kc; 122.5, 120.1, 121.5, 257.8 mc. Trans and rcvr 121.9 mc will be cmsnd for ctl gnd tfc. Call: Worcester Twr. Combined with stn. Concurrently with twr cmsng ILS LOM voice feature will be decmsnd. (9-27) FLD: Caution taxiway const. Men and equip on fld. Obstn lgtd. (9-16)

MICHIGAN: BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)

BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and ngts. (8-30) Men & equip on fld days. 126' (1056'MSL) water twr under const on fld will be mrkd, painted, and lgtd. (5-6) Trees above obstn lgts on SE edge of fld. (3-29)

BELLAIRE-ANTRIM CO ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above gnd being erected 1/2 mi SW. Twrs just under glide path to NE rnwy. (6-13)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

★DETROIT-AIR ROUTE TRAFFIC CONTROL CENTER: Sept 30, trans and rcvr 118.9 mc replaced trans and rcvr 125.7 mc; soon trans and rcvr 126.4 mc will replace trans and rcvr 123.7 mc. Freq 119.8 will be cmsnd. (9-9) Freq 317.5 mc cmsnd.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27)

DETROIT-METROPOLITAN WAYNE CO ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. (6-27) Sod area to the NE of rnwy 14-32 to the W of rnwy 5-23 old arpt perm clsd to all lndg and take-off. (9-23) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main terminal bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags & flares.; Men and equip on or adj to ramp and rnwys. (6-24) Four 70' twrs being erected 400' E and N of Goddard Rd inside of W bndry. (8-14)

★DETROIT-WILLOW RUN ARPT-TOWER: About Sept 30, TVOR will be shut down until approx Oct 14 - modernization. (8-26) Sept 30, trans and rcvr 123.7 mc replaced trans and rcvr 120.7 mc. FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

ESCANABA ARPT: Const W end of E/W rnwy. (7-13)

GRAND RAPIDS-KENT CO ARPT-TOWER: Effective Oct 11, twr hrs of opern will be 0800-2400. (9-21) FLD: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

GREENVILLE ARPT: Clsd for const. (4-18)

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

INDIAN RIVER-CAMPBELL ARPT: 308' (1174'MSL) lgtd twr being erected 5.9 n mi SE (153° T) at lat 45-19-30, long. 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) FLD: Acft parked W side fld E of apron. Excavation of new taxiway in progress 1800' W of E end rnwy 9-27 S side and adj to rnwy. Mrkd day and ngt. (6-18)

**MANISTIQUE-SCHOOLCRAFT CO ARPT: 308' (1053'MSL) lgtd twr erected 2.1 n mi WSW (248°T) at lat 45-57-30, long. 86-13-51. (8-22)

MARQUETTE-COUNTY ARPT: Caution - const. (7-15) Clsd to ngt opern due unlgtd obstn. (12-14)

MARQUETTE-SAWYER ARPT: 80' (1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28)

MICHIGAN: MT. CLEMENS-MACOMB ARPT: Const on fld. E/W rnwy clsd.

★MT CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads. USAF homing fac on 365 kc decmsnd. (9-19)

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to ngt flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

**NEWPORT-MARSHALL ARPT: 205' (575'MSL) lgtd water twr erected 2 n mi ENE (77°T) at lat 41-57-37, long. 83-15-26. (8-9)

NORTH MANITOU ISLAND-SPECIAL NOTICE: Arpil 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long. 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000'MSL. Firing bi-weekly Wed or Thurs daylgtihrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)

PELLSTON-EMMETT CO ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4) Taxiway W end rnwy 9-27 clsd. Trucks on fld. (8-17)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S. (4-20)

PRUDENVILLE-ROSCOMMON CO ARPT: Clsd.

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Clsd. (8-29)

ROGERS CITY-PRESQUE ISLE CO ARPT: W end E/W rnwy clsd due soft spots. (5-24)

SAGINAW-RADIO: About Oct 24, VOR will be cmsnd. Freq: 112.9 mc. Ident: MBS. Lctd lat 43-31-54, long. 84-08-38. Monitoring category (1). Class: BVOR. (9-17)

SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45, long. 83-51-45. (9-25)

**SAGINAW-TRI-CITY ARPT: Use rnwys only. Extremely rough sod and chuck holes adj to and off rnwys. (9-12) Caution men and equip on rnwys daylgt hrs. (9-12)

SAULT STE MAIRE ARPT: Bcn and strip lgts inop. (5-10)

**STURGIS-KIRSCH ARPT: Longest rnwy 3200'. (9-25)

TRAVERSE CITY-RADIO: About Oct 24, VOR will be cmsnd. Freq: 112.4 mc. Ident: TVC. Lctd lat 44-40-07, long. 85-33-01. Monitoring category (1). Class: BVOR. (9-17)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)

**ALEXANDRIA ARPT: Three 50' steel towers erected 1/5 mi S of SW bndry; lat 45-51-28, long. 95-24-09. Elev 1502' MSL. Now painted and lgtd.

AUSTIN ARPT: 150' (1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

**DEER RIVER ARPT: 308' (1598'MSL) lgtd twr erected 1.2 n mi SSE (159°T) at lat 47-19-48, long. 93-47-02. (8-22)

DULUTH-ARPT-TOWER: ILS will be shut down until approx Oct 10 - modernization. (9-19) FLD: Ramp const W of admin bldg. Men and equip on fld days. Ctn crossing arpt permeter roads lndg rnwys 3-21. Maj portion of NE/SW rnwy N of E/W rnwy intsxn clsd every Sun 1200-1700C thru Oct due to auto races.

DULUTH-SKY HARBOR ARPT: New arpt reported: Lctd 4.5 mi SE; elev 609'; 1 rnwy; longest rnwy and facs 22-S5; F3 fuel; remarks - skis winter. (7-12)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

**FAIRMONT MUN ARPT: 500' (1710'MSL) lgtd twr erected 2 n mi SW (240°T) at lat 43-38, long. 94-28. (7-18)

FERGUS FALLS ARPT: N/S rnwy clsd for const. (8-29)

MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men and equip on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22)

MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for construction. Caution men and equip on fld. (7-22)

MINNESOTA: MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-2 shut down until approx Nov. 19 - relctn. (9-10) FLD: First 100' rnwy 22 clsd to non-mil acft. Take-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance estabd standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Rnwy 8-26 open for daylgt use only.

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt.

ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

**ST. PAUL-HOLMAN ARPT: Effect Oct 8, NE/SW rnwy discontd. To be used as taxi strip only. (9-20)

TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: COLUMBIA ARPT: Clsd due const.

CORINTH ARPT, 7, MEM-TPA: Clsd until further notice. (7-22)

CROSBY MUN ARPT: Men and equip. resurfacing rnwy. Land to one side of fresh material.

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)

**GULFPORT ARPT: 350' (378' MSL) lgtd twr erected 2.2 n mi SSW (206° T) at lat 30-22-13, long. 89-05-34. (9-19) All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for take-off on rnwy 32 and 36. (6-11)

INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 30°-140° and 190°-250° out of tolerance due to bends and roughness. (6-3)

McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)

MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4 Lctd lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and lnts based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published.

MERIDIAN-KEY FLD-RADIO: Apr. 29, ILS glide slope inop. until approx Nov 15. FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough - use with caution. Men & equip. on fld days. (7-5)

OXFORD-UNIVERSITY-OXFORD ARPT: New arpt reported: Type "P"; 34-23N, 89-33W; lctd 1 mi N; elev: 445'; 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. Caution - men and equip. on fld. No service avail. Telephone service on fld. (5-14) Arpt clsd until further notice. (8-26)

RIPLEY ARPT: Clsd - construction. (5-16)

MISSOURI: BUFFALO ARPT: Rnwy under const - use of fld at pilot's risk. (8-19)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTA ARPT: Arpt reported 38-08N, 90-33W; lctd ENE; elev: 675'; 1 rnwy - 2500' -turf; fuel avail. (4-29)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pattern. Movements of mil acft ctld and will give-way to civil acft desiring to land or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.

KANSAS CITY-RADIO: Moderate multiples all course LFR, usable except for right side opern. (5-10)

KANSAS CITY-AIR ROUTE TRAFFIC CONTROL CENTER: About Sept. 30, trans & rcvr 123.6 mc will replace trans & rcvr 120.7 mc. (9-9)

**KANSAS CITY ARPT: 146' (1186' MSL) elevated water tank erected 7 n mi NW (335°T) at lat 39-13-55, long. 94-39-25. (9-10) Due to non-visibility twr unable to ctl tfc on first

MISSOURI: 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23) Taxiway on W side of fld beginning at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme ctn.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

MACON-RADIO: About Dec 15, VOR class will be changed to BVOR. (9-20)

MALDEN-RADIO: About Oct 7, VOR will be shut down until approx Nov 4 - modernization.

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.

OSAGE BEACH-LINN CREEK-GRAND GLAIZE MEMORIAL ARPT: E/S rnwy being surfaced. Rnwy clsd and mrkd on each end. Caution - do not land on rnwy. (8-16)

PROTEM-CLARK ARPT: New arpt reported lat 36-30, long. 92-48. Lctd 3.5 mi SE; elev: 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOSEPH-ROSECRANS MEMORIAL ARPT-RADIO: Apr. 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr. (4-29)

ST. JOSEPH-ROSECRANS MEMORIAL ARPT: Effect. 0700C Oct 14 rnwy 13-31 will be open entire length. Concurrently 1600' apch end rnwy 22 will be clsd due const. Rnwy 17-35 remains clsd. All const areas flagged and lgtd day and night. Caution advised. (9-27)

ST. LOUIS-LAMBERT FLD-TOWER: About Oct 1, radar departure control will be implemented. (9-4) FLD: 311' (1000' MSL) lgtd twr being erected 5 n mi SSW (206°T) at lat 38-40-36, long. 90-24-09. (7-19) 1152' (1649' MSL) lgtd twr will be erected 10.5 n mi SSE (169°T) at lat 38-34-08, long. 90-19-51. (8-30) Rnwy 6-24 clsd. Length rnwy 12-30 shortened to 6000'. Temp barricade and threshold lgts located rnwy 12-30 E of intsxn of rnwys 6-24 & 12-30. Usable length rnwy 13-30 from approx 1600' of intsxn E-ward. Equip. 40' high at intsxn. Equip. lgtd and mrkd. Const. Rnwy 12-30 clsd to jet acft. Silos and grain elevator 1700' from apch end rnwy 30 obstn lgtd. Shoulders soft. Caution. Rnwy apchs rough and unusable. Grass area clsd. Temp bldg 50' high located N end of fld approx 200' E of taxiway 34, 600' N of taxiway 7. Const in progress on p-line on 100' steel twrs approx 5/8 mi E. (8-21) Taxiway lighting installation in progress alongside all taxiways. Open ditches parallel to and 10' from taxiways. Caution. ,men and equip. (12-14)

ST. LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)

ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylight hrs on following dates: Oct 6 and 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

MONTANA: BILLINGS ARPT: Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm-clsd. (4-8) Configuration "A" apch lgt system on rnwy 9 operg dusk-dawn commissioned. Do not land short of threshold lgts. (7-23)

BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 26 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

MONTANA: DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
GREAT FALLS ARPT: Rnwy 02-20 clsd for repairs.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)
LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000';200°-230°,26 n mi at 11,000';230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°,17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°,26 n mi at 11,000';220°-235°,17 n mi at 9000';235°-270°,26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'. Sept 4, VOR/DME shut down -modernization. Durg this period the following arwys will be unusable: IFR operns V2 Mullan Pass to Drummond. V231 may be used using MSO LFR. Upon recmsng VOR freq will be 111.8 mc; DME channel 38. (9-4)
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for acft over 26,000 lbs. (9-4)
MULLAN PASS-RADIO: Caution-E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
**ST. IGNATIUS ARPT: Rnwy lgts abandoned. (9-11)
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500';360°-47°, 26 n mi at 11,000';47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000';118°-164°,17 n mi at 11,500';164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500';213°-228°,17 n mi at 11,500';228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'. (6-23)
WOLF POINT ARPT: NW/SE rnwy clsd for const and surfacing. Arpt clsd to all operns sunset-sunrise. (7-15)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway closed.
DAVID CITY, 82A,SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)
**NORTH PLATTE-LEE BIRD FLD: 211'(3016'MSL) lgtd twr erected 4 n mi W(285°T) at lat 41-08-14, long. 100-45-33. (8-16)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt operns. (9-11)
OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL CENTER: Oct 1, RAPCON will be cmsnd. Trans & rcvg 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, and 379.4 mc. Rcvg only: 122.5 mc. Terminal Radar Arrival and Departure ATC service will be provided Omaha Mun. Arpt and Offutt AFB.(7-29)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY-RADIO: Soon VOR will be shut down until approx Oct. 28 - modernization. (7-30)
SIDNEY ARPT: NW/SE rnwy clsd for major const. Rnwy mrkd with X's on both ends. 2200' x 300' NNE/SSW rnwy remain open but unlgtd. 3800'x300' E/W rnwy remain open and lgtd xcpt that 1/2 the width of the E/W at the intsxn of E/W and NW/SE rnwy clsd, flagged and mrkd. Caution - men and equip. on fld daylgt hrs. (8-23)
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi;300°-360°,43 n mi at 12,000'.
BATTLE MOUNTAIN ARPT, 35, SFO-SLC: Unlgtd oil derrick 60' high 1/2 mi from end rnwy 12 on right side of apch lane. (9-5)

NEVADA: **BEATTY ARPT: 20, RIV-TDL: Elev: 3170'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
**FALLON-SPECIAL NOTICE: Sept.27, Caution Area No.1 (C-524) established as follows: Beginning at lat 42-24-00, long. 118-02-00; thence to lat 41-25-00, long. 118-10-00; 40-07-15, 118-39-30; 40-00-00, 118-57-00, 40-00-00,119-30-00;40-30-00,119-30-00;40-30-00,120-00-00; 41-37-00, 120-00-00 thence to point of beginning, except for those portions of which overlie R-266 and R-430. Limiting Altitude: Surface to unlimited. Activities Conducted: Extensive training activities. Time of Use: Unlimited. Using Agency: Commander, Air Force, Pacific Fleet. Controlling Agency: Naval Aux Air Station, Fallon, Nev. (8-14)
LA VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (8-12) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000; All pilots contemplating flgt within a 300 n mi radius should be on alert for special NOTAMS which will restrict flgt in certain areas in the interest of safety. (5-1)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi 12,000'; 160°-240°, 43 n mi 10,000'; 240°-05°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Oct 15. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int - RNO, V6 Tahoe Int-LOL, V6N AUN Int-RNO, V28, V113, V150 West Point Int-RNO. (7-19)
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt checked on arwy radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime(tel.Capital 5-6151 or acft in flgt call Concord Rdo).
★CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28) VOR freq changed from 117.4 to 108.2 mc. (9-28)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
★PORTSMOUTH AFB-RADIO: USAF H fac name changed to Pease. (9-27)
WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 526 kc for test purposes only. Ident: AIY. Lctd near Avalon, N.J. (8-2)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
★BEACHWOOD-RADIO: Sept. 25, H fac cmsnd. Freq: 203 kc. Ident: BWO. Lctd lat 39-58-10, long. 74-08-42. Class: MHW. (9-26)
BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable for 4000', paved from SE end. NW extension under construction with men and equip. on fld. (12-13)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

NEW JERSEY: MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16) Trenching paralleling portions N/S NW/SE rnwys in sod area-marked. Use rnwys. Taxiways thru trench area closed marked. (8-6)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.

NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. (8-16) Soon, a 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10) About Nov. 4, VOR will be shut down until approx Nov 22- modification and freq change from 112.6 mc to 110.6 mc. (9-27)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 closed for take-offs, rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld-days. Const adj to all paved surfaces. Helicopter lndg area now lctd 50' E of W taxiway opposite ctl tower. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution.-exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new control tower. (2-20)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

NEW MEXICO: LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. Sept. 19, VOR shut down until approx Nov. 19-modernization and relctn. Durg this period the following arwys will be unusable for IFR opern: V60 San Jose Int-Conchas Dam Int. V19 Santa Fe-Raton. V-19E Las Vegas-Raton. V-190 Las Vegas-Dalhart. Will be relctd: lat 35-39-26, long. 105-08-06.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO RADIO: Vor radials have scalloping beyond tolerance starting 26 n mi. (6-28)

RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE(NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)

TEXICO-RADIO: Soon, VOR will be cmsnd. Freq: 109.0 mc. Ident: TXO. Lctd: lat 34-30-06, long. 102-50-00. Elev. 4082'MSL. Prior to cmsnd disregard spurious signals.

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

BUFFALO ARPT-TOWER: ILS lndg mins straight in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9)

**DEPEW-BUFFALO SKY HARBOR ARPT: Abandoned. (9-6)

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution- men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)

EAST AURORA-PRONER ARPT: Reported abandoned. (9-6)

**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5) 2 rnwys avail. (9-12)

GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)

HEMPSTEAD-RADIO: About Oct 14-LF rng will be shut down until approx Oct. 28-modernization. (9-20) Concurrently, SE course will be realigned counterclockwise from 40° to 35°. (9-30)

HUGENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3). (5-10)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14)

ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equipment along side and on rnwy Mon thru Sat between 0800-1700 EDT. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for lndg instructions, (6-4)

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30-length 2700'. (5-17)

LAKE PLACID: Not a seaplane base-no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)

★MASSENA-RADIO: Sept 19, J fac temp converted to BMH until approx Oct 15. Freq 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. J fac freq changed from 317 kc to 242 kc.

MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'. (8-29)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.

NEW YORK: NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt., N. J.

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: Sept 27 trans & rcvr 123.6 mc cmsnd & trans and rcvr 120.7 mc decmsnd.

NEW YORK INTNL(IDLEWILD) ARPT-SPECIAL NOTICE: About Oct 15 acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR-holding E one min left turn pattern, Lido rng in lieu of Long Beach and Scotland rdo bcn. (9-27)

NEW YORK INTERNATIONAL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500';230°-055°, 2000' at 40 mi. (9-9)FLD: Lndgs and take-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10). Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L and 13L-31R.(8-2)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: About Oct. 15 acft enroute to LaGuardia Arpt will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR-holding SE one min. left turn pattern in lieu of the Oradell Holding Pattern. (9-27)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea.FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Soon left hand row apch lgtg system serving rnwy 4 will be decmsnd. Simultaneously national standard centerline apch lgtg system, configuration "A", 3000' long will be cmsnd. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13, 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day & lgtd at ngt. (7-30)

NEWY YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK - WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)

NIAGARA FALLS ARPT: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-6) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

★PECONIC-RADIO: Sept 26, LFR cmsnd. Freq: 341 kc. Ident: PIC. Lctd: lat 40-48-36, long 72-54-24. Elev. 31'MSL. Bear. & dist to Calverton-Peconic River Arpt. 48°, 8.2 mi. Mag.Var 12°27'W. Courses: 53 A 129 N 234 A 321 N. Class: SRAWZ.

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. &6-14) DME coverage 265°-280°, 35 n mi at 6000';280°-310°, 35 n mi at 4700';310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from military jet acft and jet turbulence. Non-rdo equipped

NEW YORK: acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position, acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. Sept 24, VOR/DME shut down until approx Oct 14 - modification and freq chg to 111.8 mc. (9-26) S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc.

**POUGHKEEPSIE-DUTCHESS CO. ARPT: 305'(465'MSL) lgtd twr erected 19.8 n mi SSE (163°T) at lat 41-56-11, long. 74-00-30. (9-16)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

★ROCKDALE-RADIO: Sept. 26, VOR cmsnd. Freq: 108.4 mc. Ident: RKA. Lctd lat 42-27-58, long. 75-14-23. Mag var: 11°W. Monitoring category (3). Elev. 2030' MSL. Class: VORW.

ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: About Oct 1, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB and Oneida Co. Arpt. Freqs; 118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8 mcs. Normal clearance limits will be Starkville Int., Sherrill Int., Fly Creek Int., Taberg Int. RME HW and UTI MHW. (9-5)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

UPPER ST.REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14) About Nov 11 - VOR/DME will be shut down until approx Nov. 29 - modification and freq change from 116.1 mc to 108.6 mc. About Nov 5, J fac will be temp converted to BMH, freq 224 kc, ident ART Lat 43-59-22, long. 76-01-12. To be returned to J fac on completion of VOR modification. (9-27)

★WELLSVILLE-RADIO: Sept 26, VOR cmsnd. Freq: 108.8 mc. Ident: ELZ. Lctd lat 42-05-21, long 78-00-00. Elev: 2299' MSL. Mag. Var: 8°W. Monitor. category (1). Monitoring and voice from Elmira ATCS. Class: BVOR

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-RADIO: LF rng, 284 kc has interference from Greenville, S.C. LF rng 281 kc. Caution advised. (8-1)

★CHARLOTTE-DOUGLAS ARPT-TOWER: Sept. 16, trans & rcvr 120.7 mc decmsnd and trans & rcvr 123.7 mc cmsnd. (9-26) FLD: All acft operating in and out of arpt required to to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

ELIZABETH CITY-RADIO: VOR/DME shut down until approx Oct 24 - relctn to lat 36-15-27, long. 76-10-33. (9-25)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°, 360° out of tolerance due to excessive roughness and bends. (6-10)

HICKORY-RADIO: VOR radials 150°-160° out of tolerance acct roughness and bends. (4-12)

KINSTON-STALLINGS AIR BASE: USAF pilot trng base with intensive student trng within 25-mi radius. Clsd to all transient civilian acft xcpt on offl business, or upon permission from Mil Operns Officer, Director of Flying or Manager, Serv-Air Aviation Corp. 2-way rdo rqrd. (6-17)

NORTH CAROLINA: LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Trans acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800'MSL, V194 RDU-CVI 3000'MSL, V128 RDU-LaGrange 3500'MSL, V3 RDU-LBT H fac 3300'MSL, V3W RDU-SOP 3000'MSL, V194 RDU-Norwood 4000'MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
**ROCKY MOUNT ARPT: Ctc Rocky Mt Rdo for arpt info prior lndg. (9-6)
**SALISBURY ARPT: Unicom 122.8 mc cmsnd. Arpt clsd for const xcpt with prior approval during daylgt hrs by use of Unicom. (9-12)
WILMINGTON-SPECIAL NOTICE: Effective Oct 24, Warning Area W-523 will be established as follows: Beginning at lat 34-15-00, long. 77-39-00; thence SW to lat 34-05-00, long. 77-43-00; SE to 32-20-00; 77-20-00; SE 32-15-00, 77-00-00; NE to 33-04-00, 75-51-00; thence NW to point of beginning. Altitude: Surface to 50,000'MSL. Time of Use: Daylgt hrs only during VFR. Activities conducted: Air-to-air rocketry. Controlling Agency: Seymore Johnson AFB, Goldsboro, N.C. (9-5)
WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANNOVER CO ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead high voltage p-line running W from ctl twr to arpt bndry. Open ditch 1500' W of midfield intsxn 60' from both sides rnwy 9-27. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. Caution - men and equip on fld. (7-2)
WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to non-radio acft. (9-11)
NORTH DAKOTA: FARGO-RADIO: VOR radials 104°-and 340° out of tolerance acct roughness and scalloping. (9-13)
**FARGO-HECTOR FLD: Longest rnwy 7150' x 150'. (9-27)
MINOT-RADIO: VOR shut down until sept 30-retuning and readjustment. (8-21)
MINOT INTNL ARPT: 1053' (3123'MSL) lgtd twr being erected 12.1 n mi S (191°T) lat lat 48-03-02, long. 101-20-29. (8-14) 440' (2200'MSL) lgtd twr being erected 2 n mi SSW (222°T) at lat 48-12-56, long. 101-19-05. (8-15)
PEMBINA ARPT: Bcn lgtd but not rotating.
WESTHOPE ARPT: Fld rough - use with caution. (6-14)
★WILLISTON-RADIO: Sept 26, VOR cmsnd. Freq: 116.3 mc. Ident: ISN. Lctd lat 48-15-11, long. 103-45-00. Monitoring category (3). Class: VORW.
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT: Non-controlled area bounded by arwys Amber 6, Red 19, Victor 103 and Red 17 perm U.S. NAS Akron, Ohio acrobatic--camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Clsd until further notice. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030' 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 045° radial V5 out of tolerance due hvy visual and aural interference. (7-26) About Oct 15, LFR ident will be changed to LUK. (9-4)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)
OHIO: CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
★CLEVELAND-AIR ROUTE TRAFFIC CONTROL CENTER: Sept 19, trans and rcvrs 311.8, 318.2, 323.2 and 340.6 mc cmsnd.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 n mi. (9-26) FLD: 2-way rdo capable communicating Cleveland Tower in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-off and SE lndg. Const of N concourse in progress 800' N from main term. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L. Taxi signs now installed all taxiways. W taxiway reads letter R, NW taxiway reads S, N taxiways reads T. Rnwy 9L-27R clsd for W lndg only. On or about Oct 4 combination 1650' flash-blaze and left land 1500' neon apch lgt system serving rnwy 5L will be decmsnd. Simultaneously, 3000' standard hi-intensity centerline configuration A will be cmsnd. On or about Oct 15 sequence flashers will be cmsnd. (9-13)
CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)
**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flgt Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of arwy Red 8 and SE bndry Amber 6 and proceeding SW along the SE bndry of Amber 6 to a point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V-128; thence E along the N bndry of arwy V-128 to point of intsxn with the NW vndry arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor arwy 45 and Blue 15. (8-29)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules-Take-off; Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of arpt control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000'MSL until on base leg for lndg apch. VFR Multi-engine Rules-Take-off: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for landing: Maintain 2000'MSL until on base leg or if a straight-in apch is used maintain 2000'MSL as long as practical before starting normal descent on final apch. (3-23)
★COLUMBUS-PORT COLUMBUS ARPT-TOWER: Trans & rcvr 348.6 mc avail. (9-24) FLD:
** Due to non-visibility twr unable to ctl tfc on E taxi strip between hangars 1 & 4. Rnwy 18-36 clsd for lndg and tk-off btwn 0700-1800E. Taxiing permitted on rnwy. Taxiway D clsd from rnwy 23 to new ramp from 0700-1800E. 2900' hi-intensity centerline apch lgtg system, configuration "A" serving rnwy 27 cmsnd. (9-19)
DAYTON ARPT-TOWER: About Oct 30, ILS glide slope, MM and LMM will be shut down until approx Nov 30 - relctn and conversion, acct extension rnwy 6. Glide slope will be relctd 1050' NE of SW end extended rnwy and 400' NW centerline. MM and LMM will be relctd centerline 3540' SW of SW end extended rnwy. Glide slope angle will be 2.6°. Alt over MM 1210'MSL; over OM 2040'MSL. (9-30) FLD: Caution when apchg arpt as flourescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26) Rnwy 6-24 being extended 1000' SW end and 500' NE end; total length to be 7000'. On or about Oct 30 neon apch lgt lane to be shut down for approx 30 days for relctn to rnwy 6 and conversion to standard 3000' hi-intensity centerline configuration A apch lgt system. (9-30)
DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.
DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

OHIO: **FREMONT-SLAGER AIRPARK: Perm clsd. (9-26)
GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: W end E/W rnwy being extended. (6-28)
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90°-clockwise to 105° and 120° to 185° at MOCA. May 10, VOR monitor. category temp changed to (3).
LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet.
MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 n mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)
MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. All fld lgts and bcn inoperative. Fld clsd between sunset-sunrise. (8-14)
MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)
PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev: 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)
PORT CLINTON ARPT: Const. Acft parking area and N end N/S rnwy being resurfaced. Lgtd but clsd lndgs and unattended ngts. (9-28)
**PORTSMOUTH-RAVEN ROCK ARPT: Abandoned. (9-9)
PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported. "P" type fld. lctd 10.7 mi N; lngst rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)
PUT-IN-BAY ARPT: Caution - blind spots to acft on ground preparing to take-off, autos cross SW end NE/SW rnwy, field rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Contact Port Clinton Unicom for fld conditions. (7-16)
SIDNEY-RADIO: VOR out of tolerance beyond 35 n mi 60°-100° at MOCA. (9-9)
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
STADIUM-RADIO: About Oct 24, MHW fac will be cmsnd. Freq: 219 kcs. Ident: SUM. Lctd lat 41-29-29, long. 81-43-33. (8-16)
TOLEDO-EXPRESS ARPT: Paved extensions each end rnwy 7-25 completed but not yet opened. Const rnwy lgt exten areas. Threshold lgts temp placed on rnwy to provide 5200' usable rnwy. Taxiways serving extens not yet opened. Do not land short of threshold lgts.
TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed.
WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) About Oct 28, VOR/DME will be shut down until approx Feb 1 - conversion to VORTAC. (9-27)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)
YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400.
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
ZANESVILLE-RADIO: VOR operg test basis. Freq: 111.4 mc. Ident: ZZV. Lctd lat 39-56-28, long. 81-53-28. (9-4)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
BEAVER CITY ARPT: Clsd due men & equip. on fld and rnwys unsafe. (7-10)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE-RADIO: About Nov. 1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23)
GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy open - Caution - equip. on fld. (6-14)
**IDABEL ARPT: Unattended. No fuel or services avail. (9-10)
McALESTER-RADIO: About Nov 1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (5-16) Bcn inop.
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA: OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429' MSL) water tank being constructed W side of fld (lat 35-24-04, long. 97-36-58). Mrkd and lgtd. (9-13)
PAULS VALLEY ARPT: Temp const of drilling derrick lctd adj NW fld 140' AGL 1107' MSL Mrkd and lgtd. (8-28)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys-hazardous - deep holes.
TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800' MSL. (5-20) About Dec. 2, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-26)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R closed for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lights inop. Rnwy 3R-21L daylight hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: ALBANY ARPT: NE/SW rnwy clsd. Fld clsd to ngt operns due hi-way const and hvy equip. on fld. Caution daylgt hrs. (9-10)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Nov 1 - new const 1500' extension. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (8-26)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt traffic is NW or W, left pattern when arpt traffic is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of center intsxn, maximum depth 100'. (7-26)
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. About Oct 3, VOR will be shut down until approx Oct 20 - modernization. Durg shutdown the MEA on V 27 Between Crescent City and Newport is 13,000'; The MEA on V121 between North Bend and Eugene is 9000'. North Bend Int. (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable. (9-12)
PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ration. (6-7)
PORTLAND INTNL ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd.
PORTLAND-SEAPLANE BASE: Crane with 100' unlgtd boom operg at site new interstate bridge const at E end of seaway. (9-18)
PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flight-checked for en route arwys use at min instr alts. Sept 9, VOR shut down until approx Oct 14 - modernization. During this period, Arwy V25 Klamath Falls-The Dalles will be unusable for IFR opern. (9-12)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in the signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04. lctd 2-1/2 mi SW; elev: 4475'; 1 rnwy; 3200' gravel; remarks - Caution fence across both ends of fld. (4-18)

OREGON: SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. (8-28) About Nov 4, DME will be shut down until approx Nov. 18 - modernization. (9-24)

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19)

BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip on fld. (9-17)

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable **dist 17 n to 26 n mi - due hvy interference.**

CHAMBERSBURG-SPECIAL NOTICE: **High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.**

COLUMBIA- MCGINESS ARPT: 96'(734'MSL) lgtd twr erected 1 n mi SE (155°T) at lat 40-00-53, long. 76-28-13. (9-10)

DOWNINGTON ARPT: New arpt **reported: 39-58N, 75-43W; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; S2 facs; F1 fuel. (9-27)**

ERIE-RADIO: VOR usable dist **35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)**

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)

FITZGERALD-RADIO: Sept. 17, VOR shut down until approx October 6 - modification and freq change from 117.0 mc to 108.2 mc. (9-26)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

NEW LONDON ARPT: New arpt reported. 39-47N, 75-53W; lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; F1 fuel. (9-20)

PHILADELPHIA INTERNATIONAL ARPT - SPECIAL NOTICES: (1) Acft optg under Radar Approach Control will under no circumstances reverse crs or make a transition at the OM after having rcvd the final vector to the ILS crs without Air Traffic Control clearance. All acft are expected to proceed straight in to the arpt and complete the apch. Acft wishing to make transition after the fianl vector or aborting apch must rcv Air Traffic Control clearance for alternate instructions. In the absence of Air Traffic Control instructions acft will complete the missed apch procedure for this fld. (10-24) (2) Jet penetration JA-JAL - 320 ADF via Newcastle OM suspended due shutdown Philadelphia Radar. Jet tfc operg on IFR flight plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or lnd Newcastle Arpt. (7-1)

PHILADELPHIA INTERNATIONAL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered nights. 125' pile driver approximately midway btwn rnwys 4 and 35 on river's edge - flagged days, lgtd nights. All trans acft will park at the executive term, transportation and services avail, load and unload stops at Pier C, only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Extensive const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp and rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only.

PENNSYLVANIA: Men and equip. on fld daily. (9-13) 1116(1364'MSL) lgtd twr being erected 11 n mi WSW(257°T) at lat 40-02-38, long. 75-14-26. (9-13)

PHILIPSBURG-RADIO: About October 15, DME will be shut down until approximately October 19 - antenna chg and modification. (9-24)

PHILIPSBURG ARPT: Until approx October 23 rnwy 6-24 clsd for const. Men & equip. at both ends of rnwy. (9-28)

PITTSBURGH-RADIO: About October 14, ATCS will be relctd to Pittsburgh-Allegheny Arpt. Trans & rcvg 121.5, 255.4, 243.0 mc. (9-16)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for night operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURHG ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi. FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500'rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER) -RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)

PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy soft spots. Area flagged. (5-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305,, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy S1 facs; F1 fuel. (7-19)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

*TOWER CITY-RADIO: VOR cmsnd. Freq: 108.2 mc. Ident: TWR. Lctd lat 40-33-16, long. 76-35-49. Mag var: 8°W. Elev: 1731' MSL. Monitor. category (3). Class: VORW.

*TYRONE-RADIO: Sept. 25, VOR cmsnd. Freq: 110.0 mc. Ident: TON. Lctd at lat 40-44-05, long. 78-19-56. Monitoring category (1). Monitored and ctld from Philipsburg, Pa. ATCS. Elev: 2629'MSL. Magnetic var: 6°36'W. Class VORW.

WASHINGTON ARPT: Clsd due const.

WEST CHESTER-RADIO: About October 7, VOR/DME will be shut down until approx Nov 4 - modification and freq change from 112.3 to 108.6 mc. (9-27)

WILKES-BARRE-RADIO: About October 14, LF rng will be shut down for two days - power reduction. (9-24)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE- TASA ARPT: New arpt reported: 40-48N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: ANDERSON ARPT: Rnwy 5-23 clsd due resurfacing. When working at rnwy intsxns, and at night, all rnwys clsd to all operns. Night operns and rnwy lgts on req basis only. (8-2)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

SOUTH CAROLINA: CHARLESTON-RADIO: VOR/DME shut down. The following temp flgt opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to GHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int. direct 4000'. V3W SAV to CHS and V-3E CHS to FLO not usable. CAE Int, temp designated AGS 070, CLT 185; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int. FLO 183, MYR 236; Lake Moultrie Int. FLO 198, MYR 247; following Ints not usable; Holly Hill, St. George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, Kildare and Azalea. (8-30)

CHARLESTON AFB/MUN ARPT-TOWER: About Oct 1, ILS MM and LMM will be shut down until approx Oct 31- relctn. (8-2) ILS lclar back course unusable. (9-6) FLD: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs-extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) Soon, rnwy 15-33 will be clsd for approx. 60 days for rnwy extension and widening. (8-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

COLUMBIA MUNICIPAL ARPT: Rnwy lgts rnwy 10-28 inop until approx Nov 1. Ten min required to change rnwy lgts from 5-23 to 16-34 or vice versa. No ctld from twr. (9-24)

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance-roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (p0-9)

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilot's discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000';N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT-TOWER: Effect. Oct 16, Rapid City Twr will activate apch ctl for IFR tfc Ellsworth AFB and Rapid City Mun. Primary freqs: Mil 137.88, 363.8 mc. Air carrier and civil 119.5, 121.1 respectively & rcvr 3023.5 kc. Secondary Freqs: Mil 136.18,.335.8 mc. Civil acft not equipped with above freqs contact Rapid City rdo for clearance. (9-27) FLD: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots prpposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

CHATTANOOGA-LOVELL FLD-TOWER: ILS lclzr back course usable for holding and en route tfc only. (9-24) FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipmed with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS inop 0700-1730 week days. VHF/DF

TENNESSEE: shut down until approx. Oct. 8. (9-26) FLD: Rnwy lgts rnwy 18-36 inop.

MEMPHIS-RADIO: About Nov 1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23)

MEMPHIS ARPT: Const in progress - men and equip. on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 270°-180°, 43 n mi;180°-270°, 35 n mi at MEA. Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V16 GHM VOR to BNA LFR via BHM 066° MEA 3000'; V16 BNA LFR direct Smithville VHF Int. via CSV 284° MEA 3500'; V16 Smithville Int. to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int. via DYR 083° MEA 5000'; V140 McEwen Int. to BNA VOR via BNA 266° MEA 3500'. Min hold alt at McEwen 3500'; V140 BNA VOR to Hartsville Int. via BNA 056° MEA 3500'; V140 Hartsville Int. to Highway Int. via BNA 056° MEA 7000'; V7 BNA LFR to Lewisburg Int. MEA 3000'. (2-28)

NASHVILLE-BERRY FLD-TOWER: Effect. Oct 1, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Berry Fld. Normal inbound clearance limits for acft prior to radar ctl will be as follows: BWG VOR, GHM VOR, Murfreesboro Int., McEwen Int, Springfield Int., Greenbrier Int., SMV H fac, Smithville Int, Hartsville Int., Watervalley Int, Springhill Int, and BNA LFR. (8-31) FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy-use as a taxiway. (12-28)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400'AMSL. Will be marked and lighted. (9-25)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ABILENE-HUGHES ARPT: Closed to all transient tfc. (9-26)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 statute miles out. (8-27) FLD: Neon apch lgt system removed due const. (6-24)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: Effect. Nov 22, apch control will implement radar arrival control procedures. Radar separation standard will be applied as specified in the MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will be normally be cleared to the following fixes: Round Rock, Butler, Bergstrom, Manchaca, Oak Hill, Lake Travis, Austin VOR, Austin H fac, Bergstrom H fac and Austin ILS LOM. (9-26)

AUSTIN-MUELLER ARPT-TOWER: April 15, ILS MM shut down- relctn. During this period, ILS landing minimum rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking off are cautioned to avoid Bergstrom AFB tfc pat.- exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

✱BEAUMONT-JEFFERSON CO. ARPT-TOWER: ILS glide angle 2.65°. (9-19) FLD: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13) Const with men & equip in clear zone NW of arpt and apch end rnwy 11. (9-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**BOWIE MUN ARPT: New Field. Type: P. Lat 33-34, long. 97-50. Lctn: 1 mi NE. Elev: 800'. No. of rnwys: 3. Lngst rnwy & facs: 25-S3. Fuel: 80. Remarks: P-line E. Hill W. Use strips. Cattle, const on field. N rough. (6-14)

BROWNSVILLE-RADIO: About Nov 1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23)

CLARENDON-RADIO: About October 24, LF range will be permanently decommissioned.

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

**DALLARDSVILLE-BIG SANDY ARPT: No facilities. Emerg use only. Land at own risk.

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21) About Oct 24, Waxahachie and Duncanville FMs will be perm decmsnd. (9-21)

DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; elev 644'; rnwys 2, longest 4500' asphalt surface; Fuel F4; Facs S-5; Lighting BL4; Attended 24 hours. (9-8)

TEXAS: DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lighted. Ctc control twr for detailed taxi-instructions. (11-14)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after-take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: About Nov 1, RAPCON will be cmsnd. Trans & rcvg: 118.1, 118.7, 119.1, 121.5, 126.18, 134.1, 136.8, 137.88, 138.42, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Trans only: 114.5; rcvg only: 122.7, 3023.5 kc. IFF operg but not cmsnd. (9-26)

FORT STOCKTON-RADIO: About Nov. 1, VOR will be shut down until approx Feb. 1, conversion to VORTAC. (9-23)

FORT WORTH-RADIO: About Nov. 1, VOR will be shut down until approx. Feb. 1 - conversion to VORTAC. (9-23)

FORT WORTH-CARTER FLD-TOWER: About Oct. 30, trans & rcvr 120.7 mc will be changed to 118.9 mc. Freq 123.9 mc will be cmsnd. (9-30) FLD: Until about Oct 13, paving equip. operg in rnwy extension area SE of rnwy 13-31. Equip. is 19' high, flagged days & lgtd ngts. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end.

FORT WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx. Oct. 4. Effect. Oct. 6, twr hrs of opern: 0700-2300. (9-26)

FT WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr being erected 5 n mi SW(225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints, remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mile not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON INTNL ARPT: Tetrahedron replaced by lgtd wind sock lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26: opened for tk-offs to E only; no lndgs. (3-11) Old apch lgt system changed to new centerline system, configuration A, to ILS rnwy. Flight checked and opern normal. (9-12)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

TEXAS: KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx. 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700 . (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB. should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK ARPT-TOWER: May 4, ILS glide slope shut down until approx. Nov. 1. (8-1) August 29, MM and LMM shut down until approx. Nov. 1. (8-29) FLD: N 1000' rnwy 17-35 clsd to all acft until about Oct. 15, for major const and extension of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (9-26)

LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000', 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

**McALLEN-MILLER INTNL ARPT: 165'(300'MSL) lgtd drilling derrick erected 7.9 n mi W (282°T) at lat 26-12-20, long. 98-22-30. (8-22) Rnwy 18 clsd for take-offs and lndgs.

MIDLAND-RADIO: About Oct. 14, VOR will be shut down until approx. Oct. 28 - modern.

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15)

**NACOGDOCHES-DEL RENTZEL ARPT: 148'(498'MSL) lgtd drilling derrick erected 2.5 n mi S(200°T) at lat 31-32-00, long. 94-43-00. (9-11)

**ODESSA-ECTOR COUNTY ARPT: 500'(3444'MSL) lgtd twr erected 5.5 n mi SSW(220°T) at lat 31-50-50, long. 102-27-15. (9-19) Rnwy 7-25 closed. (5-16)

**PECOS ARPT: 78'(2695'MSL) twr erected 1.9 n mi SSE(174°T) at lat 31-22-00, long. 103-31-00 removed. (9-16)

PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE(113°T) at lat 27-51-46, long. 97-15-41. (9-18)

ROCKPORT-ARANSAS CO. ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'.

**SAN ANGELO-MATHIS FLD: 130' drilling derrick erected 2.5 n mi E has been removed.

SAN ANTONIO-RADIO: About Nov. 1, VOR will be shut down until approx. Feb. 1 - conversion to VORTAC. (9-23)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx. 13.4 n mi WSE of Texarkana LF rng.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip- 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men & equip. on fld 0800-1700C every Friday. (7-31)

WEATHERFORD-GAARE ARPT: Closed until further notice. (7-9)

WINK-RADIO: About Oct. 28, VOR will be shut down for modernization. (8-23)

UTAH: BLANDING ARPT: Closed until about September 19 due construction. (7-19)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has light roughness below 13,000'. Aug 21, VOR shut down until approx Oct. 11, - modification. Durg this period the following arwys will be affected: V8 MMM-HVE MEA 16,000'. V8S MMM-HVE unusable. Bryce Canyon compulsory reporting point temp redesignated as MMM 043 mag radial; HVE 225 mag radial; MLF 124 mag radial. (9-17)

DELTA-RADIO: VOR coverage 40°-80°& 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

UTAH: LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) About Oct 7, VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. Durg this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (9-26)

**MILFORD ARPT, 45, LAX-SLC: Fld unsuitable for acft over 12,500 lbs. (3-13)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

*SALT LAKE CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Sept. 24, trans & rcvr 119.2 and 326.2 mc cmsnd at Las Vegas, Nev. peripheral site. (9-10)

SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. (4-25) About Nov 1, until approx Dec. 15, radar departure ctl will be inop. (9-30)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40°-thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145°thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

BURLINGTON ARPT: Rnwy 1-19 clsd due const. (8-23)

VIRGINIA: **BRIDGEWATER-SHEN-MYER ARPT: Converted to pvt fld. Use at own risk. Unattended. (9-14)

*BROOKE-RADIO: Sept. 26, VOR cmsnd. Freq: 109.2 mc. Ident: BRV. Lctd lat 38-20-10, long. 77-21-10. Mag var.: 6°W. Elev: 130' MSL. Monitor. category (3). Class: VORW. Out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd and mrkd with white "X". Rnwy 8-26 lmtd to acft not over 5 tons. (6-29)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev: 20'; 1 rnwy 4500' sod; rnwy lgts, major repairs; unicom; 80 oct. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

**DANVILLE MUN ARPT: 175' twr erected 2.2 n mi WNW (294°T) at lat 36-35-08, long. 79-23-26 dismantled and removed. (9-13) 139' (599' MSL) lgtd twr erected 2.8 n mi SW (240°T) at lat 36-34-03, long. 79-22-50. (9-26)

FLAT ROCK-RADIO: About Oct 28, VOR/DME will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-27)

FREDERICKSBURG-SHANNON ARPT: Rnwy 4-22 clsd to all opern for resurfacing. Rnwy 13-31 open daylgt tfc. Caution advised lndg rnwy 31. Arpt clsd to ngt opern. (8-16)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000. ATCS and ranges controlled from Martinsburg, W.Va. (7-25)

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)

INDEPENDENCE-COX ARPT: Closed until further notice. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Closed to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat

VIRGINIA: alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when-destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NEWPORT NEWS-PATRICK HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at night. Men and equip. on fld daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

QUANTICO-MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

RICHMOND-BYRD FLD: Rnwy 6-24 clsd during daylgt hrs. During hrs of darkness opened full length and width xcpt last 1000' NE end; opened 150' width in center only. Construction area and threshold NE end marked by flares at ngt. Rnwy 15-33 clsd to all operns due to const. All acft rqrd to have operg two-way rdo for night opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only-all other soft. Lndg FEE for multi-engine ex-executive and non-scheduled acft. (9-17)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways - caution. No 180° turns on rnwys. Lndg FEE for multi-engine acft. Effect. Oct. 1, all acft rqrd to have operg 2-way rdo for day and ngt opern. (8-21)

WAVERLY ARPT: Unattended until further notice - no services avail. - land at own risk.

WINCHESTER ARPT: New arpt reported. Lctd 18 mi N; elev: approx 900'; 1 rnwy; 3500' long. (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 280°, on Vancouver, B.C. lmtd to usable dist of 27 n mi acct course roughness at the lowest instr alt of 1500'. In general, usable dist of other radials are lmtd in the signal shadow areas imposed by intervening high terrain. Aug 1, VOR shut down, - modernization. Durg this period the following arwys will be affected: Victor arwys 23 and 99 between Vancouver, B.C LFR and Tulalip VHF Int will be unusable.

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP CO ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

MT. CATHERINE, BCN SITE 4, SEA-HLN: Inop due power cable trouble.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oreg intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway closed. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about March 15, 1958, const in progress - use rnwys and taxiways only. (3-11)

WASHINGTON: SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc until further notice.

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA INTERNATIONAL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for automatic apch. (3-15) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1) N 1000' rnwy 16-34 clsd for extension and grading. (7-8) Rnwy 2-20 clsd for resurfacing. (7-23)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period- relctn & rnwy extension. (3-29) June 24, ILS LOM and LMM shut down - relocation. (7-3) FLD: Rnwy 16-34 closed for construction. (7-8) Interim taxiway to apch end rnwy 25 closed to four engine aircraft. (7-16)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 121-32-00W; elev: 1830'; 1 rnwy (E/W) 1700' x 70'; remarks- trees E. (8-29)

YAKIMA-RADIO: VOR figt checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 8000'; 195°-30°, 40 n mi at 10,000' MSL. (9-20)

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution- const of new taxi strip and parking area. (8-8)

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195° 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (8-2)

HUNTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution-extension soft following rainy periods. Ctc Greenbrier Unicom for information. (7-15)

WISCONSIN: **BELOIT-PRARIE ARPT: Four 186' (956'MSL) lgtd twrs erected on a N/S plane 6.2 n mi S (189°T) at lat 42-27-34, long. 89-01-43. (8-12)

LA CROSSE-RADIO: VOR radials 320°-335° have crs roughness beyond tolerance but flyable. (8-13)

LODI-LAKELAND ARPT: New arpt reported: lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640 x 200'; 87 oct gas; remarks - unattended. (1-14)

**MADISON-TRUAX FLD: 253' (1238'MSL) lgtd twr erected 4 n mi NE (57°T) at lat 43-11-00, long. 89-15-13. (7-29) Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe.

**MANITOWOC-MUNICIPAL: Formerly carried as Kakuk. (9-19)

MILWAUKEE-RADIO: About Oct 14, LFR will be shut down until approx Nov 4. (9-10)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to lnd will, during VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500'MSL at 40 n mi all azimuths. (6-7) ILS glide slope unusable below 400'. FLD: Rnwy 7L-25R open days only. Obstn lgts on apch end rnwy 13 are obscured by trees. Parking facilities lmtd - itinerant mil acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwys 13-31 and 7L-25R clsd to jet acft. (8-21)

OSHKOSH-WINNEBAGO CO ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

**PORTAGE-PORTAGE-MANLEY ARPT: Longest rnwy 2000'. (9-16)

**WATERTOWN ARPT: 316' (1350'MSL) lgtd twr erected 4.8 n mi NNE (31°T) at lat 43-14-25, long. 88-39-49. (7-29)

**WEST BEND-SKY RANCH ARPT: 184' (1217'MSL) lgtd twr erected 3.2 n mi E (107°T) at lat 43-27-18, long. 88-15-06. (7-29)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)

GILLETTE ARPT: 50' - 75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.

GREYBULL ARPT: Hvy const. Men and equip on fld at all times. Rnwy lgts and bcn turned off. Use extreme caution. (8-27)

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

NEWCASTLE-MONDELL ARPT: Caution - men and equip working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept 30, VOR shut down until approx Jan 15, 1958 - conversion to a VORTAC. During this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. V6 between FBR and CKW will be usable at 11,000'. (9-26)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area marked by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°-280°. Moderate crs roughness exists in mountainous area.

**SHERIDAN CO ARPT: 135' lgtd twr erected 3.5 n mi NNW.

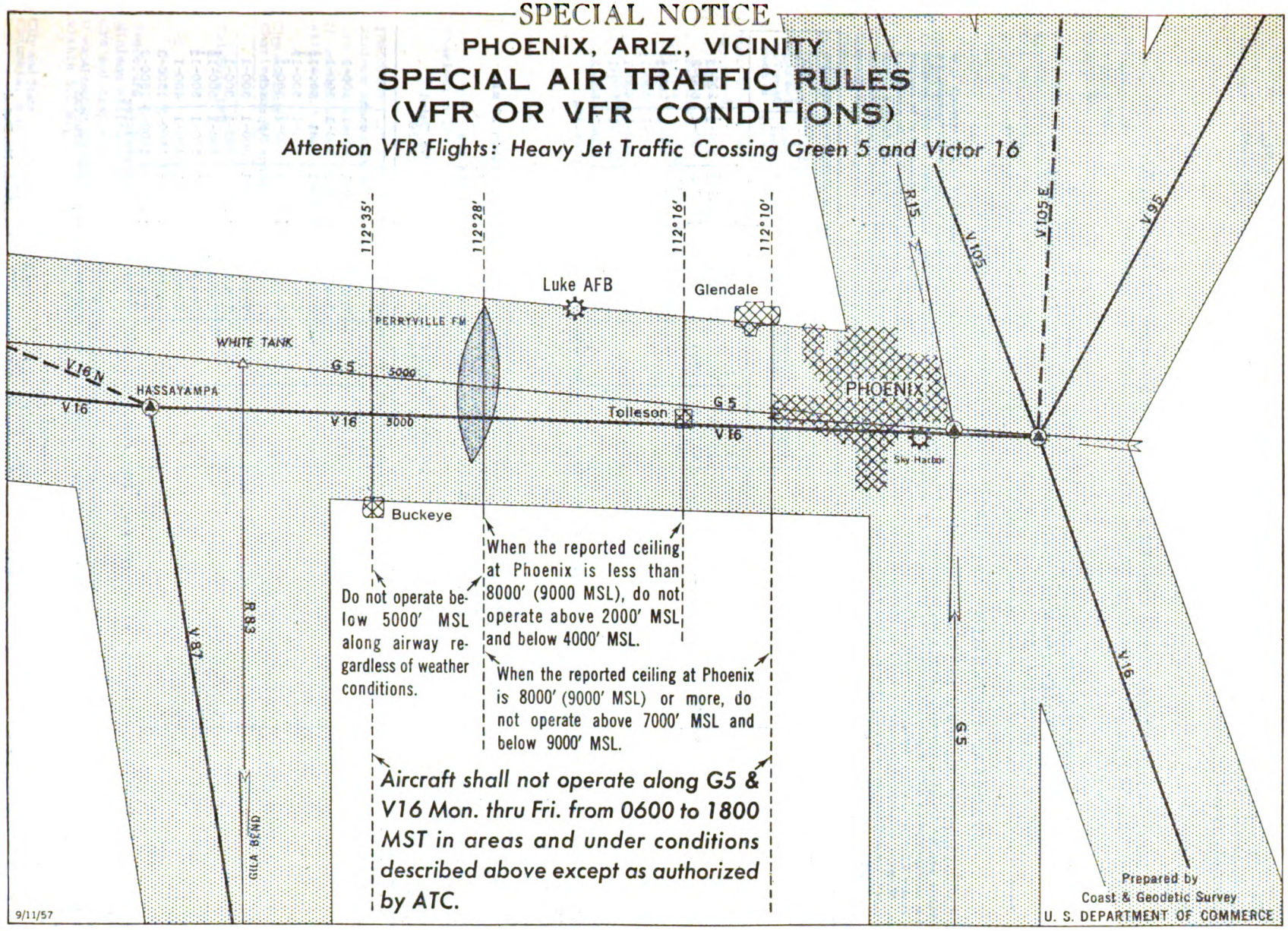
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' available.

TORRINGTON ARPT: Oil well storage tanks located on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy.

PUERTO RICO: SAN JUAN-RADIO: Sept 28, LFR shut down, use as homing fac only until approx Oct 19. (9-30)

SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110'MSL, lctd approx 3500' off N bndry rnwy 7-25. (5-20)



(1 October 1957)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

FORT WORTH, TEXAS-AMON CARTER FLD:-Procedure Number ILS-13, Amdt. 6, Effect. 26 Sept. 57: Correct superseded date to read "10 Oct. 56" in lieu of "10 Oct. 57".

HOUSTON, TEXAS-INTERNATIONAL ARPT, VOR Procedure Number 1, Amdt. 3, Effect. 26 Oct. 57: Correct superseded date to read "20 April 56" (Commissioning date), in lieu of "22 Oct. 55".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
0	360	within 25 mi	3000	Precision approach			
				S-dn 9R	200-½	200-½	200-½
070	290	within 15 mi	2200	A-dn	600-2	600-2	600-2
				Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				S-dn-15R	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.
*Runways 27L, 33L, 3, 9R

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
9R & 3, climb to 3000 and proceed to Conyers Int via E crs ILS or climb to 3000 on NE crs ATL LFR within 20 mi.
15 R, climb to 2200, turn right and proceed to ATL VOR or proceed on SE crs of ATL LFR within 20 mi.
27L, 33L, climb to 3000 and proceed to Campbellton Int via W crs ILS, or turn left and proceed on SW crs of ATL LFR within 20 miles.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Atlanta, Ga	Atlanta 1024'	Atlanta Radar	1, Amdt 2, 2 Nov 57	1, 29 Sept 56

230	343	within 20 mi.	1600	Precision Approach			
				T-d-All	300-1	300-1	300-1
				T-n 6-24	300-1	300-1	300-1
				C-d-All	400-1	500-1	500-1½
				C-n 6-24	400-1	500-1	500-1½
				S-dn-6	300-¾	300-¾	300-¾
				Surveillance Approach			
				T-d-All	300-1	300-1	300-1
				T-n 6-24	300-1	300-1	300-1
				C-d-All	400-1	500-1	500-1½
				C-n 6-24	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1
				A-d-All	1500-3	1500-3	1500-3
				A-n 6-24	1500-3	1500-3	1500-3

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
to Runway 6, turn left and climb to 1600' on R-282 of OZR TVOR or proceed to Enterprise MHW or, when directed by ATC, climb to 2000' on R-330 of OZR TVOR within 20 miles.
NOTE: Military authority required. Airport not available to general public.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ft. Rucker, Ala	Ozark AAF 305'	Ozark AAF Radar	1, Orig, 2 Nov 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Columbus LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½
→ Columbus VOR	LOM	direct	2000	C-dn	500-1	500-1	500-1½
Marvyn Int	LOM	direct	2000	A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 232 Outbnd, 052 Inbnd, 2000 within 10 miles of LOM
→ Minimum Altitude over facility on final approach crs, 1500' over LOM. 1100' over LMM.
→ Crs and distance, facility to airport, LOM 5.9 - 052. LMM 0.7 - 052.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within .7 miles of LMM climb to 2000 on crs of 052 within 20 miles
→ CAUTION: Tower 762 MSL 1 mi SE Final Approach crs between LOM and LMM. Tower 1049' immediately adjacent LOM.

★ City and State: Columbus, Ga | Airport Name & Elev.: Muscogee County 397' | Fac. Class & Ident.: LOM CS, LMM SG | Procedure No. & Eff. Date: 1 Amdt 5, 9 Nov 57 | Sup. Amdt. No. Dated: 4, 22 Jan 55

DLH-VOR	LOM	Direct	2600	T-dn	300-1	300-1	200-½
DLH-LFR	LOM	Direct	2600	C-d	500-1	500-1	500-1
Int R-320 DLH-VOR & 180° brng to LOM	LOM	Direct	2600	C-n	500-1½	500-1½	500-1½
Int brg 142° to DLH-LFR & 180° brng to LOM	LOM	Direct	2600	S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 268° Outbnd, 088 Inbnd, 2600' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 088°-4.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 3000' on 088° crs from LOM within 20 miles.
CAUTION: 2049' msl tower approximately 4.5 miles SE of airport.

★ City and State: Duluth, Minn | Airport Name & Elev.: Williamson-Johnson 1430' | Fac. Class & Ident.: LOM DL | Procedure No. & Eff. Date: 1, Orig, 2 Nov 57 | Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Charleston LFR	CHW-VOR	Direct	2500	T-dn	300-1	300-1	200-½ ←
				C-dn	800-2	800-2	800-2
				A-dn	1000-2	1000-2	1000-2

Procedure turn S side of crs, 244 Outbnd, 064 Inbnd, 2500' within 10 mi.
Minimum Altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 064-10.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 10.0 mi, climb to 2500' on R-067 within 20 mi of VOR.

★ City and State: Charleston, W Va | Airport Name & Elev.: Kanawha County 981' | Fac. Class & Ident.: BVOR CHW | Procedure No. & Eff. Date: 1, Amdt 2, 2 Nov 57 | Sup. Amdt. No. Dated: 1, 5 May 54

Columbia LFR	CAE-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-34			500-1 ←
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 147 Outbnd, 327 Inbnd, 1400' within 10 mi.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 327-5.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 mi, climb to 1600' on R-327 within 20 mi.

★ City and State: Columbia, S C | Airport Name & Elev.: Columbia 244' | Fac. Class & Ident.: BVOR CAE | Procedure No. & Eff. Date: 1, Amdt 2, 2 Nov 57 | Sup. Amdt. No. Dated: 1, 14 Jan 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 154 Outbnd, 334 Inbnd, 2200' within 10 miles.
Minimum altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 334°-3.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 2500' on R-334 of DBQ-VORW within 20 miles.
CAUTION: No control zone. Official weather information indicating that conditions at Dubuque are at or above minimums specified must be obtained prior to the time a letdown is started.

★City and State: Dubuque, Iowa — Airport Name & Elev.: Dubuque 1075' — Fac. Class & Ident.: VOR DBQ — Procedure No. & Eff. Date: 1, Orig, 2 Nov 57 — Sup. Amdt. No. Dated: None

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Ft Smith Rbn	FSM-VOR	Direct	2200	T-dn	300-1	300-1	200-½
				C-d	600-1	600-1	600-1½
				C-a	600-2	600-2	600-2
				S-d	600-1	600-1	600-1
				S-a-25	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn N side of crs, 046 Outbnd, 226 Inbnd, 1900' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 226-5.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.3 mi, climb to 1800 on R-235 within 20 mi. or, when directed by ATC, climb to 2200' direct to Ft. Smith RBn.
CAUTION: 620 MSL unlighted Hill 1.5 mi E of airport.
AIR CARRIER NOTE: 300-1 required for T.O. Runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in T.O. or landing minima authorized for Cargo or Ferry flights.

★City and State: Fort Smith, Ark — Airport Name & Elev.: Municipal 468' — Fac. Class & Ident.: BVOR FSM — Procedure No. & Eff. Date: 1, Amdt 4, 2 Nov 57 — Sup. Amdt. No. Dated: 3, 16 Mar 57

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-2	300-2	300-2
				C-dn	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 168 Outbnd, 348 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 348-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
• within 1.8 miles, climb to 2000' on crs of 348 within 20 miles.
CAUTION: 1040' msl hill, 1 mi NW of airport.
AIR CARRIER NOTE: Sliding scale NA, no reduction in minim for local condition or on cargo and ferry flights.

★City and State: McAlester, Okla — Airport Name & Elev.: New Municipal 770' — Fac. Class & Ident.: BVOR MLC — Procedure No. & Eff. Date: 1, Amdt 4, 9 Nov 57 — Sup. Amdt. No. Dated: 3, 6 Jun 54

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Muscle Shoals LFR	MSL-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-29	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn N side crs, 108 Outbnd, 288 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
→ Crs and distance, facility to airport, 288-5.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.9 miles, climb to 2000' on R-288 within 20 miles.
CAUTION: Transmission line poles 654' MSL located 1.5 mi E of approach end of Runway 29.

★City and State: Muscle Shoals, Ala — Airport Name & Elev.: Muscle Shoals 548' — Fac. Class & Ident.: BVOR MSL — Procedure No. & Eff. Date: 1, Amdt 9, 2 Nov 57 — Sup. Amdt. No. Dated: 8, 15 Jun57

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
North Platte LFR	LBF-VOR	direct	4200	T-dn	*300-1	*300-1	*200-½ ←
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

→ AIR CARRIER NOTE: *On runways 26 and 30, 300-1 required.
Procedure turn E side crs, 196 Outbnd, 016 Inbnd, 4300 within 10 miles
Minimum Altitude over facility on final approach crs, 3800'
Crs and distance, facility to airport, 016-4.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 miles, climb to 4500 on R-016 within 20 miles of VOR
CAUTION: 2983' tower (MSL) 2 mi NW of airport and 3270' MSL tower 4½ mi NW of airport.

★City and State: North Platte, Neb — Airport Name & Elev.: Lee Bird Field 2779' — Fac. Class & Ident.: BVOR LBF — Procedure No. & Eff. Date: 1, Amdt 6, 9 Nov 57 — Sup. Amdt. No. Dated: 5, 14 Oct 53

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Atlanta LFR	LOM	direct	2200	T-dn	300-1	300-1	200-½
Atlanta VOR	LOM	direct	2200	C-dn	400-1	500-1	500-1½
Madras Int(LF or VHF)	LOM	direct	2100	S-dn-9R* ILS	200-½	200-½	200-½
Fulton Int.	LOM	direct	2300	ADF	400-1	500-1	500-1
→ Chattahoochee Int. (LF)	LOM (Final-ILS)	direct	2500	A-dn ILS	600-2	600-2	600-2
→ Chattahoochee Int. (LF)	LOM (Final-ADF)	direct	1600	ADF	800-2	800-2	800-2

Procedure turn S side W crs, 268 Outbnd, 088 Inbnd, 2500 within 10 miles
→ Minimum Altitude at G.S. int inbnd, 2500 ILS, minimum altitude over LOM inbnd final 1600 ADF
Altitude of G.S. and distance to appr end of rny at OM 2450-4.0; at MM 1320-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles after passing LOM (ADF) climb to 2200 on E crs ILS (088) within 20 miles.
* 400-3/4 required when glide slope not utilized.
CAUTION: 1182' tower ¾ miles W.
Major Changes: Transitions changed.

★City and State: Atlanta, Ga. | Airport Name & Elev.: Atlanta 1024' | Fac. Class & Ident.: ILS-LATL, LOM-AT | Procedure No. & Eff. Date: ILS-9R, Amdt 17, 2 Nov 57 | Sup. Amdt. No. Dated: 16, 9 Feb 57

Comb ILS & ADF

BHM LFR	LOM	direct	2600	#T-dn	300-1	300-1	300-1
BMH VOR	LOM	direct	2000	*C-dn	800-1	900-1	900-1½
Chelsea Int	LOM	direct	2600	S-dn-5			
Trussville Int	LOM	direct	2600	**ILS	500-¾	500-¾	500-¾
→ Bradford FM	LOM	direct	2000	ADF	600-1	600-1	600-1
Bessemer Int	LOM (Final)	direct	2000	A-dn	1000-2	1000-2	1000-2

#200-½ authorized for take-off on runway 23 for more than two-engine aircraft only.
*ILS circling: 700-3 authorized rny 36, except more than 2-eng aircraft, provided no maneuvering done N or E of airport
**600-1 required when glide slope or approach lights inoperative.

Procedure turn N side of SW crs, 232 Outbnd, 052 Inbnd, 2000 within 10 mi. (Non-standard to avoid obstructions)
Minimum Altitude at G.S. int inbnd 2000 ILS, minimum altitude over LOM inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of rny at OM 2000-4.7; at MM 830-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles (ADF), climb to 2500' on N crs BHM LFR within 20 miles ,or climb to 2000' and proceed to BHM VOR.
AIR CARRIER NOTE: Sliding scale not authorized. No reduction in 2-eng or less T.O. min authorized with ILS inoperative. No straight-in approach authorized with any ILS components inoperative except as noted. No reduction in minimum authorized on cargo or ferry flights.
Major Changes: Transitions changed.

★City and State: Birmingham, Ala | Airport Name & Elev.: Municipal 643' | Fac. Class & Ident.: ILS-BHM, LOM-BH | Procedure No. & Eff. Date: ILS-5, Amdt 11 2 Nov 57 | Sup. Amdt. No. Dated: 10, 9 Feb 57

Comb ILS-ADF

BRO VOR	LOM	direct	1200	T-dn	300-1	300-1	200-½
BRO LFR	LOM	direct	1200	C-dn	500-1	500-1	500-1½
Los Fresnos FM via crs 118°	N crs ILS or Brng 173 to LOM	direct	1200	S-dn-17 ILS	200-½*	200-½*	200-½*
Int BRO VOR R 330 & N crs ILS	LOM (Final) ILS	direct	1200	ADF	500-1	500-1	500-1
Int BRO VOR R 330 & N crs	LOM (Final) ADF	direct	600	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*400-¾ required when Glide Slope not utilized.

Procedure turn W side N crs, 353 Outbnd, 173 Inbnd, 1200 within 10 mi. Beyond 10 mi NA.
Minimum altitude at G.S. int inbnd, 1200 ILS, minimum altitude over LOM inbnd final 600 ADF
Altitude of G.S. and distance to appr end of rny at OM 1150-3.8; at MM 240-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.8 miles after passing LOM (ADF) climb to 1200' on S crs ILS (173) within 4.5 miles, or when directed by ATC, turn left, climb to 1200' on R-062 BRO within 20 miles.
Major Changes: Add alternate missed approach procedure - revise transition.

★City and State: Brownsville, Texas | Airport Name & Elev.: Rio Grande Valley International 22' | Fac. Class & Ident.: ILS-BRO, LOM-BR | Procedure No. & Eff. Date: ILS-17, Amdt 13, 2 Nov 57 | Sup. Amdt. No. Dated: 12, 9 Feb 57

Comb ILS & ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int EVV R-062 & 254 Brg to LOM	LOM	direct	1800	**T-dn	300-1	300-1	200-½
Int EVV R-077 & 284 Brg to LOM	LOM	direct	2000	C-d	600-1	600-1	600-1½
Int EVV R-030 & 190 Brg to LOM	LOM	direct	1800	C-n	600-2	600-2	600-2
EVV-VOR	LOM	direct	2000	S-dn-21 *ILS	400-1	400-1	400-1
→ EVV R-010 & brg to LOM	LOM	direct	2000	S-d-21 ADF	500-1	500-1	500-1
				S-n-21 ADF	500-1½	500-1½	500-1½
				A-dn #ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

**300-1 on rny 9-27.
*500-1 required with glide slope inoperative. Inoperative ILS components provisions regarding approach lights not applicable.
#All installed components of ILS must be operating; otherwise, alternate minimums of 800-2 apply.

Procedure turn N side NE crs, 035 Outbnd, 215 Inbnd, 1800 within 10 miles
Minimum Altitude at G.S. int inbnd, 1800 ILS, 1300 ADF
Altitude of G.S. and distance to approach end of rny at OM 1704-3.9, at MM 631-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles after passing LOM, make left climbing turn, climb to 2000' on 180 crs from LMM (or airport) to R-80, proceed to EVV-VOR on R-80. If further instructions not received, hold SW of VOR at 2000'. When
→ directed by ATC: (1) Make climbing right turn, climb to 2000' on 300° crs from LMM (or airport) until inter-
→ cepting R-355, then proceed N on R-355 for 2 minutes. If no further instructions given, return to VOR on R-355
→ at 2000' and hold.
AIR CARRIER NOTE: Sliding scale authorized only on rny 3-21 and 18-36.
CAUTION: Radio tower 975' MSL 3.6 miles SW of airport.

★ City and State: Evansville, Ind | Airport Name & Elev.: Dress Memorial 389' | Fac. Class & Ident.: ILS-EVV, LOM-EV | Procedure No. & Eff. Date: ILS-21, Amdt 6, 2 Nov 57 | Sup. Amdt. No. Dated: 5 20 Mar 57

Comb. ILS & ADF

Ft Smith VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Int E crs ILS & 288 brng to				C-d	600-1	600-1	600-1½
→ Ft Smith RBn	LOM	direct	1600	C-n	600-2	600-2	600-2
Int E crs ILS & R 090 FSM VOR	LOM	direct	1600	S-dn-25# ILS	300-¾	300-¾	300-¾
Int E crs ILS & 343 brng to Ft.				ADF	500-1	500-1	500-1
→ Smith RBn	LOM	direct	1600	A-dn ##ILS	600-2	600-2	600-2
→ Ft. Smith RBn	LOM	direct	2200	ADF	800-2	800-2	800-2
Int E crs ILS & R-110 FSM	LOM (final)-ILS	direct	1600				
Int E crs ILS & R-110 FSM	LOM (final)- ADF	direct	1100				

#500-¾ when G.S. not utilized.
##All installed components of the ILS must be operating otherwise alternate minima of 800-2 apply.
Procedure turn N side of crs, 073 Outbnd, 253 Inbnd, 1800 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
Altitude of G.S. and distance to appr end of rny at OM 1530-3.2, at MM 702-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.2 mi after passing LOM (ADF) climb to 1800' on crs of 253 within 15 mi, or climb to 1800' on R-235 FSM
→ within 15 miles or, when directed by ATC, climb to 2200' direct to Ft. Smith RBn.
NOTE: No approach lights.
AIR CARRIER NOTE: 300-1 required for T.O. runways 1-19. No reduction in landing minima authorized by application of sliding scale, or for local weather conditions. No reduction in take-off or landing minima authorized for cargo and ferry flights.
CAUTION: Water tower 611' 1 mile W of W end of runway 7.

★ City and State: Fort Smith, Ark | Airport Name & Elev.: Municipal 468' | Fac. Class & Ident.: ILS-IFSM, LOM-FS | Procedure No. & Eff. Date: ILS-25, Amdt 6, 2 Nov 57 | Sup. Amdt. No. Dated: 5, 17 Mar 57

Comb ILS & ADF

Macon VOR	LOM	direct	1600	T-dn	300-1	300-1	200-½
Macon LFR	LOM	direct	1600	C-dn	500-1	500-1	500-1½
→ Robins RBn	LOM	direct	1600	S-dn-5 ILS*	300-¾	300-¾	300-¾
→ Powersville Int	LOM (Final - ILS)	direct	1600	ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn S side of SW crs, 227 Outbnd, 047 Inbnd, 1600 within 10 miles
Minimum Altitude at G.S. int inbnd, 1600 ILS, minimum altitude over LOM inbnd final 1200 ADF
→ Altitude of G.S. and distance to approach end of rny at OM 1490-3.8, at MM 540-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF) climb to 1800 on NE crs ILS (047) within 20 miles
CAUTION: 848' tower 5.5 miles NE of airport on missed approach crs.
* NOTE: No approach lights. Provisions of inoperative ILS components not applicable unless ceiling is at least 500'.
→ MRA Powersville Int, 2700'

★ City and State: Macon, Ga | Airport Name & Elev.: Macon (Cochran) 354' | Fac. Class & Ident.: ILS-IMCN, LOM-MC | Procedure No. & Eff. Date: ILS-5, Amdt 3, 9 Nov 57 | Sup. Amdt. No. Dated: 2, 13 Aug 54

Comb ILS & ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int S crs Syracuse LFR and W crs ILS	Liverpool Int* (Final)	direct	1400	T-dn	**300-1	**300-1	**200-½
				C-dn	600-1	700-1	700-1½
Syracuse VOR via R-235	W crs ILS	direct	1700	S-dn-10	400-1	400-1	400-1 ←
Int W crs ILS and R-235 Syracuse VOR	Liverpool Int* (Final)	direct	1400	A-dn	800-2	800-2	800-2
Syracuse LFR via crs 180	W crs ILS	direct	2000				

**600-1 required for take-off to the SE.

Procedure turn S side W crs, 278 Outbnd, 098 Inbnd, 2000 within 10 mi of *Liverpool Int.
No glide slope or marker. Minimum Altitude over Liverpool Int * 1400. Crs and distance to approach end of runway 098° 3.4 mi. Descent to indicated landing minimums authorized after passing Liverpool Int*.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles after passing Liverpool Int*, make a climbing left turn to 2000 returning to Syracuse LFR. Alternate missed approach (when directed by ATC) climb to 3000' on E crs ILS.
*Liverpool Int, int W crs Syracuse ILS and R-190 Syracuse VOR.
NOTE: This procedure authorized only for aircraft equipped to receive VOR and ILS simultaneously.
AIR CARRIER NOTE: Neither sliding scale nor reduction in minimums authorized for take-offs to the SE.

★ City and State: Syracuse, N Y — Airport Name & Elev.: Hancock 419' — Fac. Class & Ident.: ILS-SYR Back Crs ILS Localizer — Procedure No. & Eff. Date: ILS-10, Amdt 4, 2 Nov 57 — Sup. Amdt. No. Dated: 3, 1 Apr 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Bryceville FM or Int W crs → JAX LFR & 165 brg to Cecil RBn or Radar fix over Bryceville	Riverview Fix * (Final)	090-12	700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude 1500' within 25 mi. Radar Control must provide 3 mi separation from Restricted Area R-161.

→ Procedure turn N side W crs, 270 Outbnd, 090 Inbnd, 1200' witnin 10 mi of JAX LFR (non-standard to avoid danger area)
Minimum Altitude over facility on final approach crs, 700' (over Riverview fix*)
→ Crs and distance, facility to airport, 090-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
witnin 2.8 mi of Riverview Fix * climb to 1300' on E crs witnin 20 mi.
* Riverview fix is the Int of the W crs of JAX LFR and 359 bearing from JAX LOM.
NOTE: Procedure authorized only for aircraft equipped to receive JAX LFR and JAX LOM bearings simultaneously.

★ City and State: Jacksonville, Fla — Airport Name & Elev.: Imeson 52' — Fac. Class & Ident.: SBRAZ JAX — Procedure No. & Eff. Date: 2, Amdt 5, 2 Nov 57 — Sup. Amdt. No. Dated: 4, 4 Jun 55

La Habra FM	LGB-LFR	Direct	1800	T-dn	300-1	300-1	*200-½
Int SE crs LGB LFR, and SW crs EL TORO LFR				C-dn	500-1	600-1	600-2
Huntington Beach FM	LGB-LFR	Direct	1400	S-dn-30	500-1	500-1	500-1
Long Beach VOR	LGB-LFR (Final)	Direct	1000	A-dn	800-2	800-2	800-2
	LGB-LFR	Direct	1500				

*300-1 required for take-off runways 16, 16R, 25L, 34R.

Procedure turn S side SE crs, 118° Outbnd, 298° Inbnd, 1500' within 10 miles, beyond 10 miles NA
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 298-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 800' on NW crs, then turn left to 200° continuing climb to Int. of 160° crs from LAX RBn
→ and proceed to San Pedro Int at 2500', or when directed by ATC, climb to 800' on NW crs LGB, reverse course to
→ left and return to LGB LFR at 1500'.
CAUTION: 500' hill with oil derricks one mile S of airport; standard clearance not provided over obstructions for circling minimums.

★ City and State: Long Beach, Calif — Airport Name & Elev.: Municipal 56' — Fac. Class & Ident.: SBMRLZ LGB — Procedure No. & Eff. Date: 1, Amdt. 14, 2 Nov 57 — Sup. Amdt. No. Dated: 13, 29 Aug 57

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Muscle Shoals VOR	MSL-LFR	Direct	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-29	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn N side SE crs, 131 Outbnd, 311 Inbnd, 2000' within 10 miles
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 282-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.9 miles, climb to 2000' on W crs within 20 miles.
CAUTION: Transmission line poles 654' MSL located 1.5 miles E of approach end of runway 29.

★ City and State: Muscle Shoals, Ala | Airport Name & Elev.: Muscle Shoals 548' | Fac. Class & Ident.: SBRAZ MSL | Procedure No. & Eff. Date: 1, Amdt 6, 2 Nov 57 | Sup. Amdt. No. Dated: 5, 28 Jun 54

North Platte VOR	LBF-LFR	direct	4200	T-dn	*300-1	*300-1	*200-½ ←
				C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ AIR CARRIER NOTE: *On runways 26 and 30, 300-1 required.

Procedure turn E side S crs, 167 Outbnd, 347 Inbnd, 4200 within 10 miles
Minimum Altitude over facility on final approach crs, 3700'
Crs and distance, facility to airport, 352-1.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.9 miles, climb to 4500' on N crs within 20 miles
CAUTION: 2983' MSL tower 1.7 miles NW of airport, and 3270' MSL tower 3.9 miles NW of airport.

★ City and State: North Platte, Neb. | Airport Name & Elev.: Lee Bird Field 2779' | Fac. Class & Ident.: SBRAZ LBF | Procedure No. & Eff. Date: 1, Amdt 7, 9 Nov 57 | Sup. Amdt. No. Dated: 6, 18 Dec 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Evanston Int*	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Dundee Int	ORD-VOR	Direct	2500	C-dn	600-1	600-1	600-1½
Midway LOM	ORD-VOR	Direct	2000	S-dn-22	600-1	600-1	600-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
Wheeling VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.
→ *Evanston Int: Int R-075 ORD and R-135 OBK

Procedure turn N side of crs, 032 Outbnd, 212 Inbnd, 2000' within 10 mi
→ Minimum altitude over Int on final approach crs (Int R-032 ORD and R-146 OBK or Radar Fix), 1500'; Brng and distance, Int or Radar Fix to airport, 212-5.0
Crs and distance, breakoff point to app end of rny 22, 217-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 mi, make immediate left turn, climb to 2500' or higher altitude if specified by ATC and proceed to
→ Wheeling VOR via R-030 ORD and R-135 OBK, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to Evanston Int* via R-075 ORD, (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

★ City and State: Chicago, Ill | Airport Name & Elev.: O'Hare Int'l | Fac. Class & Ident.: VOR ORD | Procedure No. & Eff. Date: TerVOR-22, Amdt 4, 2 Nov 57 | Sup. Amdt. No. Dated: 3, 14 Sept 57

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VOL. 12, NO. 16 **OCTOBER 15, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
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OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•————	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•————	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC..... Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR .... Air Route Surveillance Radar
B ..... Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C ..... Control Tower, CAA
CI ..... Control Tower, (City, County, Private, etc.)
CM..... Control Tower, (Military, listing only civil frequencies available)
D ..... Distantly controlled
DME..... Distance Measuring Equipment
FM..... VHF fan marker (100 watts)
GCA.... Ground Controlled approach system
H..... Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH..... Non-directional radio beacon (homing), power 2000 watts or more
ILS.... Instrument Landing System (voice on localizer channel)
J..... L/MF (200-415 kc) voice facility on other than range frequency
LFM.... VHF fan marker, low powered (5 watts)
LMM.... Compass locator station when installed at middle marker site
LOM.... Compass locator when installed at outer marker site
LVOR... Low power VOR (with standby equipment)
MH..... Non-directional radio beacon (homing) power less than 50 watts
ML..... Range (loop radiators), power less than 50 watts
MM..... VHF middle marker
MRA.... Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL.... Range (loop radiators), power 50 or more, but less than 150 watts
OM..... VHF outer marker
P..... Point-to-Point radio
RA..... Range (adcock, vertical radiators), power 150 watts or more
RAPCON . Radar Approach Control
RL..... Range (loop radiators), power 150 watts or more
S..... Simultaneous range, homing signals and voice.
T..... Teletype
TVOR.... Low power VOR (no standby equipment) located on airport
TX..... Principal teletype
V..... Additional VHF voice feature on other than range frequency
VAR.... Visual-aural VHF range
VOR.... VHF omni-directional range (omni-range)
W..... Without voice facilities on range frequency
Z..... VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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RADAR AVAILABLE: How and Where

(15 October 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment) ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON), page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See Page 4.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc:122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 119.5, 120.7, 126.18, 257.8, 119.1, 348.6, 243.0, 271.2, 290.8, 383.2, 343.6	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR - PAR	Runway 4R. Arrival & Departure Control
Buffalo Arpt., N.Y.	278, 260; 103, 1198, 1237, 1261, 812 65, 2430, 2578, 3198	ASR	
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.7, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.9, 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival & Departure Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8, 312.6	ASR	Arrival & Departure Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18 243.0, 257.8	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 118.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 123.9	ASR	Arrival & Departure Control
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 123.8, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	
Los Angeles Intnl Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6, 250.2, 269.0	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	
Newark Arpt., N. J.	278, 341; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Runway 4. Arrival & Departure Control
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR - PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
New York-La Guardia Fld., N. Y.	209, 362; 109.9, 118.1, 118.7, 119.9, 125.7, 243.0, 257.8, 274.3, 338.2	ASR-PAR	Rnwy 4. Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9 120.7, 122.2, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2 284.6, 290.3, 305.4	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival & Departure Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	201; 109.5, 118.5, 119.1, 120.5, 120.9, 126.18, 243.0, 263.0, 369.4, 284.6, 307.2	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 119.4, 126.5 134.64, 257.8, 291.6, 269.0, 311.8	ASR	Rnwy 36 Arrival & Departure Control ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9;120.7, 121.5, 124.3, 125.5; 132.3;137.88;243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0		Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Phillip Billard Arpt &Forbes AFB. Does not gd 3023.5 kc.
Wichita-McConnell AFB, Kans.	332;113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd. Does not gd 3023.5 kc.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 121.5, 126.18, 123.9, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4(on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8,		IFF operg. but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 126.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 275.8, 335.8, 298.9	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3, 21 &34 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8	ASR-PAR	Runway 34. Arrival & Departure Control.ASR apchs available to rnwys 16 & 34.
Dayton-Wright Patterson AFB, Ohio	379;118.4, 121.5, 126.18, 134.1, 136.8, 139.32, 137.88, 142.02, 151.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR-PAR	[redacted] Arrival & Departure Control. ASR apchs not avail. IFF operg but not cmsnd.
Omaha-Offutt AFB, Nebr.	120.1, 121.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4		Does not gd 3023.5 kc.

RADAR WEATHER ADVISORY SERVICE - continued from page 3

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous weather by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
"STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.
(a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.
(b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE"

2. The radar director will answer the "STARGAZER" call:
"(aircraft identification) THIS IS (name of radar site), (instructions)"
The instructions will normally consist of one of the following:
(a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)
(b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).
(c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).
(d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).
(e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE -SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
(a) radio contact with the director is lost.
(b) notified by the radar director that radar contact has been lost.
(c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

RADAR BEACONS - (continued from page 3)

ATCRBS - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Example: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic area will comply with (3) above. Aircraft entering the domestic control area will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control center.

INSTRUMENT LANDING SYSTEMS

(15 October 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM - alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM - Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	139	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi.
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Monterey-Peninsula	110.0	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	042	0.62	221 CN	4.4	236 MC	
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.5	ORD	332.6	138	0.70	230 RD	6.36	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW fac.
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Simultaneous service from localizer
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	223	0.64		5.5		and glide slope not available.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock (L5)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.36		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac, DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	308 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Beaumont-Jefferson Co.	109.5	BUJ	332.6	113	0.4	206 UJ	4.8	236 BU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	212 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights; W - Without voice; BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;243.0, 255.4; 212	(3), #	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0	(3), #	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 305.4, 385.6	(2), #	
Dothan	SBRAZ-DTV	DHN	368;V;243.0, 255.4	(3), #	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;243.0, 255.4; 382	(3), #	
(1)Huntsville	BVOR	HSV	112.3;V;243.0, 255.4,	(3), #	
"	C(g)		278;119.7, 125.3, 257.8, 348.6	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;255.4, 243.0	(3), #	
" Bates	AC(g)		385;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;255.4, 243.0; 317	(3), #	DME
" Dannelly	AC(g)		302;119.7, 126.18, 257.8, 137.88, 243.0, 348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
" " "	CM		362		
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;255.4, 243.0	(3), #	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	117.5		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
" "	MHW	SYC	296		
" "	CM		272		
Tuscaloosa	BMH-DTV	TCL	206;V;255.4, 243.0	(3), #	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379	(3), #	
Ft. Huachuca-Libby AAF	HW	FHU	410		
" " "	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4	(3), #	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
ARIZONA					
Luke (A)	HW	LUF	219		Clsd sunset Mon-Fri durg VFR
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4	(3), #	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7, 126.18, 257.8, 348.6, 118.1	(2), #	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 301.4, 243.0	(3), #	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3)San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0	(3), #	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3, 243.0, 257.8 348.6	(2), #	
Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0	(3), #	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4	(3), #	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" Vincent AFB	MH	VNT	344		
" " "	CM		344;119.1, 126.18, 236.6, 243.0, 275.8, 305.4	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;255.4, 243.0	(3), #	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;243.0, 255.4; 206	(3), #	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;243.0, 255.4; 212	(3),	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;243.0, 255.4	(3), #	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;243.0, 255.4	(3), #	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4	(3), #	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1) Walnut Ridge	BVOR-DTV	ARG	115.7;V;243.0, 255.4	(3), #	DME
CALIFORNIA					
(1) Agnew ATCS-Oakland	BVOR-DTXV	AGW	117.6;V;243.0, 255.4	(3), #	DME
Arcata	SBMRLZ-DTV	ACV	209;V;243.0, 255.4	(3), #	4 A 94 N 184 A 274 N
"	VHF/DF			122.1, 126.7 135.9	
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9, 126.18, 243.0 257.8	(2), #	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4	(3), #	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;243.0, 255.4	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0 257.8 360.6	(1), #, 122.7	
Calistoga (A)	MH	CST	206		
Camarillo	*SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	(0800-1600 Mon-Fri)
(3) Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1) Crescent City	BVOR-DTVJ	CEC	115.9;V;243.0, 255.4; 272	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4	(3), #	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4	(3), #	68 A 165 N 248 A 345 N
(1) El Centro	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1) Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4	(3), #	61 A 160 N 241 A 321 N
(1) Ft. Jones	VORW	FJS	114.3		
(1) Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;255.4	(3), #	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4	(3), #	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7, 126.18, 257.8,	(2), 126.18	(07-1530 Mon-Fri)
Hawes (A)	HW	HAZ	376		
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;243.0, 255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1	(1), 122.6, #	
"	VHF/DF		Gds: 118.5, 119.3, 119.5, 119.9, 120.5, 121.1, 122.5, 126.18, 132.0		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4	(3), #	
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1, 118.9, 119.3, 121.1, 126.18, 243.0, 250.2, 257.8, 291.6, 348.6, 269.0, 307.0	(1), #, 122.7	
"	Center		120.3, 124.1, 124.5, 125.1, 125.9, 301.4, 243.0 311.8, 353.9, 318.2, 323.2 340.6	#	
"	VHF/DF		Gds: 118.1, 118.9, 119.3, 119.5, 120.3, 121.1, 122.1, 122.5, 122.7, 126.18, 135.9		
Marysville	TVBJ		305;V;243.0, 255.4	(3), #	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(1) Modesto ATCS-Stockton	BVOR-DTV	MOD	116.6;V;243.0, 255.4	(3), #	
Montague	BH-DTV	SIY	388;V;243.0, 255.4	(3), #	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
" Peninsula	CM		356;119.9	(1), #	
Mountain View, Moffett NAS	SMRLZ	NUQ	379;126.18, 233.8, 142.74, 243.0	(1), #	21 A 111 N 201 A 291 N
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4	(3), #	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 250.4, 257.8, 269.2, 274.3, 305.4, 348.6		
	Center		118.9, 119.7, 120.3, 124.3, 124.9, 243.0, 301.4, 317.5 326.2, 335.6, 355.8	#	
	VHF/DF		Gds: 118.1, 118.3, 118.9, 119.1, 119.3, 120.3, 120.7, 122.5, 126.7, 126.18, 140.22		
"	UHF/DF			255-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;243.0, 255.4	(3), #	DME
" Intnl	AC(g)		215;120.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4	(3), #	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
" Arpt	C(g)		281;120.5, 126.18, 243.0, 348.6, 257.8	(2), #	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;243.0, 255.4; 278	(3), #	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;126.18, 142.74, 243.0, 256.6	(1), 233.8, #	
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4	(3), #	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			122.1, 126.7, 135.9	(Test-basis)
Riverside	SBMRAZ-DTV	RIV	388;V;243.0, 255.4	(3), #	76 A 144 N 256 A 314 N
ATCS-Ontario					
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4	(3), #	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
"	AC(g)		278;119.5, 121.1, 126.18, 243.0, 257.8, 312.6	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;243.0, 255.4	(3), #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	TVOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3, 126.18, 257.8, 348.6, 243.0, 363.1,	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;255.4	(3), #	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;118.5, 119.1, 120.5, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 120.9	(1), #, 122.7	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
"	VHF/DF		Gds: 118.5, 119.1, 120.1, 120.3, 120.5, 120.9, 122.1, 122.7, 126.18, 126.7, 135.9		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3, 121.5	(2), #	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;126.18, 233.8, 142.74, 243.0	(1), #	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4	(3), #	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,126.18,243.0,257.8	(2), #	(0700-2300)
" (P)	TVORW	SMO	110.8		
Santa Monica	C(g)		353;119.1, 126.18, 243.0 257.8	(2), #	
Stockton	BMRLZ-DTV	SCK	212;V;243.0, 255.4	(3), #	65 A 147 N 245 A 327 N
"	C(g)		278;118.7, 126.18,	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;243.0, 255.4	(3), #	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;243.0, 255.4; 278	(3), #	DME
Van Nuys	C(g)		227;120.1, 126.18, 243.0 257.8,	(2), #	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS-Marysville	*BVOR	ILA	113.1;V;243.0, 255.4	(3), #	
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4	(3), #	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(3)Alamosa	VORW	ALS	116.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;255.4	(3), #	
" Peterson	AC(g)		272;119.9, 126.18, 243.0 257.8	(2), #	
Denver	SBMRAZ-DTXV	DEN	379;V;243.0, 255.4	(3), #	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3, 119.5, 120.5 126.18, 137.88, 257.8, 243.0, 271.2, 343.6 348.6	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 124.7, 243.0, 290.8, 301.4, 307.9, 319.2, 324.7, 338.2	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 122.1, 126.18, 135.9, 137.88		
Eagle	TVBJ	EGE	V;243.0, 255.4;391	(3), #	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;243.0, 255.4 278	(3), #	DME
(3)Hugo	VORW	HGO	108.2		
(1)Kiowa ATCS-Denver	BVOR-DTV	IOC	112.6;V;243.0, 255.4	(3), #	
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391	(3), #	
La Junta	SBMRLZ-DTV	LHX	281;V;243.0, 255.4	(3), #	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;243.0, 255.4	(3), #	
Pueblo	SBRAZ-DTV	PUB	302; V-122.2, 255.4	(3), #	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1, 126.18, 243.0, 257.8	(2), #	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4	(3), #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;120.9, 257.8, 243.0	(2), #, 126.18 req	(0600-2200)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford ATCS Windsor Locks	SBMRAZ-DTV	HFD	329;V;243.0, 255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwick ATCS-Providence, RI.	BVOR-	ORW	117.9;V;243.0, 255.4	(3), #	DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;255.4	(3), #	DME
Windsor Locks-Bradley	AC(g)		284;119.5, 124.2, 126.18, 257.8, 243.0, 348.6	(2), #	
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(3)Kenton	VORW	ENO	114.8		DME
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.1, 126.18, 136.8, 243.0, 257.8, 305.4	(1), #, 122.7	
"	VHF/DF			100-156	
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;126.7, 122.2	(3)-135.9, #	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		
"National Arpt	AC(g)		278;118.1, 118.3, 119.1, 119.4, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		119.7, 120.3, 120.5, 125.1, 124.0, 124.4, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4, 301.4, 318.2, 353.9, 362.3, 378.8, 380.4	#	Call Washington Center
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4	(3), #	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.18, 126.7, 135.9, 136.8, 137.88		
Cross City	SBMRAZ-DTV	CTY	269;V;243.0, 255.4	(3), #	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;243.0, 255.4	(3), #	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	209		
Fleming Island(N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3	(2), #	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;243.0, 255.4	(3), #	
(1) "	BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville ATCS-Cross City	BVOR-DTV	GNV	116.2;V;243.0, 255.4	(3), #	
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4	(3), #	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6	(2), #	
"	Center		119.7, 120.5, 243.0, 263.0 274.3, 301.4, 317.5, 326.2	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	VORW	NZC	117.4		
" " "	HW	NZC	414		
" " "	CM		396		
" Mayport NAS	HW	NI-1	332		
" " "	CM		323		
Key West	SBRAZ-DTV	EYW	332;V;243.0, 255.4	(3), #	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	BVOR	LEL	117.8		
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;243.0, 255.4; 275	(3), #	
Melbourne	SBRAZ-DTV	MLB	257;V;243.0, 255.4	(3), #	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;243.0, 255.4,	(3), #	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.1, 118.3, 119.7, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.9, 243.0, 269.0, 291.6, 301.4, 311.8	#	
" Marine Master Master	HW	NIG	382		
" NAS	CM		396		
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;243.0, 255.4	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" " "	VORW	PAM	112.4		
	CM		233;119.1	(2), #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4	(3), #	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9, 132.3, 243.0, 126.18 req, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS	VOR	NAS	117.2		
" Chevalier NAS	CM			(1)	
" Corry NAS	CM			(1)	
" Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAS	CM			(1)	
Perrine IATCS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
St. Augustine Fairchild	CI		272;126.18	(2), #	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3, 257.8	(1), #, 122.7 121.5, 126.18	(0600-0200)
Sanford NAS	HW	NRJ	296		
Sarasota (P)	MH	SRQ	263	126.18	
"Bradenton	CI		121.3	#, 122.5, 121.5	(0700-1900)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4	(3), #	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;243.0, 255.4	(3), #	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4	(3), #	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
" Palm Beach Intnl/AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4	(3), #	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
"Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4	(3), #	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4	(3), #	50 A 154 N 235 A 324 N
"	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.5, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	C(g.7)		245;118.5, 243.0, 257.8 348.6	(2), #	(0600-2200)
" Fulton Co.	Center		118.9, 120.3, 120.9, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7	#	
"	VHF/DF		Gds: 120.7, 122.5, 126.18, 126.7, 119.5, 132.0, 132.3, 135.9, 118.1, 119.1		
" NAS	MRLZ	NCQ	323;126.18, 233.8, 142.74, 243.0	(1), #	108 A 177 N 267 A 357 N
" "	CM			(1)	Sunrise-Sunset
" " Dobbins AFB	CM		120.5	#	
Augusta	SBRAZ-DTV	AGS	385;V;243.0, 255.4	(3), #	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	206;V;243.0, 255.4	(3), #	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N 239 A 322 N
" "	HW	NEA	275		
(1)Columbus	BVOR-DTV	CSG	117.1;V;243.0, 255.4	(3), #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Lawson AAF	CM			(1)	
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6;V;243.0, 255.4; 230	(3), #	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209;V;243.0, 255.4	(3), #	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6;V;243.0, 255.4	(3), #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3;V;243.0, 255.4	(3), #	DME
Savannah	SBMRLZ-DTV	SAV	263;V;243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278;119.1, 126.18, 257.8 348.6	(2), #	
" "	UHF/DF			257.8, 348.6 305.4	
Valdosta	BMH-TV	VLD	224;V;243.0, 255.4	(3), #	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		45 A 135 N 225 A 315 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise	SBRAZ-DTV	BOI	359;V;243.0, 255.4	(3), #	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
"Air Term.	AC(g)		278;118.3, 126.18, 257.8 305.4, 348.6	(2), #	
" "	UHF/DF			225-400 req	
Burley	SBMRAZ-DTV	BYI	272;V;243.0, 255.4	(3), #	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388;V;243.0, 255.4	(3), #	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215;V;243.0, 255.4	(3), #	
Idaho Falls	SBRAZ-DTV	IDA	350;V;243.0, 255.4	(3), #	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332;V;243.0, 255.4	(3), #	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Pocatello	BMRLZ-DTV	PIH	257;V;243.0, 255.4	(3), #	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278;119.1, 243.0, 257.8	(2), #, 126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SBMRAZ	BLV	407	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
(1)Bradford	BVOR-DTV	BDF	114.7;V;243.0, 255.4	(3), #	DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350;V;243.0, 255.4	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C		206;121.3, 126.18	(2), #	(0600-2200)
"Midway	AC(g.7)		278;118.7, 119.5, 119.9, 123.7, 126.18, 126.5, 243.0 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
	Center		119.7, 120.5, 120.9, 123.6, 123.9, 124.3, 124.5 124.7, 125.1, 125.5, 125.9, 126.5, 243.0, 250.2, 301.4, 320.7, 323.2, 323.4, 340.6, 362.0, 353.9, 355.2, 362.3, 378.8, 379.9, 385.4	#	
" O'Hare	AC(g)		332;118.1, 118.3, 125.4, 125.7, 126.18, 236.6, 243.0, 348.6, 360.8, 383.8	(1), #, 122.6	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights ATCS-Chicago	BVOR-DTV	CGT	114.2;V;243.0, 255.4	(3), #	DME
Effingham	MRLWZ	EFF	275		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;243.0, 255.4	(3), #	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBMRAZ-DTV	MLI	224;V;243.0, 255.4	(3), #	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;243.0, 255.4	(3), #	DME
(1)Northbrook ATCS-Chicago	BVOR-DTV	OBK	116.2;V;243.0, 255.4	(3), #	
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4	(3), #	89 N 182 A 254 N 358 A
(1) "	BVOR	PIA	115.2		
" Arpt	C(g)		278;119.1, 126.18, 257.8	(2), #	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;243.0, 255.4	(3), #	
"	BMH	UIN	293		
Rantoul Chanute AFB	HW	RAN	281		
	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;255.4	(3), #	93 A 132 N 273 A 314 N
(1) "	BVOR	RFD	116.5		DME
Springfield	SBMRAZ-DTV	SPI	239;V;243.0, 255.4	(3), #	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3, 257.8, 305.4 348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;243.0, 255.4	(3), #	DME
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3; V;243.0, 255.4	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4	(3), #	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA		114.6	
" Baer	AC(g)		278;119.1, 126.18, 257.8	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4	(3), #	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;243.0, 255.4	(3), #	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1, 118.5, 119.9, 121.1, 126.18, 243.0, 257.8, 269.4, 284.6, 390.3,	(2), #	
"	Center		119.3, 119.7, 120.1, 124.1, 124.9, 125.3, 301.4, 307.2 312.6, 319.8, 338.6, 353.7, 358.6	#	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 122.1, 122.5, 125.3, 126.7, 126.18, 132.0, 135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0;V;243.0, 255.4	(3), #	
Madison AAF	CM		126.3	#	
McCool	MHW	MCL	359		
(1)Nabb ATCS-Louisville Ky	BVOR DTV	ABB	113.5;V;243.0, 255.4	(3), #	
Richmond	MHW	RID	385		
(3) "	VORW	RID	116.1		
(3)Scotland	VORW	SCJ	117.8		DME
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4	(3), #	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5, 243.0, 257.8	(2), #	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;243.0, 255.4	(3), #	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3, 126.18, 257.8 243.0	(2), #	(0700-2300)
IOWA					
(1)Burlington	BVOR DTV	BRL	111.4;V;243.0, 255.4	(3), #	DME
Cedar Rapids	BMH-DTV	CID	248;V;243.0, 255.4	(3), #	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4	(3), #	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
"Arpt	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Dubuque ATCS-Cedar Rapids	BVOR-DTV	DBQ	117.4;V;243.0, 255.4	(3), #	
(1)Fort Dodge ATCS-Mason City	BVOR-DTV	FOD	114.1;V;243.0, 255.4	(3), #	
(1)Iowa City ATCS-Cedars Rapids	BVOR-DTV	IOW	116.1;V;243.0, 255.4	(3), #	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275	(3), #	
(1)Mason City	BVOR-DTV	MCW	114.9;V;243.0, 255.4	(3), #	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4, 305.4	(3), #	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1)Waterloo	BVOR DTV	ALO	116.4;V;243.0, 255.4	(3), #	
" Arpt	AC(g)		278;119.3, 257.8	(2), #	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;243.0, 255.4	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4	(3), #	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;243.0, 255.4	(3), #	
(1)Emporia	BVOR-DTV	EMP	112.8;V;243.0, 255.4	(3), #	
Ft. Riley - Marshall AAF	CM		126.3	#	
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4	(3), #	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;243.0, 255.4	(3), #	DME
Great Bend NAS	CM		251;121.3, 151.2, 243.0, 250.6	(2), #	(0730-1700 Mon-Fri xcpt holidays)
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 299	(3), #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4	(3), #	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5, 236.2	(2), #	
" NAS	HW	NEP	404		
" "	CM		293	(1)	
Kansas City Fairfax	C(g.7)		278;119.1, 126.18, 243.0 257.8	(2), #	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;243.0, 255.4; 278	(3), #	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;243.0, 255.4; 278	(3), #	DME
" Schilling AFB	CM		118.3	#	
KANSAS					
(1)Salina - Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;255.4	(3), #	DME
"	MHW	TOP	304		
"Philip Billard	C(g)		278;118.7, 126.18, 243.0 257.8	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4	(3), #	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5, 137.88, 243.0, 257.8	(2), #	
"Beech	CI(g)		239;119.9, 121.5, 126.18	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V-122.2, 243.0, 255.4	(3), #	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;243.0, 255.4	(3), #	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
(1) Lexington	BVOR-DTV	LEX	112.4;V;243.0, 255.4	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1, 243.0, 257.8	(2), #	(0700-2300)
London	BMH-DTV	LOZ	263;V;243.0, 255.4	(3), #	
Louisville	SBMRLZ-DTXV	LOU	359;V;243.0, 255.4	(3), #	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5, 126.18, 243.0, 257.8	(2), #, 121.9	(0600-2200)
" Standiford	AC(g.7)		317;119.0, 124.5, 126.18, 120.3 243.0, 257.8, 319.2, 381.6	(1), #, 122.7	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;243.0, 255.4	(3), #	
"	BMH	PUK	215		
(1)York	VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4	(3), #	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4	(3), #	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Fort Polk AAF	MHW	POK	224		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4	(3), #	
"	BVOR	LFT	117.7		
(1) "					
Lake Charles	SBRAZ-DTV	LCH	242;V;243, 255.4	(3), #	
"	BVOR	LCH	113.4		
(1) "					
" AFB	HW	LKC	323		
→ " "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4	(3), #	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4	(3), #	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 243.0,	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 136.18, 243.0, 250.4, 257.8, 269.2	(1), #, 122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;255.4	(3), #	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	(2), #	
" Downtown	C(g.7)		293;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4	(3), #	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4	(3), #	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
→ " "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4	(3), #	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	108.2		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;255.4	(3), #	DME
MAINE					
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4	(3), #	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;255.4	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 255.4, 257.8	(2), #	
Presque Isle	SRAZ-DV	PQI	388;126.18, 236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl frm Presque Isle AFB Twr)	SMLZ-DV	SPR	371;126.18, 236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C.	SBMRAZ-DTXV	ADW	379;126.7, 122.2	(3)-135.9, #	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;243.0, 255.4	(3), #	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3, 126.18, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 120.4, 257.8, 360, 8, 381	(2), #	
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(07-16 M, F, S & Sun 07-2230 T, W & Th)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2), #	(0730-2400 Mon-Fri.)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	VORW	NHK	117.6		
→ " "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;243.0, 255.4; 326	(3), #	DME
Shadyside	MHW	SHZ	317		
→ Webster ALF	CM		368	(1)	
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;243.0, 255.4	(3), #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3, 124.4, 124.9, 125.2, 132.3, 301.4, 307.9, 319.2, 324.7, 353.7	#	

→ V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston	AC(g)		278;123.7, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
Bedford (Hanscom)	VHF/DF			100-156	
" "	UHF/DF		Gds: 233.8, 243.0, 257.8, 305.4 348.6		
" Logan	AC(g)		278;118.1, 118.3, 120.5, 126.18, 126.5, 137.88, 243.0 257.8, 263.0, 271.2, 290.8, 343.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.3, 120.5, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-WindsorLocks, Conn	BVOR-DTV	CTR	108.6;V;243.0, 255.4	(3), #	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		(on req)
FtDevens,Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;243.0, 255.4; 254	(3), #	DME
Hayannis	MHW-DV	HYA	239;V;	#, 122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;	#, 122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;243.0, 255.4; 278	(3), #	
"	HHW	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	CI		254;121.3	(2), #	(0545-2245)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, ATCS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230;V;243.0, 255.4	(3), #	23 A 113 N 203 A 293 N
Westfield, Barnes	CI		212;121.3, 126.18, 275.8, 257.8(req)	(2), #	(0700-1800)
Worcester	TVJ		254;V;243.0, 255.4	(3), #	
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4	(3), #	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3, 257.8	(2), #	
(1)Carleton ATCS-Detroit	BVOR-DTV	CRL	114.9;V;243.0, 255.4		DME
"	SBRAZ-DTV	RML	388;V;243.0, 255.4	(3), #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
" Metropolitan-Wayne Co.	C(g.7)		245;121.1, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 123.9, 125.3, 243.0, 250.4, 269.2, 301.4, 317.5, 326.2, 335.6, 343.8	#	
Detroit City	AC(g)		278;118.7, 120.0, 243.0, 257.8	(2), #	
" Willow Run	AC(g)		332;118.4, 123.7, 121.3, 124.9, 243.0, 257.8, 263.0, 126.18, 381.4, 355.8, 290.3	(2), #	
(1) " "	TVOR	YIP	111.4		
Flint	TV		V;255.4	(3), #	
" Bishop	AC(g)		278;119.5, 243.0, 257.8	(2), #	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;243.0, 255.4	(3), #	
Grand Marais	BRL-DTV	GMI	341;V;243.0, 255.4	(3), #	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3, 257.8	(2), #	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227;V;243.0, 255.4	(3), #	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;243.0, 255.4	(3), #	
(1)Keeler-ATCS-South Bend, Ind.	BVOR-DTV	ELX	115.1;V;243.0, 255.4	(3), #	
Lansing	SBMRAZ-DTV	LAN	206;V;243.0, 255.4	(3), #	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9, 243.0, 257.8	(2), #	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		
Marquette-Sawyer(A)	HW	SAW	359		
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1, 257.8	(2), #	(0730-2330)
Pellston	BMH-TV	PLN	332;V;243.0, 255.4	(3), #	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;243.0, 255.4	(3), #	
(1)Salem ATCS-Detroit	BVOR-DTV	SVM	116.9;V;243.0, 255.4	(3), #	
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;243.0, 255.4	(3), #	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4	(3), #	34 A 139 N 214 A 319 N
(3)White Cloud	*VORW	HIC	114.5		
Wurthsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4	(3), #	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	TVOR	BJI	111.2	122.1	
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-05-23 wkdays 05-19 15 Sat; 09-23 Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4	(3), #	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
"Arpt	AC(g)		278;118.3;126.18, 257.8, 348.6	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
Eveleth (S)	TVOR	EVM	108.2		V-08-17
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4	(3), #	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(2), #	
"	Center		120.3, 124.7, 125.5, 243.0, 301.4, 319.2, 324.7, 343.6	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;243.0, 255.4	(3), #	
Rochester	SBMRLZ-DTV	RST	236;V;243.0, 255.4	(3), #	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3, 257.8	(2), #	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	V 04-22
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4	(3), #	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Gulfport	CM		121.3, 126.18, 236.6, 243.0, 305.4	#	(0600-2100)
" -Keesler AFB	CM			(1)	
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4	(3), #	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	BVOR-DTV	MCB	116.7;V;243.0, 255.4	(3), #	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;243.0, 255.4	(3), #	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4; 391	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4	(3), #	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;243.0, 255.4; 272	(3), #	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4	(3), #	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 119.5, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(2), #	
"	Center		118.9, 119.7, 123.6, 125.1 243.0, 301.4, 317.5, 326.2, 335.6, 355.8	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;243.0, 255.4	(3), #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(3)Macon	VORW	MCM	112.9		
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;243.0, 255.4; 278	(3), #	
(1)Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;243.0, 255.4	(3), #	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;243.0, 255.4	(3), #	DME
St. Louis	SBRAZ-DTXV	STL	209;V;243.0, 255.4	(3), #	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3, 118.5, 119.5, 126.18, 243.0, 257.8, 290.8, 338.2, 348.6, 360.6, 379.1	(2), #	
"	Center		120.3, 124.5, 125.5, 125.7, 243.0, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 119.5, 122.1, 122.5, 120.3, 126.7, 126.18, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4	(3), #	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	BVOR-DTV	VIH	117.7;V;243.0, 255.4	(3), #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
"	AC(g)		278;118.3, 243.0, 255.4 257.8, 348.6	(2), # 126.18	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4	(3), #	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;243.0, 255.4	(3), #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4	(3), #	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4	(3), #	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4	(3), #	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Arpt	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		120.3, 301.4	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4	(3), #	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4	(3), #	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	BH-DTV	LVM	224;V;243.0, 255.4	(3), #	
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4	(3), #	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4	(3), #	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	111.8		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;243.0, 255.4	(3), #	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	112.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;243.0, 255.4	(3), #	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;243.0, 255.4	(3), #	
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 301.4	(3), #	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
(1)Imperial	BVOR-DTV	IML	117.9;V;243.0, 255.4	(3), #	DME
Kearney (S)	TVOR	EAR	111.2	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;243.0, 255.4	(3), #	71 N 170 A 251 N 350 A
" AFB	CM		272;118.5	(2), #	
McCook (S)	TVOR	MCK	110.0	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 06-23)
" "	TVOR	OFK	109.6,	121.5, 122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;243.0, 255.4	(3), #	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4	(3), #	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
"	AC(g)		278;119.1, 126.18, 243.0, 257.8	(2), #	
" Offutt AFB	MH	OFF	296		
" " "	CM		296	(1)	
Scottsbluff	SBMRLZ-DTV	SCT	341;V;243.0, 255.4	(3), #	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;243.0, 255.4	(3), #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 301.4	(3), #	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4	(3), #	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4	(3), #	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3, 137.88, 257.8 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4	(3), #	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4	(3), #	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3, 137.88,243.0, 257.8, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;243.0, 255.4; 296	(3), #	
Tonopah	SBRAZ-DTV	TPH	221;V;243.0, 255.4	(3), #	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;243.0, 255.4	(3), #	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4	(3), #	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	108.2		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;243.0, 255.4	(3), #	
Manchester (S)	MHW	MHT	338		
" Grenier	CI		126.18, 137.88, 236.6 243.0	#, 122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
" "	CM		272;119.1	(1)	
Beachwood	MHW	BWO	203		
Belmar-Ft. Monmouth	CM		281;121.3, 126.3	(1), #	
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;255.4	(3), #	DME
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;255.4	(3), #	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Millville	SBRAZ-DTV	MIV	365;V;243.0, 255.4	(3), #	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4	(3), #	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;118.3, 119.2, 120.6 126.18, 126.5, 257.8	(1), #, 122.7	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5, 243.0, 257.8	(2), #	
Trenton-Mercer County Arpt	CI(g)		121.5, 119.3, 126.18	#, 122.5	0730-2230 M-F 0730-2030S-Sun
NEW JERSEY					
Trenton (P)	*TVOR		111.6 Monitor category (1) twr hrs opern		
(1)Woodstown ATCS-Millville	BVOR-DTV	OOD	114.3;V;243.0, 255.4	(3), #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3, 120.7, 121.1, 123.9, 126.18, 134.1, 136.8, 137.88, 142.02 243.0, 257.8, 270.6, 289.4, 348.6, 355.8, 363.8	(2), #	
"	Center		119.7, 120.3, 123.7, 243.0 269.4, 284.6, 301.4, 307.2	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
Cannon	HW	CVS	272		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;243.0, 255.4	(3), #	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4	(3), #	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
(1)Farmington	BVOR-DTV	FMN	115.3;V;243.0, 255.4	(3), #	
Frazier (A)	HW	FZR	407		
(1)Grants	BVOR-DTV	GNT	116.5;V;243.0, 255.4	(3), #	
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4	(3), #	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V-122.2, 243.0, 255.4	(3), #	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Pinon	VORW	PIO	110.4		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4	(3), #	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;243.0, 255.4	(3), #	
(3)Texico	VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4	(3), #	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4	(3), #	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Zuni	BMRLZ-DTV	ZUN	353;V;243.0,255.4	(3), #	78 N 168 A 258 N 348 A
(1) Zuni	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4	(3), #	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18, 142.74, 233.8	(2), #	(0800-1830 Mon-Sat)
(1) Binghamton	BVOR-DTV	BGM	114.1;V;243.0, 255.4	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4	(3), #	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;123.7, 126.18, 119.8, 257.8, 126.5, 243.0, 319.8	(2), #	
Calverton, Peconic River	CI(g)		323;121.3, 126.18, 142.74 233.8	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1) DeLancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;243.0, 255.4	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4	(3), #	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;119.1, 243.0, 257.8	(2), #	(0700-2300)
Farmingdale Republic	CI		371;121.3;126.18, 257.8	(2), 126.18, 257.8	(0700-1630 Mon-Fri xcpt holidays
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0, 255.4	(3), #	
Glenville	MHW	GVI	284		
Hempstead, L.I.	SBMRAZ-DT	HEM	227;V;255.4	(3), #	40 A 121 N 248 A 301 N
ATCS-Idlewild					
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1) Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18, 121.5, 119.3	(2), #	(0800-2400)
Lido	MHW	LDO	239		
(1) Massena	BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4; 242	(3), #	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;255.4	(3), #	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2, 381.4	(1), #, 122.7	
New York	Center		118.9, 119.6, 119.8, 120.0 120.8, 120.9, 121.0, 1202 121.1, 123.6, 123.8, 123.9, 124.1, 124.3, 124.5, 124.7, 124.8, 124.9, 125.1, 1253, 125.4, 125.5, 125.6, 1258, 125.9, 126.0, 126.4, 132.3, 137.88, 243.0, 250.4, 269.6, 285.4, 301.4, 306.3, 310.4, 335.6, 343.8, 355.8, 363.1, 381.6	#	
" Idlewild	MHW	IDL	353		
(1) " "	BVOR-DTXV	IDL	117.2;V;255.4	(3), #	DME
"Intnl(Idlewild)	AC(g)		119.1, 121.1, 123.7, 123.9 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 285.6, 290.3, 313.4, 348.6	(1), #, 122.7	
" (Idlewild)	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.9 132.3, 134.1, 134.64, 142.74		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 257.8, 236.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 243.0, 257.8, 305.4		
Peconic	SRAWZ	PIC	341		53 A 129 N 234 A 321 N
(1) Plattsburgh ATCS-Burlington, Vt	BVOR-DTV	PLB	116.7, V;255.4	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4	(3), #	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	115.9		DME
(1) Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	114.5		DME
" Arpt	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(3) Rockdale	VORW	RKA	108.4		
Rome-Griffiss AFB	MHW	RME	212		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	(0700-2300 & req)
Syracuse	SBRAZ-DTV	SYR	350;V;255.4	(3), #	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 257.8, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	BMRLZ-DTV	UCA	359;V;243.0, 255.4	(3), #	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1) Watertown	BVOR-DTVBJ	ART	116.1;V;243.0, 255.4; 224	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Wellsville ATCS-Elmira	BVOR-DTV	ELZ	108;V;243.0, 255.4	(3), #	
White Plains Westchester Co.	AC(g)		260;118.5, 126.18, 148.32 257.8, 243.0	(2), #	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4	(3), #	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2), #	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	284;V;255.4	(3), #	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;118.1, 123.7, 126.18 243.0, 257.8, 335.6, 348.6	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
"	BVOR	NKT	115.4		
"	CM			(1)	
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;243.0, 255.4, 320	(3), #	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg Pope AFB	H	FTB	338		
" "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4	(3), #	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1)Hickory	BVOR-TVJ	HKY	113.1;V;323	(3), #, 255.4	
Lumberton	BMH-TV	LBT	359;V;243.0, 255.4	(3), #	
"	BVOR	LBT	117.0		Test-basis
Murphy	HW	MUY		230	
New Bern	BMH-DTV	EWN	391;V;243.0, 255.8	(3), #	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3, 126.18, 243.0 257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;243.0, 255.4; 317	(3), #	
Weeksville NAF	MRLWZ	NFG	254		64 A 139 N 244 A 319 N
NORTH CAROLINA					
Wilmington	BMH-TV	IMN	368;V;243.0, 255.4, 301.4	(3), #	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7, 126.18,	(2), #	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4	(3), #	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4	(3), #	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4	(3), #	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;243.0, 255.4	(3), #	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 301.4	(3), #	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
(3)Williston	VORW	ISN	116.3		
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4	(3), #	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5, 142.74, 243.0 257.8	(1), #, 122.7	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 305.4, 255.4, other freq on req.		
" Canton	AC(g)		278;118.3, 126.18, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton ATCS-Columbus	BVOR-DTV	APE	116.7;V;255.4	(3), #	
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
(1)Chardon ATCS-Cleveland	BVOR-DTXV	CXR	117.5;V;243.0, 255.4	(3), #	
Cincinnati	SBRAZ-DTV	CIN	335;V;243.0, 255.4	(3), #	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3, 126.18, 124.7, 257.8, 243.0, 285.6	(1), #, 122.7	
" Lunken	C		227;118.7, 126.18, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4	(3), #	90 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;118.1, 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0, 291.6, 307.0, 348.6	(2), #	
"	Center		120.5, 124.2, 124.3, 124.7, 125.5, 125.9, 243.0 257.8, 301.4, 311.8, 318.2, 323.2, 340.6	#	
" "	VHF/DF		Gds: 118.1, 118.5, 119.9, 122.5, 126.18		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4	(3), #	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;109.5, 116.7, 121.1, 121.3, 126.18, 126.5, 136.8, 142.02, 243.0, 257.8, 263.0, 274.3, 348.6	(2), #	
" "	UHF/DF			225.0-399.9	
(1) Dayton	BVOR-DTV	DAY	115.0;V;243.0, 255.4	(3), #	DME
" Arpt	AC(g)		278;118.4, 119.5, 120.7, 125.7, 126.18, 243.0, 257.8, 313.4	(2), #	
" Wright-Patterson AFB	SBMRAZ	FFO	379		16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Findlay	BMH-TV	FDY	209;V;243.0, 255.4	(3), #	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	VORW	JFN	115.2		
Mansfield	BMH-TV	MFD	329;V;243.0, 255.4	(3), #	
(1) "	BVOR	MFD	113.9		
"	AC(g)		278;118.7, 257.8	(2), #	(0700-2300)
Perry	MHW	PEX	332		
(1) Sidney	BVOR-DTV	SIE	108.2;V;243.0, 255.4	(3), #	
ATCS-Dayton					
Springfield	MHW	SGH	341		
Tipp City	MHW	TPC	212		
(3) Tiverton	VORW	TVT	110.2		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3, 126.18, 243.0, 257.8	(2), #	
(1) Waterville	BVOR	VWV	113.1		DME
(3) Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4	(3), #	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;125.5, 126.18, 243.0, 257.8, 275.8	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-TV	ZZV	275;V;243.0, 255.4	(3), #	
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;243.0, 255.4	(3), #	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4	(3), #	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1) Hobart	BVOR-DTVBJ	HBR	114.7;V;243.0, 255.4; 206	(3), #	
(1) Lawton	VOR	LAW	112.2		
" Post AAF	MHZ	PFL	308		
" " "	CM		308	122.5	
Mannsville (A)	MHW	MVI	299		
(1) McAlester	BVOR-DTVBJ	MLC	112.3;V;243.0, 255.4; 206	(3), #	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4	(3), #	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;243.0, 255.4	(3)#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4	(3), #	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7, 119.1, 126.18 243.0, 257.8, 338.6, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4	(3), #	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 301.4	(3), #,	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;255.4	(3), #	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;255.4	(3), #	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278	(3), #	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4	(3), #	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4	(3), #	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.1, 118.7, 119.2, 126.18, 238.2, 243.0, 257.8, 284.6, 290.3, 348.6	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4	(3), #	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4	(3), #	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBRAZ-DTV	ABE	320;V;255.4	(3), #	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5, 243.0, 257.8	(2), #, 126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4	(3), #	23 A 88 N 203 A 281 N
(1)Bradford	BVOR-DTV	BFD	114.4;V;243.0, 255.4	(3), #	DME
"	BMH	BFD	224		
Brookville	BH-TV	BKL	356;V;243.0, 255.4	(3), #	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City ATCS-Pittsburgh	BVOR-DTV	EWC	114.2;V	(3)	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4	(3), #	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		
(1)Fitzgearld	VORW	FTZ	108.2		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4	(3), #	07 A 104 N 194 A 298 N
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5, 126.18, 243.0 257.8, 382.2	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Hazleton	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;243.0, 255.4	(3), #	
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;243.0, 255.4	(3), #	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3, 126.18	(2), #	
Philadelphia ATCS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4	(3), #	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.5, 119.0, 121.7, 126.18, 142.74, 243.0, 257.8, 263.0, 312.6, 348.6	(2), #	
Philadelphia - Mustin NAS	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4	(3), #	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;	(3)	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3, 126.18, 243.0 257.8	(2), #	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7, 119.3, 121.1 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 379.1	(2), #	
"	Center		118.9, 120.1, 120.9, 125.1 137.88, 243.0, 255.4, 290.8, 301.4, 319.2 324.7, 343.6	#	
" "	VHF/DF		Gds: 118.9, 119.3, 121.1, 122.5, 126.18, 126.7, 132.3, 135.9		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1)Pottstown ATCS- N. Phila.	BVOR-DTV	PTW	110.8;V;243.0, 255.4	(3), #	
Reading, General Spaatz Arpt	AC(g)		281;126.18, 119.1, 243.0, 257.8	(2), #	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(3)Tower City	VORW	TWR	108.2		
(1)Tyrone	VORW	TON	110.0		
(1)West Chester ATCS-N. Phila.	BVOR-DTV	ESR	112.3;V;243.0, 255.4	(3), #	DME
Westover	MHW	ESV	329		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMRAZ-DTV	AVP	272;V;255.4	(3), #	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;243.0, 255.4	(3), #	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SBRLZ	NXX	391;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "	CM		356	(1)	
(1)Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	374;V;243.0, 255.4	(3), #	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;243.0, 255.4	(3), #	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4	(3), #	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3, 119.3, 126.18 257.8, 263.0, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
Columbia	SBRAZ-DTV	CAE	227;V;255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5, 126.18, 243.0 257.8, 348.6	(2), #	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4	(3), #	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4	(3), #	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9, 125.9, 126.18 257.8, 348.6	(2), #	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;243.0, 255.4	(3), #	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4	(3), #	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
" "	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4	(3), #	110 A 162 N 290 A 342 N
(1)Aberdeen	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4	(3), #	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1)Philip	BVOR-TV	PHP	115.7;V;243.0, 255.4	(3), #	
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4	(3), #	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 301.4	(3), #	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4	(3), #	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Watertown	BVOR DTV	ATY	116.6;V;243.0, 255.4	(3), #	
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	BVOR-DTV	CHA	112.8;V;255.4	(3), #	
" Lovell	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	BVOR-TV	CSV	113.4;V;243.0, 255.4	(3), #	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;243.0, 255.4	(3), #	
"	BMH	DYR	245		
Emmett	MHW	EME	308		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4	(3), #	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4	(3), #	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.1, 118.7, 123.9, 126.18, 257.8, 305.4, 348.6, 382.2	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF			243.0, 255.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4		
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3, 119.1, 126.18 243.0, 257.8, 291.6, 340.6, 348.6	(2), #	
"	Center		119.3, 120.1, 120.5, 243.0, 250.2, 301.4, 311.8, 318.2 323.2	#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 236.6 243.0	(1), #	63 A 145 N 243 A 325 N
" "	CM		396	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4	(3), #	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 383.8	(2), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.1, 120.3, 122.1, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4	(3), #	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18 257.8, 348.6	(2), #	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4	(3), #	01 A 71 N 181 A 248 N
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18, 257.8, 348.6, 363.8	(2), #	
Alice	SBRAZ-DTV	ALI	224;V;255.4	(3), #	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;243.0, 255.4	(3), #	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
Austin	BH-DTV	AUS	281;V;243.0, 255.4	(3), #	
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;243.0, 255.4	(3), #	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5 257.8, 348.6	(2), #	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4	(3), #	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	114.3		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4	(3), #	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7, 126.18, 118.1, 250.2, 257.8, 348.6	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;243.0, 255.4	(3), #	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;243.0, 255.4; 206	(3), #	
Clarendon	MRLWZ	CDT	233		20 A 114 N 200 A 284 N
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;243.0, 255.4	(3), #	DME
" Easterwood	AC(g)		272;118.5, 126.18 243.0, 257.8, 347.0	(2), #	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;243.0, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 141.84, 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	VORW	NGP	114.0		
" "	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;243.0, 255.4	(3), #	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;243.0, 255.4	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4	(3), #	
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;243.0, 255.4	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 137.88 243.0, 250.4, 269.2, 301.4, 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft.Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0, 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1, 120.7, 126.18 236.2, 243.0, 257.8, 263.0, 307.9, 324.7, 363.8	(1), #, 122.7,	
" Meacham	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	(0600-2200)
"	Center		120.3, 120.9, 125.5, 243.0 301.4, 353.7, 360.6, 379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;243.0, 255.4	(3), #	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	BVOR-DTVJ	GGG	117.4;V;243.0, 255.4; 236	(3), #	
"	C(g)		118.1, 257.8, 348.6	#	
Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4	(3), #	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1, 118.3, 118.7, 120.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #, 141.3	
	VHF/DF		Gds:118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;243.0, 255.4	(3), #	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4	(3), #	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan-Bay)	HW	NG1	356		
"	HW	NQI	335		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ-DTV	LRD	206;V;243.0, 255.4	(3), #	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
(3)Leona	VORW	LOA	108.4		
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4	(3), #	79 N 174 A 259 N 354 A
(1)Lubbock	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9, 126.18, 257.8, 348.6	(2), #	
(1)Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;243.0, 255.4	(3), #	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;243.0, 255.4	(3), #	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;243.0, 255.4	(3), #	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;243.0, 255.4	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4	(3), #	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
(1)Rocksprings	VORW	RSG	109.0		
Salt Flat	BMRLZ-DPTV	SFL	335;V;243.0, 255.4	(3), #	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
San Angelo	BMRLZ-DTV	SJT	227;V;255.4	(3), #	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
" Mathis	AC(g)		272;118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4	(3), #	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;123.9, 124.3, 243.0 257.8, 348.6, 381.4	(2), #, 126.18	
"	Center		119.7, 120.1, 120.5, 137.88, 243.0, 263.0, 301.4, 319.8, 363.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" " "	CM		335		
Smithville	MHW	SIH	203		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Snook (A)	MHW	SOK	371		
Somerset	HW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH DTV-	TYR	320;V;255.4	(3), #	
" Pounds Fld	AC(g)		272;119.1, 243.0, 257.8, 348.6	(2), #	
Van Horn	HW	VHN	353		
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV		385;V;243.0, 255.4	(3), #	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9, 126.18 257.8, 260.6, 348.6	(2), #	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;243.0, 255.4	(3), #	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 348.6	(2), #	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;243.0, 255.4	(3), #	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278	(3), #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4	(3), #	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;243.0, 255.4	(3)	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;243.0, 255.4; 278	(3), #	
Lucin	MRLWZ	LCU	302		62 A 157 N 261 A 337 N
(3) "	*VORW	LCU	115.6		
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTV	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;243.0, 255.4	(3), #	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promotory Pt	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4	(3), #	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18, 243.0, 257.8, 305.4, 348.6	(2), #	
UTAH					
Salt Lake City	Center		118.9, 119.2, 120.3, 243.0 269.2, 274.3, 301.4, 326.2	#	
"	UHF/DF			305.4	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;243.0, 255.4	(3), #	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;255.4	(3), #	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6, 363.8	(2), #	
"	VHF/DF			100-156	
"	UHF/DF			257.8, 305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4	(3), #	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash., D. C	SBRAZ-DTXV	ARV	233,126.7, 122.2	(3)-135.9, #	41 A 135 N 222 A 316 N
Bacon Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4	(3), #	64 A 178 N 272 A 358 N
Brooke	VORW	BRV	109.2		
(3)Cape Charles	VORW	CCV	112.4		
Chincoteague NAAS	SBMRLZ	NKG	221;V;126.18, 142.74 233.8, 243.0	(1), #	36 A 99 N 216 A 279 N
"	CM		278	(1)	
Dahlgren NAF	CM		375	(1)	
Danville	BMH-TV	DAN	344;V;243.0, 255.4	(3), #	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;243.0, 255.4	(3), #	DME
Fentress ALF	HW	NTU	404		
Ft Eustis, Felker AAF	CM		126.3	#	
Front Royal	SBMRAZ-DTV	FRR	359;V;243.0, 255.4	(3), #	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4	(3), #	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SBMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash., D.C.	*BVOR-DTXV	HRN	114.0;122.2, 126.7	(3)-135.9, #	DME
(1)Hopewell ATCS-Richmond	BVOR-DTV	HPW	109.4;V;243.0, 255.4	(3), #	
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;243.0, 255.4	(3), #	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4	(3), #	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;243.0, 255.4	(3), #	DME
Newport News Patrick Henry	C(g)		317; 118.7, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Norfolk	SBMRLZ-DTV	ORF	281;V;243.0, 284.6, 301.4, 319.8, 381.6	(3), #	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;118.9, 121.1, 123.7 137.88, 132.3, 257.8	(2), #	
"	Center		108.7, 118.1, 118.5, 119.9 120.7, 122.2, 124.1, 126.7 132.3, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	(3), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" NAS	CM		329	(1)	
" Chambers Fld (N)	SMRLZ-	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5, 126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;243.0, 255.4	(3), #	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	20 A 110 N 200 A 290 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4	(3), #	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.5, 120.1, 126.18 257.8	(2), #	
Roanoke	SBRAZ-DTV	ROA	371;V;255.4	(3), #	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(1) "	TVOR	ROA	108.6		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4	(3), #	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;243.0, 255.4	(3), #	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4	(3), #	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
Everett Paine AFB	HW	EV	396		
"	CM		374	(1)	
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278	(3), #	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18, 121.3	(2), 126.18	(0900-1700)
Richland	CI		126.18, 121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 120.7, 125.3 132.3, 243.0, 285.4, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 118.5, 119.5, 119.9, 120.3 122.1, 122.5, 126.18, 135.9, 137.88		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" "	HW	MWG	404		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4	(3), #	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 363.8, 348.6	(2), #	
"	Center		120.5, 301.4,	#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
"	CM		272	(2)	(Ctc ctl zone)
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4	(3), #	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2 243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(15 October 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4	(3), #	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1, 257.8, 348.6	(2), #	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;243.0, 255.4	(3), #	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha Co.	AC(g)		317;118.5, 119.8, 125.9, 126.18, [redacted] 257.8 383.8	(2), #	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4	(3), #	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;243.0, 255.4	(3), #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4	(3), #	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4	(3), #	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;243.0, 255.4;	(3), #	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;255.4	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1, 257.8, 243.0	(2), #	
White Sulphur Springs (P)	H	SSU	406	(2), 122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;243.0, 255.4	(3), #	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;243.0, 255.4	(3), #	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;243.0, 255.4	(3), #	
(1)Janesville	VORW	JVL	113.0		
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4	(3), #	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;243.0, 255.4	(3), #	DME
Madison	BMRLZ-DTV	LNR	400;V;255.4	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3, 126.18, 243.0 257.8, 363.8	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4	(3), #	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18, 243.0, 257.8, 263.0, 285.4, 305.4	(2), #	
Milwaukee	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;243.0, 255.4	(3), #	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1), 122.1	sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V-122, 243.0, 255.4	(3), #	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C		278;118.3, 126.18, 257.8	(2), #	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;243.0, 255.4	(3), #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4	(3), #	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7, 126.18, 257.8	(2), #	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V-122.2, 243.0, 255.4	(3), #	
Ft. Bridger ATCS-Rock Springs	SBRAZ-DTV	FBR	382;V;255.4	(3), #	68 A 153 N 238 A 333 N
(1)" "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;243.0, 255.4	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4	(3), #	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V-122.2, 243.0, 255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair	SBRAZ-DTV	SIR	368;V;243.0, 255.4	(3), #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;243.0, 255.4,	(3), #, 6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7, 126.18, 233.8	(2), #	(0600-2200)
" Ramey AFB	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#, 243.0	(0200-1000, 1400-2200)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 255.4; 6567	♦, 122.1, 6567, 8364	
St. Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567	♦; 6567	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. ♦ = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FLIGHT PLANS: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing flight plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e. g. Long Beach omnirange (Voice) .-.. --- -... .-. (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective November 21, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Blue civil arwy No. 16 (Waverly, Va. to Tappahannock, Va.) is amended to read: "From the Waverly, Va. rdo rng stn to the Tappahannock, Va. rdo rng stn." (Note: deleted portion Blue 16 between Boykins intsxn and the Waverly rdo rng stn)

(2) Blue civil arwy No. 28 (Columbia, S. C. to Bulls Gap, Tenn.) caption changed and is amended to read: "From the Columbia, S. C. rdo rng stn via the intsxn of the W crs of the Columbia, S. C. rdo rng and the SE crs of the Spartanburg, S. C. rdo rng; Spartanburg, S. C. rdo rng stn to the intsxn of the NW crs of the Spartanburg, S. C. rdo rng and the NE crs of the Knoxville, Tenn. rdo rng." (Note: Deleted portion Blue 28 between Charleston, S. C. and Columbia, S. C.)

(3) Blue civil arwy No. 58 (Hyannis, Mass. to Squantum, Mass.) caption changed and is amended to read: "From the Hyannis, Mass. nondirectional rdo bcn via the intsxn of a line brng 346°T from the Hyannis, Mass, nondirectional rdo bcn and the SE crs of the Squantum, Mass, rdo rng to the Squantum, Mass. rdo rng stn." (Note: Deleted portion Blue 58 between Nantucket, Mass, and Hyannis, Mass.)

(4) VOR civil arwy No. 2 (Seattle, Wash. to Boston, Mass) is amended by changing the portion which reads: "Miles City, Mont. omni stn;" to read: "Miles City, Mont. omni stn, including a N alternate;" (Note: Added V2N between Miles City VOR and Billings VOR.)

(5) VOR civil arwy No. 12 (Santa Barbara, Calif. to Philadelphia, Pa.) is amended by changing the portion which reads: "Albuquerque, N. Mex, omni stn, including a S alternate from the Zuni, N. Mex, omni stn to the Albuquerque, N. Mex, omni stn via the intsxn of the Zuni omnirange 105°T and the Albuquerque omnirange 254°T radials; Otto, N. Mex. omni stn including a S alternate; Anton Chico, N. Mex. omni stn; to read: "Albuquerque, N. Mex. omni stn, including a S alternate from the Zuni omni stn to the Albuquerque omni stn via the intsxn of the Zuni omnirange 111°T and the Albuquerque omnirange 254°T radials; Otto, N. Mex. omni stn, including a S alternate from the Albuquerque omni stn to the Anton Chico omni stn via the intsxn of the Albuquerque omnirange 103°T and the Anton Chico 249°T radials;" and by changing the portion which reads: "Wheeling, W. Va. omni stn, including a S alternate via the point of intsxn of the Wheeling omnirange 252°T radial with the Appleton omnirange direct to the Morgantown, W. Va. omni stn;" to read: "Wheeling, W. Va. omni stn;" (Note: Redesignated V12S between Zuni VOR and Albuquerque. Added V12S between Albuquerque VOR and Anton Chico VOR. Revoked V12S between Albuquerque VOR and Otto VOR. Revoked V12S between Appleton VOR and Wheeling VOR.)

(6) VOR civil arwy No. 15 (Galveston, Tex. to Minot, N. Dak.) is amended by changing the portion which reads: "Ardmore, Okla. omni stn, including a W alternate from the Dallas, Tex omni stn to the Ardmore, Okla. omni stn via the intsxn of the Dallas omni 324°T and the Ardmore omnirange 176°T radials; Tulsa, Okla. omni stn, including an E alternate and also a W alternate via the point of intsxn of the Oklahoma City, Okla. omnirange 107°T and the Tulsa, omnirange 228°T radials; to the Chanute, Kans. omni stn" to read: "Ardmore, Okla, omni stn, including a W alternate from the Dallas, Tex. omni stn to the Ardmore omni stn via the intsxn of the Dallas omnirange 324°T and the Ardmore omnirange 176°T radials; Okmulgee, Okla. omni stn, including an E alternate and also a W alternate via the point of intsxn of Oklahoma City, Okla, omnirange 107°T and the Tulsa, Okla. omnirange 228°T radials; point of intsxn of the Tulsa, Okla. omnirange 088°T and the Neosho omnirange 223°T radials; to the Neosho, Mo. omni stn." (Note: Redesignate V15 between Ardmore VOR and Neosho VOR by adding Okmulgee VOR. Redesignated V15E and V15W to be from Ardmore VOR to Okmulgee VOR. Former portion of V15 between Tulsa VOR and Chanute VOR redesignated as a part of V131.)

(7) VOR civil arwy No. 19 (El Paso, Tex. to Great Falls, Mont.) is amended by changing the portion which reads: "Billings, Mont. omni stn;" to read: "Billings, Mont. omni stn, including an E alternate;" (Note: Added V19E between Sheridan VOR and Billings VOR.)

(8) VOR civil arwy No. 21 (Long Beach, Calif, to United States-Canadian Border) is amended by changing the portion which reads: "Milford, Utah, omni stn; Delta, Utah, omni stn; Utah Lake, Utah, omni stn;" to read: "Milford, Utah, omni stn, including a W alternate; Delta, Utah, omni stn, including a W alternate; Utah Lake, Utah, omni stn, including a W alternate via the intsxn of the Delta omnirange 004°T and the Utah Lake omnirange 219°T radials;" and by changing the portion which reads: "Cut Bank, Mont. omni stn to the United States-Canadian Border via the Cut Bank omnirange 347°T radial." to read: "Cut Bank, Mont., omni stn, including an E alternate; to the United States-Canadian Border via the Cut Bank omnirange 347°T radial." (Note: Added V21E between Great Falls VOR and Cut Bank VOR. Added V21W between Mormon Mesa VOR and Milford VOR, between Milford VOR and Delta VOR and between Delta VOR and Utah Lake VOR.)

(9) VOR civil arwy No. 23 (San Diego, Calif., to Billingham, Wash.) is amended by changing the portion which reads: "Eugene, Oreg. omni stn; Portland, Oreg. omni stn, including a W alternate via the intsxn of the Eugene omnirange 341°T and the Newburg omnirange 204°T radials, the Newburg, Oreg. omni stn, and the intsxn of the Newburg omnirange 020°T and the Portland omnirange 247°T radials;" to read: "Eugene, Oreg. omni stn, including an E alternate and also a W alternate via the intsxn of the Eugene omnirange 341°T and the Newburg omnirange 204°T radials, the Newburg, Oreg. omni stn, and the intsxn of the Newburg omnirange 020°T and the Portland omnirange 247°T radials;" (Note: Added V23E between Medford VOR and Eugene VOR and also between Eugene VOR and Portland VOR.)

(10) VOR civil arwy No. 26 (Cherokee, Wyo. to Cleveland, Ohio) is amended by changing the portion which reads: "Philip, S. Dak. omni stn, including a N alternate;" to read: "Philip S. Dak. omni stn, including a N alternate via the intsxn of the Rapid City omnirange 049°T and the Philip omnirange 282°T radials;" (Note: Redesignated V26N between Rapid City VOR and Philip VOR.)

(11) VOR civil arwy No. 38 (Iowa City, Iowa to Elkins, W. Va.) is amended by changing the portion which reads: "Appleton, Ohio, omni stn; Parkersburg, W. Va. omni stn; to the Elkins, W. Va. omni stn." to read: "Appleton, Ohio, omni stn; Zanesville, Ohio, omni stn; Parkersburg, W. Va. omni stn; to the Elkins, W. Va. omni stn." (Note: Added Zanesville VOR to V38 between Appleton VOR and Parkersburg VOR.)

(12) VOR civil arwy No. 45 (New Bern, N. C. to Saginaw, Mich.) is amended to read: "From the New Bern, N. C. omni stn via the point of intsxn of the New Bern omnirange 297°T and the Wilmington, N. C. omnirange 005°T radials; Raleigh, N. C. omni stn; Greensboro, N. C. omnirange stn, including an E alternate via the intsxn of the Raleigh omnirange 309°T and the Greensboro omnirange 051°T radials and a W alternate via the intsxn of the Raleigh omnirange 249°T and the Greensboro omnirange 122°T radials; Pulaski, Va. omni stn; to the Charleston, W. Va. omni stn. From the Lexington, Ky. omni stn via the York, Ky. omni stn; Appleton, Ohio, omni stn; to the Waterville, Ohio, omni stn. From the point of intsxn of the Litchfield, Mich. omnirange 081°T and the Lansing omnirange 159°T radials; Lansing, Mich. omni stn; to the Saginaw, Mich. omni stn. The airspace above 5500 ft above MSL of that portion of this airway which lies beneath, and conflicts with, the Cherry Point Restricted Area (R-125) is excluded daily from sunset-sunrise. The portions of this arwy which overlap the Wilmington Restricted Area (R-109) are excluded." (Note: Added new portion to V45 from New Bern VOR to Charleston VOR which was formerly V128. Redesignated V45 to Lansing VOR from centerline of V90. Added new portion to V45 from Lansing VOR to Saginaw VOR.)

(13) VOR civil arwy No. 63 (Waco, Tex. to Milwaukee, Wis.) is amended by changing the first portion to read: "From the Waco, Tex. omni stn via the point of intsxn of the Waco omnirange 036°T and the Dallas, Tex. omnirange 133°T radials; to the Sulphur Springs, Tex. omni stn." (Note: Redesignated V63 between Waco VOR and Sulphur Springs VOR.)

(14) VOR civil arwy No. 67 (Cedar Rapids, Iowa to Rochester, Minn.) is amended to read: "From the Cedar Rapids, Iowa, omni stn via the Waterloo, Iowa, omni stn; Mason City, Iowa omni stn; to the Rochester, Minn omni stn, including a W alternate." (Note: Added new portion to V67 from Cedar Rapids VOR to Waterloo VOR.)

(15) VOR civil arwy No. 74 (Hugo, Colo. to Little Rock, Ark.) is amended by changing the portion which reads: "Fort Smith, Ark. omni stn, including a N alternate from the Tulsa omni stn to the Fort Smith omni stn via the point of intsxn of the Tulsa omnirange 088°T and the Neosho, Mo. omnirange 223°T radials;" to read: "Fort Smith, Ark. omni stn, including a N alternate from the Tulsa omni stn to the Fort Smith omni stn via the point of intsxn of the Tulsa omnirange 088°T and the Neosho, Mo. omnirange 223°T radials and also a S alternate from the Tulsa omni stn to the Fort Smith omni stn via the Okmulgee, Okla. omni stn;" (Note: Added V74S from Tulsa VOR to Ft Smith VOR via Okmulgee VOR.)

(16) VOR civil arwy No. 94 (San Simon, Ariz. to Longview, Tex.) is amended by changing the caption and by changing the portion which reads: "From the Newman, Tex. omni stn via the intsxn of the Newman omnirange 091°T and the Salt Flat omnirange 312°T radials;" to read: "From the San Simon, Ariz. omni stn via the point of intsxn of the San Simon omnirange 089°T and the El Paso, Tex. omnirange 293°T radials; point of intsxn of the El Paso omnirange 293°T and the Newman omnirange 272°T radials; Newman, Tex. omni stn; intsxn of the Newman omnirange 091°T and the Salt Flat omnirange 312°T radials;" and by changing the last sentence to read: "The portions of this arwy which overlap the White Sands Restricted Area (R-209) and the McGregor Restricted Area (R-211) are excluded." (Note: Added new portion to V94 from San Simon VOR to Newman VOR.)

(17) VOR civil arwy No. 107 (Los Angeles, Calif. to Red Bluff, Calif.) is amended by changing the portion which reads: "From the Long Beach, Calif. omni stn via the intsxn of the Long Beach omnirange 287°T and the Fillmore omnirange 163°T radials; Fillmore, Calif. omnirange stn;" to read: "From the point of intsxn of the Long Beach, Calif. omnirange 287°T and the Los Angeles, Calif. omnirange 149°T radials via the point of intsxn of the Long Beach omnirange 287°T and the Fillmore omnirange 163°T radials; Fillmore, Calif. omni stn;" (Note: Redesignated V107 to start from Hermosa Int rather than Long Beach VOR.)

(18) VOR civil arwy No. 112 (Portland, Oreg. to Pendleton, Oreg.) is amended to read: "From the Portland, Oreg. omni stn via the The Dalles, Oreg. omni stn, including a N alternate; intsxn of the The Dalles omnirange 096°T and the Pendleton omnirange 254°T radials; to the Pendleton, Oreg. omni stn." (Note: Terminated V112 at Pendleton VOR. Former portion of V112 Pendleton VOR to Spokane VOR redesignated as part of V281. Added V112N between Portland VOR and The Dalles VOR.)

(19) VOR civil arwy No. 114 (Amarillo, Tex. to New Orleans, La.) is amended by changing the portion which reads: "intsxn of the Dallas omnirange 135°T and the Gregg County omnirange 273°T radials;" to read: "intsxn of the Dallas omnirange 133°T and the Gregg County omnirange 273°T radials;" (Note: Redesignated V114 between Dallas VOR and Gregg County VOR.)

(20) VOR civil arwy No. 120 (Ephrata, Wash. to Miles City, Mont) is amended to read: "From the Ephrata, Wash. omni stn via the intsxn of the Ephrata omnirange 096°T and the Mullan Pass omnirange 260°T radials: Mullan Pass, Mont. omni stn; Great Falls, Mont, omni stn; Lewistown, Mont, omni stn; to the Miles City, Mon. omni stn." (Note: Added new portion to V120 from Ephrata VOR to Mullan Pass VOR.)

(21) VOR civil arwy No. 128 (Chicago, Ill. to Charleston, W. Va.) is amended to read: "From the point of intsxn of the Joliet, Ill. omnirange 056°T and the Peotone omnirange 003° T radials via the Peotone, Ill. omni stn; Lafayette, Ind. omni stn; intsxn of the Lafayette omnirange 122°T and the Cincinnati omnirange 318°T radials; Cincinnati, Ohio, omni stn; York, Ky. omni stn, including a S alternate via the intsxn of the Cincinnati omnirange 120°T with the York omnirange direct radial to the Nobb, Ind. omni stn; to the Charleston, W. Va. omni stn." (Note: Revoked V128 from Charleston VOR to New Bern VOR and redesignated this portion as part of V45)

(22) VOR civil arwy No. 131 (Tulsa, Okla. to Topeka, Kans.) is amended to read: "From the Tulsa, Okla. omni stn to the Chanute, Kans. omni stn. From the Emporia, Kans. omni stn via the intsxn of the Emporia omnirange 050°T and the Topeka omnirange 174°T radials; to the Topeka, Kans. omni stn." (Note: Added new portion to V131 from Tulsa VOR to Chanute VOR. This portion was formerly a part of V15.)

(23) VOR civil arwy No. 133 (Parkersburg, W. Va. to Traverse City, Mich.) is amended to read: "That airspace over United States territory from the point of intsxn of the Parkersburg omnirange 172°T with the Charleston, W. Va. omnirange direct radial to the Morgantown W. Va. omni stn via the Parkersburg, W. Va. omni stn; Zanesville, Ohio, omni stn; Tiverton Ohio, omni stn; Mansfield, Ohio, omni stn; intsxn of the Mansfield omnirange 345°T and the Salem omnirange 140°T radials; Salem, Mich. omni stn; Flint, Mich. Bishop Arpt ILS outer mrkr; Saginaw, Mich. omni stn; to the Traverse City, Mich. omni stn. The portion of this airway which overlaps the Lacarne Restricted Area (R-149) is excluded."
(Note: Redesignated V133 between Parkersburg VOR and Mansfield VOR to include Zanesville VOR. Added new portion to V133 from Flint ILS/OM to Traverse City VOR.)

(24) VOR civil arwy No. 144 (Chicago, Ill. to Washington, D.C.) is amended by changing the portion which reads: "Appleton, Ohio, omni stn; Morgantown, W. Va. omni stn; to read: "Appleton, Ohio, omni stn; Zanesville, Ohio, omni stn; Morgantown, W. Va. omni stn;" (Note: Added Zanesville VOR to V144 between Appleton VOR and Morgantown VOR.)

(25) VOR civil arwy No. 157 (Miami, Fla. to Richmond, Va.) is amended by changing the portion which reads: "From the Miami, Fla. omni stn via the LaBelle, Fla. omni stn; Lakeland, Fla. omni stn; to the Gainesville, Fla. omni stn." to read: "From the Miami, Fla. omni stn via the LaBelle, Fla. omni stn; Lakeland, Fla. omni stn; to the Gainesville, Fla. omni stn. From the Allendale, S.C. omni stn via the intsxn of the Allendale omnirange 060°T and the Florence omnirange 216°T radials; to the Florence, S.C. omni stn." (Note: Added new portion to V157 from Allendale VOR to Florence VOR.)

(26) VOR civil arwy No. 161 (Fort Worth, Tex. to Alexandria, Minn.) is amended by changing the portion which reads: "Ardmore, Okla, omni stn; Tulsa, Okla;omni stn;" to read: "Ardmore, Okla. omni stn; Okmulgee, Okla. omni stn; Tulsa, Okla. omni stn;" (Note: Added Okmulgee VOR to V161 between Ardmore VOR and Tulsa VOR.)

(27) VOR civil arwy No. 182 (Portland, Oreg. to Chadron, Nebr.) is amended to read: "From the Portland, Oreg. omni stn via the The Dalles, Oreg. omni stn, including a N alternate; to the Baker, Oreg. omni stn. From the Douglas, Wyo. omni stn to the Chadron, Nebr omni stn." (Note: Added new portion to V182 from Douglas VOR to Chadron, VOR. Added V182N between Portland VOR and The Dalles VOR.)

(28) VOR civil arwy No. 187 (Grand Junction, Colo. to Rock Springs, Wyo.) is added to read: "From the Grand Junction, Colo. omni stn to the Rock Springs, Wyo. omni stn." (Note: New airway)

(29) VOR civil arwy No. 193 (Keeler, Mich. to Saulte Ste. Marie, Mich.) is amended to read: "From the Keeler, Mich. omni stn via the Pullman, Mich. omni stn; Grand Rapids, Mich, Kent County Arpt, ILS outer mrkr; White Cloud, Mich. omni stn; Traverse City, Mich. omni stn; Pellston, Mich. non-directional rdo bcn; to the Saulte Ste. Marie, Mich. omnirange stn." (Note: Added new portion to V193 from Traverse City VOR to Saulte Ste. Marie VOR. Added Traverse City VOR and Saulte Ste. Marie VOR.)

(30) VOR civil arwy No. 210 (Los Angeles, Calif. to Wheeling, W. Va.) is amended by changing the portion which reads: "Daggett, Calif. omni stn; Valle, Ariz. omni stn;" to read: "Daggett, Calif. omni stn; Goffs, Calif. omni stn; Valle, Ariz. omni stn;" (Note: Added Goffs VOR to V210 between Daggett VOR and Valle VOR.)

(31) VOR civil arwy No. 213 (Rocky Mount, N.C. to Tappahannock, Va.) is amended to read: "From the Rocky Mount, N.C. omni stn via the Hopewell, Va. omni stn; to the point of intsxn of the Hopewell omnirange 019°T radial with the Brooke, Va. omnirange direct radial to the Cape Charles, Va. omni stn." (Note: Added new portion to V213 from Rocky Mount VOR to Tappahannock Int via Hopewell VOR. Revoked former V213 Rocky Mount VOR to Boykins Int.)

(32) VOR civil arwy No. 214 (Columbus, Ohio to Wheeling, V. Va.) is added to read: "From the Columbus, Ohio Port Columbus Arpt ILS lclsr via the Zanesville, Ohio, omni stn; point of intsxn of the Parkersburg, V. Va. omnirange 006°T and the Wheeling omnirange 252°T radials to the Wheeling, W. Va. omni stn." (Note: New airway)

(33) VOR civil arwy No. 216 (Janesville, Wis. to Saginaw, Mich.) is amended to read: "From the Janesville, Wis. omni stn via the Muskegon, Mich. omni stn; to the Saginaw, Mich omni stn." (Note: Replaced Saginaw "H" with Saginaw VOR.)

(34) VOR civil arwy No. 274 (Grand Rapids, Mich. to Saginaw, Mich.) is added to read: "From the Grand Rapids, Mich. Kent County Arpt ILS outer mrkr to the Saginaw, Mich. omni stn." (Note: New airway)

(35) VOR civil arwy No. 280 (El Paso, Tex. to Roswell, N. Mex.) is amended by adding a new last sentence to read: "The portion of this arwy which overlaps the McGregor Restricted Area (R-211) is excluded."

(36) VOR civil arwy No. 281 (Redmond, Oreg. to Spokane, Wash.) is added to read: "From the Redmond, Oreg. omni stn via the Pendleton, Oreg. omni stn; to the Spokane, Wash. omni stn." (Note: New airway. Portion Pendleton VOR to Spokane VOR was formerly V112.)

(37) VOR civil arwy No. 283 (Redmond, Oreg. to Portland, Oreg.) is added to read: "From the Redmond, Oreg. omni stn via the intsxn of the Redmond omnirange 288°T and the Portland omnirange 166°T radials; to the Portland, Oreg. omni stn." (Note: New airway)

(38) VOR civil arwy No. 285 (Myton, Utah, to Rawlins, Wyo.) is added to read: "From the Myton, Utah, omni stn to the Rawlins-Cherokee, Wyo. omni stn." (Note: New airway)

(39) VOR civil arwy No. 286 (unassigned)

(40) VOR civil arwy No. 287 (North Bend, Oreg. to Newberg, Oreg.) is added to read: "From the North Bend, Oreg. omni stn to the Newberg, Oreg. omni stn." (Note: New airway)

(41) VOR civil arwy No. 1506 (San Francisco, Calif. to Washington, D.C.) is amended by changing the portion which reads: "Appleton, Ohio, omni stn; Morgantown, W.Va. omni stn;" to read: "Appleton, Ohio, omni stn; Zanesville, Ohio, omni stn; Morgantown, W. Va. omni stn." (Note: Added Zanesville VOR to V1506)

(42) VOR civil arwy No. 1512 (Los Angeles, Calif. to New York, N.Y.) is amended by changing the portion which reads: "Dagget, Calif. omni stn; Valle, Ariz. omni stn;" to read: "Dagget, Calif. omni stn; Goffs, Calif. omni stn; Valle, Ariz. omni stn;" and by changing the portion which reads: "to the Johnstown, Pa., omni stn. From the Selinsgrove, Pa. omni stn via the point of intsxn of the Selinsgrove omnirange 104°T and the Allentown, Pa. omnirange 211°T radials;" to read: "Johnstown, Pa., omni stn; point of intsxn of the Tower City, Pa. omnirange 279°T radials with the Philipsburg, Pa. omnirange direct radial to the Harrisburg, Pa. omni stn; Selinsgrove, Pa. omni stn; point of intsxn of the Selinsgrove omnirange 104°T and the Allentown, Pa. omnirange 211°T radials;" (Note: Added Goffs VOR to V1512. Added new portion to V1512 from Johnstown VOR to Selinsgrove VOR via Reedsville Int.)

CONTROL AREAS:

(1) Blue civil arwy No. 28 (Columbia S.C. to Bulls Gap, Tenn.) is amended to read: "All of Blue civil arwy No. 28."

(2) Blue civil arwy No. 58 (Hyannis, Mass. to Squantum, Mass.) is amended to read: "All of Blue civil arwy No. 58."

(3) VOR civil arwy No. 21 (Long Beach, Calif. to United States-Canadian Border) is amended to read: "All of VOR civil arwy No. 21 including E alternates and a W alternate."

(4) VOR civil arwy No. 45 (New Bern, N.C. to Saginaw, Mich.) is amended to read: "All of VOR civil arwy No. 45."

(5) VOR civil arwy No. 67 (Cedar Rapids, Iowa to Rochester, Minn.) is amended to read: "All of VOR civil arwy No. 67, including a W alternate."

(6) VOR civil arwy No. 74 (Hugo, Colo. to Little Rock, Ark.) is amended to read: "All of VOR civil arwy No. 74 including a N and a S alternate."

(7) VOR civil arwy No. 94 (San Simon, Ariz. to Longview, Tex.) is amended to read: "All of VOR civil arwy No. 94."

(8) VOR civil arwy No. 112 (Portland, Oreg. to Pendleton, Oreg.) is amended to read: "All of VOR civil arwy No. 112 including a N alternate."

(9) VOR civil arwy No. 120 (Ephrata, Wash. to Miles City, Mont.) is amended to read: "All of VOR civil arwy No. 120."

(10) VOR civil arwy No. 128 (Chicago, Ill. to Charleston, W. Va.) is amended to read: "All of VOR civil arwy No. 128 including a S alternate."

(11) VOR civil arwy No. 131 (Tulsa, Okla. to Topeka, Kans,) is amended to read: "All of VOR civil arwy No. 131."

(12) VOR civil arwy No. 133 (Parkersburg, W. Va. to Traverse City, Mich.) is amended to read: "All of VOR civil arwy No. 133."

(13) VOR civil arwy No. 182 (Portland, Oreg. to Baker, Oreg.) is amended to read: "All of VOR civil arwy No. 182 including a N alternate."

(14) VOR civil arwy No. 187 (Grand Junction, Colo. to Rock Springs, Wyo.) is added to read: "All of VOR civil arwy No. 187."

(15) VOR civil arwy No. 193 (Keeler, Mich. to Sault Ste Marie, Mich.) is amended to read: "All of VOR civil arwy No. 193."

(16) VOR civil arwy No. 214 (Columbus, Ohio to Wheeling, W. Va.) is added to read: All of VOR civil arwy No. 214."

(17) VOR civil arwy No. 274 (Grand Rapids, Mich. to Saginaw, Mich.) is added to read: "All of VOR civil arwy No. 274."

(18) VOR civil arwy No. 281 (Redmond, Oreg. to Spokane, Wash.) is added to read: "All of VOR civil arwy No. 281."

(19) VOR civil arwy No. 283 (Redmond, Oreg. to Portland Oreg.) is added to read: "All of VOR civil arwy No. 283."

(20) VOR civil arwy No. 285 (Myton, Utah, to Rawlins, Wyo.) is added to read: "All of

VOR civil arwy No. 285."

(21) VOR civil arwy No. 286 (unassigned)

(22) VOR civil arwy No. 287 (North Bend, Oreg. to Newberg, Oreg.) is added to read: "All of VOR civil arwy No. 287."

CONTROL AREA EXTENSIONS:

(1) (Whidbey Island, Wash.) is amended to read: "All of the airspace bounded on the E by Green civil arwy No. 10, on the S by Red civil arwy No. 79, on the W by Amber civil arwy No. 1 and on the N by a line drawn from a point at lat 48-42-48, long. 123-11-57 thru a point at lat. 48-50-27, long. 122-44-33, excluding the airspace below 20,000'MSL which overlaps restricted areas R-231, R-232, R-233, R-234 and R-235."

(2) (Fort Rucker, Ala.) is amended to read: "Within a 35 mi radius of a point at lat 31-14-55, long. 85-46-20, Fort Rucker, Ala. excluding the portion which overlaps restricted area R-156 and excluding the portion above 19,000'MSL between sunset-sunrise which lies beneath and which conflicts with restricted area R-336." (Note: Above coordinates of site of Ft. Rucker, Ozark AAF rdo rng stn, now under const.)

(3) (Nantucket, Mass.) is amended by changing the words: "Nantucket, Mass. nondirectional rdo bcn" to read: "Nantucket, Mass. Consolan stn (monitor site at lat 41-15-35, long. 70-09-19)" wherever they appear.

(4) (White Plains, N.Y.) is amended by changing the name "New Hackensack, N.Y. rdo rng." to read: "Poughkeepsie, N.Y. rdo rng."

(5) (Nantucket, Mass.) is amended by changing the words: "Nantucket, Mass. nondirectional rdo bcn" to read: "Nantucket, Mass. Consolan stn (monitor site at lat 41-15-35, long. 70-09-19)" wherever they appear.

(6) (Nantucket, Mass.) is amended by changing the words: "Nantucket, Mass. nondirectional rdo bcn" to read: "Nantucket, Mass. Consolan stn (monitor site at lat 41-15-35, long. 70-09-19)" wherever they appear.

(7) (New York, N.Y.) is amended by changing the words: "Nantucket, Mass. nondirectional rdo bcn" to read: "Nantucket, Mass. Consolan stn (monitor site at lat 41-15-35, long. 70-09-19)" wherever they appear.

(8) (Idlewild, N.Y.) is amended by changing the words: "Nantucket, Mass. nondirectional rdo bcn" to read: "Nantucket, Mass. Consolan stn (monitor site at lat 41-15-35, long. 70-09-19)".

(9) (El Paso, Tex.) is amended by changing the words which read: "extending from the rdo rng stn to a point 10 mi N of the Newman nondirectional rdo bcn." to read: "extending from the rdo rng stn to a point 11 mi N of the Newman, Tex. omni stn." (due to decmsng and relctn of Newman H facility)

(10) (Columbia, S.C.) is amended by changing the words which read: "Blue civil arwy No. 28," to read: "VOR civil arwy No. 53" wherever they appear.

(11) (Nantucket, Mass.) is amended to read: "That airspace with 5 mi either side of a direct line extending from the Nantucket Consolan stn (monitor site at lat 41-15-35, long. 70-09-19)".

(12) (Manchester, N.H.) is amended by deleting the following phrase: "excluding the portion which overlaps Restricted Area (R-48)." (Note: R-48 rescinded)

(13) (Portsmouth, N.H.) is amended to read: "The airspace within a 10 mi radius of Pease AFB, Portsmouth, N.H." (Note: Name change from Portsmouth AFB to Pease AFB)

(14) (Santa Ana, Calif.) is revoked. (Note: This area covered by Los Angeles Control Area Extension 601.1372.)

CONTROL ZONES:

(1) (Concord, N.H.) is amended to read: "Within a 5 mi radius of Concord Municipal Arpt within 2 mi either side of the SE crs of the Concord rdo rng extending from the rdo rng stn to a point 10 mi SE, and within 2 mi either side of the 284°T radial of the Concrod omnirange extending from the omni stn to a point 10 mi W."

(2) (Columbus, Ohio) is amended by adding the following portion to present control zone: "and within 2 mi either side of the extended centerline of Lockbourne AFB rnwy 23 extending to a point 6-1/2 mi NE of the end of the rnwy."

(3) (Detroit, Mich.) is amended by deleting the portion which reads: "and within 2 mi either side of a 134°T track extending from the Willow Run Arpt to a point 12 mi SE of the Wayne Major outer mrkr, excluding the portion which overlaps the Grosse Ile, Mich, ctl zone,"

(4) (Jacksonville, Fla.) is amended by adding the following portion to present control zone: "and within 2 mi either side of a line bearing 51°T extending from the Mayport NAAS nondirectional rdo bcn to a point 10 mi NE."

(5) (Oakland, Calif.) is amended by changing the name "Oakland Municipal Arpt" to read: "Metropolitan Oakland Intnl Arpt,"

(6) (Saginaw, Mich.) is amended by adding the following portion to present control zone: "and within 2 mi either side of the 35°, 107°, 147°, 235°, 257° and 310°T radials of the Saginaw omnirange extending from the omni stn to points 12 mi NE, E, SE, SW, W and NW of the omni stn." (Note: slight change to recommendation in ASP Mtg 477 due to VOR site change to 44-31-54, 84-04-38, and because of criteria for instrument apchs into the arpt)

(7) (Traverse City, Mich.) is amended to read: "Within a 5 mi radius of Traverse City Municipal Arpt, within 2 mi either side of the SE crs of the Traverse City rdo rng extending from the rdo rng stn to a point 12 mi SE, and within 2 mi either side of the 348°/168°T radials of the Traverse City omnirange extending from the arpt to a point 12 mi S of the omni stn."

(8) (Sault Ste. Marie, Mich.) is amended to read: "That airspace over United States territory within a 5 mi radius of the Sault Ste. Marie Arpt, within 2 mi either side of the SE crs of the rdo rng extending to a point 12 mi SE of the rdo rng stn, and within 2 mi either side of the 146°/326°T radials of the omnirange extending to a point 12 mi SE of the omni stn."

(9) (Islip, N.Y.) is amended to read: "Within a 5 mi radius of MacArthur Arpt and within 2 mi either side of the Islip ILS lclzr front crs extending from the lclzr to its intsxn with the SE crs of the Mitchel AFB rdo rng."

(10) (Portsmouth, N.H.) is amended by changing the name "Portsmouth AFB" to read: "Pease AFB, Portsmouth, N.H."

(11) (Fort Rucker, Ala.) is amended by changing the words which read: "and within 2 mi either side of the SW crs of the Ozark AAF rdo rng extending from the airfield to a point 10 mi SW of the rdo rng stn," to read: "and within 2 mi either side of the extended centerline of Ozark AAF rnwy 6-24 extending to a point 15 mi SW of the end of the rnwy," (Note: correction due to actual site of Ozark AAF rdo rng now being constructed at lat 31-14-55, long. 85-46-20)

(12) (Atlanta, Ga.) is added to read: "Within a 3 mi radius of the Atlanta Army General Depot (lat 33-37-39, long. 84-20-04,) excluding the portion which overlaps the Atlanta Municipal Arpt control zone."

REPORTING POINTS:

(1) Blue civil arwy No. 28 (Columbia, S.C. to Bulls Gap, Tenn.) is amended by changing the caption.

(2) Blue civil arwy No. 58 (Hyannis, Mass. to Squantum, Mass.) is amended by changing the caption.

(3) Other reporting points is amended by changing the following reporting points to read:

(a) Cod Int: the intsxn of a Great Circle crs between the Nantucket, Mass. Consolan stn (monitor site) and the Azores Santa Maria nondirectional rdo bcn and the western bndry of the New York Oceanic Control Area at lat 41-29-00, long. 68-00-00.

(b) East Nantucket Int: The intsxn of a line brng 82°T from the Nantucket, Mass. Consolan stn (monitor site) and the SE crs of the Squantum, Mass. (Navy) rdo rng.

(c) Haddock Int: The intsxn of a rhumb line between the Nantucket, Mass. Consolan stn (monitor site) and the Kindley AFB Bermuda nondirectional rdo bcn and the western bndry of the New York Oceanic Control Area at lat 39-50-00, long. 69-14-30.

VOR REPORTING POINTS:

(1) VOR domestic reporting points is amended by adding the following reporting points:

(a) Saginaw, Mich. omni stn. (For acft operg at 15,200'MSL and below.)

(b) Traverse City, Mich. omni stn. (For acft operg at all alts.)

by changing the following reporting points to read:

(c) Leslie Int: The intsxn of the Salem, Mich. omnirange 272°T and the Lansing, Mich. omnirange 159°T radials. (For acft operg at all alts - min reception alt will be 3000')

(d) Roscoe Int: The intsxn of the Appleton, Ohio, omnirange 085°T radial with the Zanesville, Ohio, omnirange direct radial to the Tiverton, Ohio omni stn. (For acft operg at all alts.)

(e) Union Pass Int: The intsxn of the Goffs, Calif. omnirange 078°T and the Needles, Calif. omnirange 004°T radials. (For acft operg at all alts.)

✓CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: **Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising alt requirements outside ctl areas.**

✓LOCATION IDENTIFIERS: **The following changes affect the use of the location identifiers:**

BAB	Marysville, Calif., Beale AFB (assignment)
NAS	Pensacola, Fla., NAS (Forrest Sherman Fld) (redesignation and change from FSF 1700Z Nov 1) (cancelled)
NAX	*Barbers Point, Oahu, T.H. NAS (*Preceded by letter "K" for international usage) (changed from BBP Oct 1) (cancelled)
NBE	Dallas, Tex., Hensley Fld (change from HNY 0001Z Nov 1) (cancelled)
NJP	Johnsville, Pa., NAS (change from JSV 0001Z Nov 1) (cancelled)
NPE	Denver, Colo., NAS (Buckley Fld) (change from BUY 0001Z Nov 1) (cancelled)
NQS	Pensacola, Fla., Corry NAAS (change from NAS Aux CRX 1700Z Nov 1)(cancelled)
NSV	Fallon, Nev., NAAS (change from Aux Lndg Fld FFN 2000Z Nov 1) (cancelled)
NZY	San Diego, Calif., San Diego NAS (change from SDV 1700Z Nov 1) (cancelled)
SSH	Salina, Kans., Schilling AFB (change from SKH 0001Z Nov 1) (cancelled)
TTF	Texas Tower #4, Atlantic Ocean, radiobeacon (assignment)
BF	Battle Harbour, Newfoundland (assignment)
BJ	Bird, Man. (assignment)
BP	Cranberry Portage, Man. (assignment)
DQ	Dawson Creek, B.C. (assignment)
4BP	Bay Point, Calif., REP (change from BPT 0001Z Nov 1) (cancelled)
7SL	Slatington Int, Pa. (change from REP SLG 0001Z Nov 1) (cancelled)

ON REQUEST REPORTING POINTS: The following on request reporting points are designated, redesignated, renamed or cancelled and shall become effective November 21, 1957:

DESIGNATED:

(1) ADA INTSXN, MICH. (VHF) INTSXN - intsxn of the 241°M radial of the Saginaw, Mich. VOR and the 293°M radial of the Lansing, Mich. VOR.

(2) BARBER, N.C. (VHF) INTSXN - intsxn of the 241°M radial of the Greensboro, N.C. VOR and the 108°M radial of the Hickory, N.C. VOR.

(3) BRACKEN, TEX. (VHF) INTSXN - intsxn of the NE crs of the San Antonio, Tex. localizer and the 080°M radial of the San Antonio, Tex. VOR.

(4) BULLFROG, MICH. (VHF) INTSXN - intsxn of the 255°M radial of the Muskegon, Mich. VOR and the 335°M radial of the Pullman, Mich. VOR.

(5) CATONA, ALA. (VHF) INTSXN - intsxn of the 018°M radial of the Montgomery, Ala. VOR and the E crs of the Montgomery Ala. ILS lclzr.

(6) CELESTE, TEX. (VHF) INTSXN - intsxn of the 040°M radial of the Dallas, Tex. VOR and the 270°M radial of the Sulphur Springs, Tex. VOR.

(7) CENTRAL, ALA. (VHF) INTSXN - intsxn of the 025°M radial of the Montgomery, Ala VOR and the 271°M radial of the Columbus, Ga. VOR.

(8) DELRAY, FLA. (VHF) INTSXN - intsxn of the 022°M radial of the Miami, Fla. VOR and the 135°M radial of the West Palm Beach, Fla. VOR.

(9) DEMING, N. MEX. (VHF) INTSXN - intsxn of the 076°M radial of the San Simon, Ariz. VOR and the 339°M radial of the Columbus, N. Mex. VOR.

(10) ELM SPRINGS, S. DAK. (VHF) INTSXN - intsxn of the 035°M radial of the Rapid City, S. Dak. VOR and the 269°M radial of the Philip, S. Dak. VOR.

(11) FAIRVIEW, OHIO (VHF) INTSXN - intsxn of the 256°M radial of the Wheeling, W. Va VOR and the 009°M radial of the Parkersburg, W. Va. VOR.

(12) FORT DAVIS, ALA. (VHF) INTSXN - intsxn of the 085°M radial of the Montgomery, Ala. VOR and the 208°M radial of the La Grange, Ga. VOR.

(13) GREENVILLE, ALA. (VHF) INTSXN - intsxn of the 227°M radial of the Montgomery Ala. VOR and the 144°M radial of the Selma, Ala. VOR.

(14) HEPPNER, ORE. (VHF) INTSXN - intsxn of the 208°M radial of the Pendleton, Ore. VOR and the 087°M radial of The Dalles, Ore. VOR.

(15) HIGHLAND HOME, ALA. (VHF) INTSXN - intsxn of the 189°M radial of the Montgomery, Ala. VOR and the 056°M radial of the Evergreen, Ala. VOR and the 128°M radial of the Selma, Ala. VOR.

(16) JAXBORO, S. C. (VHF) INTSXN - intsxn of the 047°M radial of the Savannah, Ga. VOR and the 104°M radial of the Allendale, S. C. VOR.

(17) JONES, ALA. (VHF) INTSXN - intsxn of the 305°M radial of the Montgomery, Ala. VOR and the 070°M radial of the Selma, Ala. VOR.

(18) LANARK, N. MEX. (VHF) INTSXN - intsxn of the 281°M radial of the El Paso, Tex VOR and the 260°M radial of the Newman, Tex. VOR and the 066°M radial of the Columbus N. Mex. VOR.

(19) LASCASSAS, TENN. (LF) INTSXN - intsxn of the SE crs of the Nashville, Tenn. LFR and the 254°M bearing from the Smithville, Tenn. Rbn.

(20) MARLOW, GA. (VHF) INTSXN - intsxn of the 284°M radial of the Savannah, Ga. VOR and the 194°M radial of the Allendale, S.C. VOR.

(21) MINNOW, MICH. (VHF) INTSXN - intsxn of the 270°M radial of the Muskegon, Mich. VOR and the 319°M radial of the Pullman, Mich. VOR.

(22) MOSCOW, MICH. (VHF) INTSXN - intsxn of the 082°M radial of the Litchfield, Mich. VOR and the 161°M radial of the Lansing, Mich. VOR.

(23) ORLEANS, MICH. (VHF) INTSXN - intsxn of the 241°M radial of the Saginaw, Mich. VOR and the 321°M radial of the Lansing, Mich. VOR.

(24) PROCTOR, W. VA. (VHF) INTSXN - intsxn of the 063°M radial of the Parkersburg, W. Va. VOR and the 289°M radial of the Morgantown, W. Va. VOR.

(25) RIDGELAND, S. C. (VHF) INTSXN - intsxn of the 032°M radial of the Savannah, Ga. VOR and the 152°M radial of the Allendale, S.C. VOR.

(26) SEVIER, UTAH (VHF) INTSXN - intsxn of the 202°M radial of the Utah Lake, Utah VOR and the 348°M radial of the Delta, Utah VOR.

(27) SMALL, OHIO (VHF) INTSXN - intsxn of the 222°M radial of the Wheeling, W. Va. VOR and the 209°M radial of the Morgantown, W. Va. VOR.

(28) SOMERTON, PA. (VHF) INTSXN - intsxn of the 222°M radial of the Yardley, Pa. VOR and the 113°M radial of the Pottstown VOR.

(29) TAPPAHANNOCK, VA. (VHF) INTSXN - intsxn of the 025°M radial of the Hopewell, Va, VOR and the 138°M radial of the Brooke, Va. VOR.

(30) TUSKEGEE, ALA. (VHF) INTSXN - intsxn of the 068°M radial of the Montgomery, Ala. VOR and the 215°M radial of the La Grange, Ga. VOR.

(31) WHITEHOUSE, TEX. (VHF) INTSXN - intsxn of the SE crs of the Tyler, Tex. ILS lclzr and the 240°M radial of the Gregg Co. Tex. VOR.

(32) YELLOW SPRING, W. VA. (VHF) INTSXN - intsxn of the 260°M radial of the Martinsburg, W. Va. VOR and the 296°M radial of the Front Royal, Va. VOR.

REDESIGNATED:

(1) BRANDON, TEX. (VHF) INTSXN - intsxn of the 027°M radial of the Waco, Tex. VOR and the 165°M radial of the Britton, Tex. VOR.

(2) CONCHAS DAM, N. MEX. (VHF) INTSXN - intsxn of the 054°M radial of the Anton Chico, N. Mex. VOR and the 279°M radial of the Tucumcari, N. Mex. VOR.

(3) CRANDALL, TEX. (VHF) INTSXN - intsxn of the 124°M radial of the Dallas, Tex. VOR and the 065°M radial of the Britton, Tex. VOR.

(4) GULF COAST, TEX. (VHF) INTSXN - intsxn of the 064°M radial of the Eagle Lake, Tex. VOR and the 345°M radial of the Houston, Tex. VOR.

(5) KEMP, TEX. (VHF) INTSXN - intsxn of the 124°M radial of the Dallas, Tex. VOR and the 082°M radial of the Britton, Tex. VOR.

(6) KILDARE, GA. (VHF) INTSXN - intsxn of the 320°M radial of the Savannah, Ga. VOR and the 194°M radial of the Allendale, S. C. VOR.

(7) LAVA, N. MEX. (VHF) INTSXN - intsxn of the 097°M radial of the Zuni, N. Mex. VOR and the 243°M radial of the Grants, N. Mex. VOR.

(8) LOMA, COLO. (VHF) INTSXN - intsxn of the NW crs of the Grand Junction, Colo. ILS and the 341°M radial of the Grand Junction, Colo. VOR.

(9) MAZIE, OKLA. (VHF) INTSXN - intsxn of the 113°M radial of the Tulsa, Okla. VOR and the 039°M radial of the Okmulgee, Okla. VOR.

(10) NATHAN, ALA. (VHF) INTSXN - intsxn of the 026°M radial of the Tuscaloosa, Ala VOR and the 332°M radial of the Birmingham, Ala. VOR.

(11) NEW LIBERTY, KY. (VHF) INTSXN - intsxn of the 217°M radial of the Cincinnati, Ohio VOR and the 087°M radial of the Nabb, Ind. VOR.

(12) RACINE, WIS. (VHF) INTSXN - intsxn of the 133°M radial of the Milwaukee, Wis. VOR and the 013°M radial of the Northbrook, Ill. VOR.

(13) SABINE, TEX. (VHF) INTSXN - intsxn of the 225°M radial of the Sulphur Springs, Tex. VOR and the 263°M radial of the Quitman, Tex. VOR.

(14) SAN JOSE, N. MEX. (VHF) INTSXN - intsxn of the 284°M radial of the Anton Chico N. Mex. VOR and the 035°M radial of the Otto, N. Mex. VOR.

(15) TANNER, ALA. (VHF) INTSXN - intsxn of the 260°M radial of the Huntsville, Ala. VOR and the 154°M radial of the Graham, Tenn. VOR.

(16) WARSAW, KY. (VHF) INTSXN - intsxn of the 217°M radial of the Cincinnati, Ohio VOR and the 074°M radial of the Nabb, Ind. VOR.

(17) MESQUITE, TEX. (VHF) INTSXN - intsxn of the 047°M radial of the Britton, Tex. VOR and the 124°M radial of the Dallas, Tex. VOR.

RENAMED:

(1) MOUNDVILLE, ALA. (VHF) INTSXN - intsxn of the 190°M radial of the Tuscaloosa, Ala. VOR and the SW crs of the Birmingham, Ala. ILS lclzr. (Formerly Warrior Int.)

CANCELLED:

(1) ADAMS RUN, S. C. (VHF) INTSXN - intsxn of the 227°T radial of the Charleston, S. C. VOR and the 047°T radial of the Savannah, Ga. VOR and the 110°T radial of the Allendale S.C. VOR.

(2) BENWOOD, W. VA. (VHF) INTSXN - intsxn of the 222°M radial of the Wheeling, W. Va. VOR and the 307°M radial of the Morgantown, W. Va. VOR.

(3) BOOTH, ALA. (VHF) INTSXN - intsxn of the 326°T radial of the Montgomery, Ala. VOR and the 081°T radial of the Craig, Ala. VOR.

(4) BOYKINS, VA. (LF) INTSXN - intsxn of the S crs Waverly, Va. LFR and the 121°M radial of the Lawrenceville, Va. VOR.

(5) BOYKINS, VA. (VHF) INTSXN - intsxn of the 121°M radial of the Lawrenceville, Va. VOR and the 031°M radial of the Rocky Mount, N. C. VOR.

(6) BRACKEN, TEX. (LF) INTSXN - intsxn of the NE crs of the San Antonio, Tex. ILS lclzr and the NW crs of the Randolph, Tex. LFR.

(7) BULVERDE, TEX. (LF) INTSXN - intsxn of the NW crs of the Randolph, Tex. LFR and the 046°T bearing to Austin, Tex. Rbn.

(8) CALHOUN, ALA. (VHF) INTSXN - intsxn of the 227°M radial of the Montgomery, Ala VOR and the 125°M radial of the Craig, Ala. VOR.

(9) CAMBRIDGE, OHIO (VHF) INTSXN - intsxn of the 252°T radial of the Wheeling, W. Va. VOR and the 105°T radial of the Appleton, Ohio VOR.

(10) CEDAR CREEK, TEX. (VHF) INTSXN - intsxn of the 052°M radial of the San Antonio Tex. VOR and the 149°M radial of the Austin, Tex. VOR.

(11) COURTNEY, TEX. (VHF) INTSXN - intsxn of the 127°T radial of the College Station Tex. VOR and the 033°T radial of the Eagle Lake, Tex. VOR

(12) DACUS, TEX. (VHF) INTSXN - intsxn of the 330°M radial of the Houston, Tex. VOR and the 024°M radial of the Eagle Lake, Tex. VOR.

(13) DEATSVILLE, ALA. (VHF) INTSXN - intsxn of the 358°T radial of the Montgomery, Ala. VOR and the 073°T radial of the Craig, Ala. VOR.

(14) KEENAN, TEX. (VHF) INTSXN - intsxn of the 330°M radial of the Houston, Tex VOR and the 103°M radial of the College Station, Tex. VOR.

(15) MOUNDS, OKLA. (VHF) INTSXN - intsxn of the 210°T radial of the Tulsa, Okla. VOR and the 135°T radial of the Ponca City, Okla. VOR.

(16) NORVELL, MICH. (VHF) INTSXN - intsxn of the 082°M radial of the Litchfield, Mich VOR and the 150°M radial of the Lansing, Mich. VOR.

(17) OKEMAH, OKLA. (VHF) INTSXN - intsxn of the 100°T radial of the Okla City, Okla. VOR and the 029°T radial of the Ardmore, Okla. VOR.

(18) PITMAN, N.J. (LF & VHF) INTSXN - intsxn of the 129°M radial of the West Chester, Pa. VOR and the SE crs of the Philadelphia, Pa. LFR.

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(19) ST MATHEWS, S.C. (LF) INTSXN - intsxn of the SW crs of the Shaw, S. C. LFR and the SE crs of the Columbia, S.C. LFR.

(20) STARKVILLE, N.Y. (LF) INTSXN - intsxn of the SE crs of the Utica, N.Y. LFR and the W crs of the Albany, N.Y. LFR

√HOLDING PATTERNS: The following holding patterns have been designated, redesignated or cancelled and shall become effective November 21, 1957:

DESIGNATED:

(1) BRACKEN, TEX. (VHF) INTSXN - direction of holding - NE on NE crs of the San Antonio, Tex. ILS lclzr; direction of turns - right; time - 2 mins; min alt 2500'.

(2) BRANDON, TEX. (VHF) INTSXN - direction of holding - NE on 027°M radial of the Waco, Tex. VOR; direction of turns - right; time - 1 min; min alt 2400'.

(3) BULLFROG, MICH. (VHF) INTSXN - direction of holding - SW on 255°M radial of the Muskegon, Mich. VOR; direction of turns - right; time - 1 min.

(4) CATONA, ALA. (VHF) INTSXN - direction of holding - E on E crs of the Montgomery, Ala. ILS lclzr; direction of turns - right; time - 1 min; min alt 2000'.

(5) DUNCAN, TEX. (LF) INTSXN - direction of holding - SW on SW crs of the San Antonio Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt 2100'.

(6) ELM SPRINGS, S.D. (VHF) INTSXN - direction of holding - SE on 269°M radial of the Philip, S.D. VOR; direction of turns - right; time - 2 mins; min alt 4500'.

(7) JONES, ALA. (VHF) INTSXN - direction of holding - NW on 305°M radial of the Montgomery, Ala. VOR; direction of turns - right; time - 1 min; min alt 1600'.

(8) LASCASSAS, TENN. (LF) INTSXN - direction of holding - SE on SE crs Nashville, Tenn LFR; direction of turns - right; time - 1 min; min alt 3000'.

(9) MARLOW, GA. (VHF) INTSXN - direction of holding - W on 284°M radial of the Savannah, Ga. VOR; direction of turns - right; time - 1 min; min alt 2000'.

(10) MCAS EL TORO, CALIF. (Rbn) - direction of holding - W on 060°M inbnd bearing; direction of turns - right; time - 1 min.

(11) OAKVILLE, TENN. (LF) INTSXN - direction of holding - E on E crs Memphis, Tenn. ILS lclzr; direction of turns - left; time - 1 min; min alt 1500'.

(12) RIDGELAND, S.C. (VHF) INTSXN - direction of holding - NE on 032°M radial of the Savannah, Ga. VOR; direction of turns - right; time - 1 min; min alt 1400'.

(13) SAN ANTONIO, TEX. (ILS lclzr) - direction of holding - SW on SW crs; direction of turns - right; time - 2 mins; min alt 2200'.

(14) SAVANNAH, GA. (LFR) - direction of holding SE on SE crs; direction of turns - right; time - 1 min; min alt 1100'.

(15) SAVANNAH, GA. (LFR) direction of holding SW on SW crs; direction of turns - right; time - 1 min; min alt 1100'.

(16) SMALL, OHIO (VHF) INTSXN - direction of holding - SW on 222°M radial of the Wheeling, W. Va. VOR; direction of turns - right; time - 1 min.

(17) VIOLA, KANS. (RBN) - direction of holding - SW on 046°M inbnd bearing; direction of turns - right; time - 1 min.

(18) WHITE HILLS, NEV. (VHF) INTSXN - direction of holding - SE on 105°M radial of the Las Vegas, Nev. VOR; direction of turns - right; time - 2 min; min alt 9000'.

(19) WHITEHOUSE, TEX. (VHF) INTSXN - direction of holding - SE on SE crs of the Tyler Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt 2000'.

(20) WILLOW BEACH, NEV. (LF) INTSXN - direction of holding - SE on SE crs Las Vegas, Nev. LFR; direction of turns - right; time - 2 mins; min alt 9000'.

(21) WILLOW BEACH, NEV. (LF) INTSXN - direction of holding - S on N crs Needles, Calif. LFR; direction of turns - right; time - 2 mins; min alt 9000'.

(22) YELLOW SPRING, W. VA. (VHF) INTSXN - direction of holding - NW on 296°M radial of the Front Royal, Va. VOR; direction of turns - left; time - 1 min; min alt 5000'.

REDESIGNATED:

(1) BIRMINGHAM, ALA. (VOR) - direction of holding - NW on 332°M radial; direction of turns - right; time - 1 min; min alt 2000'.

(2) DUNCAN, TEX. (VHF) INTSXN - direction of holding - SW on SW crs of the San Antonio Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt 2100'.

(3) OXFORD, KANS. (RBN) - direction of holding - S on 347°M inbnd bearing; direction of turns - right; time - 1 min; min alt 2500'.

CANCELLED:

(1) BULVERDE, TEX. (LF) INTSXN - direction of holding - NE on 046°T bearing to Austin Tex. Rbn; direction of turns - right; time - 2 mins; min alt 2600'.

(2) GOLD HILL, ORE. (VHF) INTSXN - direction of holding - SW on 215°M radial of the Medford, Ore. VOR; direction of turns - left; time - 2 mins; min alt 7000'.

(3) MARINE EL TORO, CALIF. (LFR) - direction of holding - W on 070°M inbound bearing; direction of turns - right; time - 1 min; min alt 7000'.

(4) MARINE EL TORO, CALIF. (LFR) - direction of holding - E on 250°M inbound bearing; direction of turns - right; time - 1 min; min alt 7000'.

(5) PITMAN, N.J. (LF & VHF) INTSXN - direction of holding - SE on SE crs of the Philadelphia, Pa. LFR; direction of turns - right; time - 1 min; min alt 1500'.

(6) SAN ANTONIO, TEX. (ILS/LOM) - direction of holding - SW on SW crs of lclzr; direction of turns - left; time - 2 mins; min alt 2200'.

(7) WETMORE, TEX. (VHF) INTSXN - direction of holding - NE on NE crs of the San Antonio, Tex. ILS lclzr; direction of turns - right; time - 2 mins; min alt 2500'

√ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

√ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

√ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

1957 FLIGHT INFORMATION MANUAL NOW AVAILABLE: Flight Information Manual, Vol. II, dated August 15, 1957, is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 50 cents per copy.

SEATTLE-SPOKANE CONTROL AND FLIGHT ADVISORY AREA BOUNDARY CHANGES: Effective immediately, the Seattle-Spokane Control and Flight advisory area bndry is changed as follows: From the present bndry on the W edge of Victor arwy No. 112 SW along the W edge of Victor arwy No. 112 to a point at 118-36W, 46-22N, thence along the northern edge of the Pasco control area extension to its NW corner, thence to the SE corner of Prohibited Area (P-246).

OPERATING PROCEDURES FOR FLIGHT WITHIN THE CONTINENTAL CONTROL AREA: On or about December 1, 1957, all airspace at and above 24,000' MSL above the continental United States (excluding Territory of Alaska), excluding prohibited and restricted areas penetrating the 24,000' level, will be designated as control area. This airspace is to be known as the "continental control area". Certain new regulations and procedures will govern flight in this area and all pilots and other personnel concerned with opern above 24,000' should become familiar with them. Announcement of the effective date will be made by NOTAM. Following is a summary of the method by which flight operns and air tfc control are to be conducted in the continental control area.

I. VFR OPERATION:

A. Visibility and Cloud Proximity Minimums - For VFR opern within the continental control area, flgt visibility must be at least 5 mi and acft must not be flown less than 1000' vertically and 1 mi horizontally from any cloud formation.

B. Cruising Altitudes:

1. From 24,000' through 28,000' (excluding arwys). To assist pilots operg under VFR in maintaining separation, the following cruising alts should be adhered to as good operg practice from 24,000' through 28,000':

Magnetic Crs	Indicated Altitudes
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or above 29,000'. Use of the following cruising alt for VFR flgt is required by regulation everywhere at or above 29,000':

Magnetic Crs	Indicated Altitudes
0-89° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
90-179° inc.	4000' intervals beginning at 30,000' (30,000', 34,000', etc.)
180-269° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)
270-359° inc.	4000' intervals beginning at 32,000' (32,000', 36,000', etc.)

II. ON-TOP OPERATION: Flgts made under VFR conditions on top within the continental control area must observe the new visibility and cloud proximity minimums and cruising alt rules for VFR opern in the continental control area. Opern of these flgts is otherwise unchanged. (Pilots are reminded that when cleared "VFR conditions on top" by air tfc control, tfc separation is not provided by air tfc control.)

III. IFR OPERATION: All IFR operns at and above 24,000' MSL within the continental control area will receive air tfc control service.

A. At and above 27,000' MSL - To simplify high alt navigation, a limited number of VOR, TACAN, VORTAC and L/MF facilities have been designated for high alt use. These navigation aids are the only ones which may be used for IFR routing at and above 27,000' and are depicted on special high alt charts.

The high-altitude facilities have been used to delineate a system of high-altitude tracks called "Jet Routes". These routes are coded on the charts by the letter J, followed by the appriate route number, followed by the letter V, T, or L to indicate the type of navigation to be used. For example:

J22V . . . . . VOR or VORTAC Jet Route #22
J19T . . . . . TACAN Jet Route #19
J3L . . . . . L/MF Jet Route #3

Use of the designated high-altitude route structure will facilitate air tfc control, and all pilots are requested to use the designated route structure to the maximum extent possible. However, use of this route structure is not mandatory. Pilots may conduct direct flgt off the designated Jet Routes, provided the acft will be flown on a route defined by the high-altitude facilities, and provided further that the facilities selected to define the route are not more than 300 n mi apart.

Routes flown at 27,000' and above will not have a defined width as is the case on arwys at the lower levels. The track to be made good will be direct between the navigation aids or fixes defining the Jet Route, or direct between the high-altitude facilities defining the route for flgts made off the designated Jet Routes.

All high-altitude facilities and a small number of intsxns formed by these aids will be designated as compulsory reporting points. When needed for tfc control purposes, pilots may be requested to make additional position reports.

Other navigation aids (TACAN, VOR, VORTAC, AND L/MF) not designated as high-altitude facilities will be used for routing or navigating of acft to and from the high-altitude Jet Route structure which begins at the 27,000' level. This routing may be via the Victor or colored arwy systems, or direct between navigation aids.

Since most flgt activity at 27,000' and above will be by military acft, only those charts prepared by the U.S. Air Force Aeronautical Chart and Information Center will be avail on the inception date of control of all airspace at and above 24,000'. In recognition of the fact that there will be some civil need for these charts, arrangements have been made for civil distribution of the Air Force charts through the United States Coast and Geodetic Survey.

B. Below 27,000' - Although the continental control area extends from 24,000' upward, the Jet Route structure does not commence until the 27,000' level is reached. The colored and Victor arwys extend up to, but do not include the 27,000' level.

Acft operg below 27,000' within the continental control area (from 24,000' through 26,000') may operate on the colored or Victor arwys, or fly direct between any Federally operated navigation aids.

In the case of direct flgts (from 24,000' through 26,000') the aids selected to define the route must not be more than 200 n mi apart, and the track to be made good will be direct between aids. The aids selected will be compulsory reporting points, and other position reports may be requested by air tfc control when needed.

C. Cruising Altitudes - Acft operg in accordance with IFR within the continental control area must be flown at the alts assigned by air tfc control. To assist pilots in flgt planning for IFR operns, the following system of altitude selection may be used:

1. From 24,000' through 28,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or Above 29,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
180-359° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)

While controllers will normally use the above system, other altitudes may be used in certain cases. Pilots are cautioned to fly at the alt assigned by air traffic control.

IV. AIR/GROUND COMMUNICATIONS: The CAA is currently installing a VHF and UHF air/ground communications system which will provide direct pilot-controller rdo communications throughout the continental control area. This system will be only partially installed at the time control of all airspace above 24,000' is commenced; therefore, interim communications will be conducted as follows:

	Ground Facility	VHF	UHF
A.	ARTC	Discrete channel as directed	301.4 or discrete channel as directed
B.	ATCS	122.1/122.2 or VOR 126.7 135.0/135.9	255.4 or 301.4 where avail.
C.	Airline company radio stations	Company frequency	none

IFR flgts should use direct ARTC controller-pilot communications, where available.

V. SPECIAL OPERATIONS: Certain mil operns cannot be conducted in accordance with the above, for example, missions involving use of radar navigation. Such cases are to be considered exceptional in nature and will be handled by special procedures.

Flgts using celestial navigation will be required to operate VFR or "VFR conditions on top" for those portions of the flgt where celestial navigation is involved. TACAN-only equipped acft will also be required to operate VFR or "VFR conditions on top" for those portions of flgts where designated high-altitude TACAN facilities are more than 200 or 300 n mi apart, as the case may be.

Questions concerning these operns or any phase of the control of all airspace above 24,000' should be referred to the appropriate CAA air route tfc control center.

ANRA TABULATION CHANGES: Effective with this issue, pages 8 through 31 of the Air Navigation Radio Aids tabulation have been changed as follows: the emergency freq 121.5 mc has not been tabulated; military twrs guarding civil freqs (121.5 mc excepted) have been integrated into the tabulation; and transmitted freqs 122.2 mc and 126.7 mc have been added into the coded "V". These changes are reflected on the ANRA legend page (page 2) and on the note on the bottom of pages 8 through 31.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

(15 October 1957)

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957:

(1) Page 8, Loran Data - correct "Nantucket, R.I." to read "Nantucket, Mass."
(2) Page 20, Tucson, Ariz. - change CAA telephone number to MA 2-6753.
(3) Page 20, Walnut Ridge, Ark. - change CAA telephone number to TU 4-2271.
(4) Page 21, Topeka, Kansas - change WB telephone number to CE 2-8241*.
(5) Page 22, Boston, Mass. - change WB telephone number to LO 7-4032*.
(6) Page 22, Jackson, Mich. - change CAA telephone number to ST 4-9640.
(7) Page 22, Kansas City, Mo. - change CAA telephone number to GR 1-4572.
(8) Page 24, Philadelphia, Penna. - change WB telephone number to SA 6-7511*.
(9) Page 24, Wilkes-Barre, Pa. - change CAA telephone number to GL 7-6881.
(10) Page 24, Wilkes-Barre, Pa. - add WB telephone number GL 7-2711.
(11) Page 25, Gordonsville, Va. - change CAA telephone number to TE 2-2236.
(12) Page 26, Region 2 - General Safety - change Little Rock, Ark. telephone number to FR 2-5930.
(13) Page 40, under North Carolina, Wilson, radio station WGTM, change mileage and direction from city to read "8 WSW"; change coordinates to read: "35-43-04, 78-03-33"; and change height of tower to read "410 ft".
(14) Page 54, Paragraph 1 and footnote 1 under table are amended. Please turn to page 37 of this Airman's Guide for the complete text of these amendments carried under: ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES.
(15) Page 66, Paragraph 2 is amended. Please turn to page 37 of this Airman's Guide for the complete text of this amendment carried under the heading: ATC PROCEDURES - RADAR TRAFFIC CONTROL.
(16) Page 73, Under Radiated Test Signal - add: *PITTSBURGH (Greater Pittsburgh 108.6 mc).
(17) Page 74, Big Spring, Tex. - change to read: 199°; over LFR; 1000'AGL.
(18) Page 75, Dubuque, Iowa - add airborne chackpoint as follows: 356°; centerline apch end rnwy 31.
(19) Page 75, Imperial, Neb. - delete airborne checkpoint entirely.
(20) Page 75, Garden City, Kan. - delete airborne checkpoint entirely.
(21) Page 76, Milwaukee, Wis. - add airborne checkpoint as follows: 123°; over LFR.
(22) Page 77, Sidney, Neb. - add airborne checkpoint as follows: 066°; at rnwy centerline extreme W end E/W rnwy.
(23) Page 77 - Valdosta, Ga. - add airborne checkpoint as follows: 006°; over light beacon located E side of arpt.
(24) Page 80 - Lagrange, Ga. - change to read: 106° near compass rose at taxi strip intsxn approx 500' due S of admin bldg.
(25) Page 82, Valdosta, Ga. - delete ground checkpoint entirely.
(26) Page 85, under U.S. CUSTOMS AIRPORTS OF ENTRY: Under Illinois, change name "Detroit-Wayne Major" to "Detroit-Metropolitan Wayne County"; under Minnesota, change name "Duluth" to "Duluth Municipal" and add new arpt "Duluth-Sky Harbor"; under New York, change name "Ogdensburg, Ogdensburg Harbor" to "Ogdensburg" and delete "Ogdensburg Harbor Seaplane Base; under North Dakota, add new arpt "Minot International."

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Elko	Pocatello	Miami Local
Grand Canyon	Reno	San Diego Local
Grand Junction	Sacramento	San Francisco Local
Klamath Falls	Salt Lake City	WAC 404
Mt. Shasta	Los Angeles Local	RC 2217

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Austin	10-7-57	Shreveport	9-25-57	WAC 408	10-7-57
Del Rio	9-30-57	WAC 136	10-3-57	WAC 409	9-30-57
Oklahoma City	9-30-57	WAC 137	10-3-57	WAC 410	9-30-57

Instrument Flight Charts
released since Sept 23, 1957

AL 20 ADF/ILS rnwy 34/ VOR-1/VOR-2 (DME)	Broome County Arpt, N.Y.
AL 40 RNG/VOR/ADF/ILS rnwy 13	Ryan Arpt, La.
AL 67 RNG/ILS rnwy 7	Lockheed Air Terminal, Calif.
AL 83 RNG	Cincinnati-Lunken Arpt, Ohio
AL 84 RNG/ILS rnwy 23R	Cleveland-Hopkins Arpt, Ohio
AL 134 RNG/VOR/VOR-DME/ADF/ILS rnwy 22	El Paso Intnl Arpt, Tex.
AL 156 RNG/VOR/ADF/ILS rnwy 31	Baer Fld, Ind.
AL 207 RNG-1/RNG-2	Imeson Arpt, Fla.
AL 236 ADF/ILS rnwy 30	Long Beach Arpt, Calif.
AL 237 VOR-1/VOR-2/ADF/ILS rnwy 25L	Los Angeles Intnl Arpt, Calif.
AL 239 ADF/ILS rnwy 1	Standiford Fld, Ky.
AL 269 RNG/ILS rnwy 27/ADF/ILS rnwy 9	Quad City Arpt, Ill.
AL 351 RNG/VOR/ADF/ILS rnwy 28	Rochester-Monroe County Arpt, N.Y
AL 392 RNG/VOR	Shreveport Downtown Arpt, La.
AL 439 VOR-1/VOR-2	Waco Arpt, Tex.
AL 638 ADF/ILS rnwy 1	Akron-Canton Arpt, Ohio
AL 698 VOR	Ukiah Arpt, Calif.
AL 742 ADF	Redbird Arpt, Tex.
AL 807 VOR	Gregg County Arpt, Tex.
AL 866 ADF-1/ILS rnwy 13/ADF-2/ILS rnwy 31	Greater Ft Worth Intnl Arpt, Tex.
AL 868 ADF	Dillant-Hopkins Arpt, N.H.
AL 870 ADF/VOR	Angelina County Arpt, Tex.
AL 949 RNG	Davenport Municipal Arpt, Iowa
AL 954 VOR	Greater Rockford Arpt, Ill.

RF 35, RF 36
RF Terminal Area - Boston, Jacksonville, Los Angeles-Burbank, Seattle
RF-VOR Terminal Area - Chicago, Dayton, Denver, Louisville, Memphis, Seattle
RF Dates of Latest Prints

NEW CHARTS

RF Columbus Terminal Area
RF-VOR Milwaukee Terminal Area
AL 40 ILS rnwy 31 - Baton Rouge, La. - Ryan Arpt
AL 84 ADF-2 - Cleveland, Ohio - Cleveland Hopkins Arpt

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

✓MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective November 21, 1957:

Section 610.105 Amber Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Waterloo INT,Mo.	Barracks INT,Mo.	2600
Barracks INT,Mo.	St.Louis,Mo.LFR	2200

Section 610.616 Blue Civil Airway 16 is amended to delete:

FROM	TO	MEA
Boykins INT,Va.	Waverly,Va.LFR	1500

Section 610.628 Blue Civil Airway 28 is amended to delete:

FROM	TO	MEA
Charleston,S.C. LF/RBN	Columbia,S.C.LFR	1500

Section 610.658 Blue Civil Airway 58 is amended to delete:

FROM	TO	MEA
Nantucket,Mass. LF/RBN	Hyannis,Mass. LF/RBN	1500

Section 610.1001 Direct Routes, U. S. is amended by adding:

FROM	TO	MEA
Aberdeen,S.D.LFR	Miles City,Mont. LFR	6500
Aberdeen,S.D.LFR	Billings,Mont.LFR	6500
Clint,Tex.LF/RBN	Columbus,N.Mex.LFR	8500
Clint,Tex.LF/RBN	Harrington Ranch, N.Mex.FM	8500
Farwell INT, N.Mex.VOR	Lubbock,Tex.LFR	6500
Grand Junction, Colo.VOR	Cherokee,Wyo.VOR	12000
Gila Bend,Ariz. LFR	Blythe,Calif.LFR	7000
Gila Bend,Ariz. VOR	Blythe,Calif.VOR	7000
Hassayampa,Ariz. VOR	Needles,Calif.LFR	8000
Hassayampa,Ariz. VOR	Needles,Calif.VOR	8000
Waco,Tex.LFR	Grand Prairie,Tex. LF/RBN	2800
Waco,Tex.LFR	Trinity Fork INT, Tex.	1800

Section 610.6002 VOR Civil Airway 2 is amended by adding:

FROM	TO	MEA
Billings,Mont.VOR Via N alter.	Miles City,Mont.VOR Via N alter.	5000

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Muskegon,Mich. VOR *4000 - MRA	*Ada INT,Mich.	2500
Ada INT,Mich.	Lansing,Mich.VOR	2500

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
*Burton INT,S.C. *5500 - MRA	Charleston,S.C.VOR	1400

Section 610.6005 VOR Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Chattanooga,Tenn. VOR	Nashville,Tenn.VOR	4400

Section 610.6007 VOR Civil Airway 7 is amended to read in part:

FROM	TO	MEA
*Taylor INT, Wis.	**Oakwood INT, Wis.	***3000

*4500 - MCA Taylor INT, S-bound
**3000 - MRA
***2100 - MOCA

Section 610.6009 VOR Civil Airway 9 is amended to read in part:

FROM	TO	MEA
*Crystal City INT,Mo.	Meramec INT,Mo.	2600

*3000 - MRA

Section 610.6012 VOR Civil Airway 12 is amended to delete:

FROM	TO	MEA
Albuquerque, N.Mex.VOR Via S alter.	Otto,N.Mex.VOR Via S alter.	10000
Appleton,Ohio VOR Via S alter.	Cambridge INT,Ohio Via S alter.	2400
Cambridge INT, Ohio Via S alter.	Wheeling,W.Va.VOR Via S alter.	2600

Section 610.6012 VOR Civil Airway 12 is amended by adding:

FROM	TO	MEA
Albuquerque, N.Mex.VOR Via S alter.	Anton Chico,N.Mex. VOR Via S alter.	10000

Section 610.6012 VOR Civil Airway 12 is amended to read in part:

FROM	TO	MEA
Zuni,N.Mex.VOR Via S alter.	Lava INT,N.Mex. Via S alter.	10000
Lava INT,N.Mex. Via S alter.	Suwanee INT,N.Mex. Via S alter.	10500

Section 610.6015 VOR Civil Airway 15 is amended to delete:

FROM	TO	MEA
Ardmore,Okla.VOR *3500 - MRA **2700 - MOCA	*Mounds INT,Okla.	**4600
Mounds INT,Okla.	Tulsa,Okla.VOR	2400

VOR Civil Airway 15 - cont'd.

FROM	TO	MEA
Tulsa,Okla.VOR *7000 - MRA	*Coffeyville INT, Kans.	2200
Coffeyville INT, Kans.	Chanute,Kans.VOR	2200
Ardmore,Okla.VOR Via E alter. *2600 - MOCA	Tulsa,Okla.VOR Via E alter.	*4600
Ardmore,Okla.VOR Via W alter. *2700 - MOCA	Shawnee INT,Okla. Via W alter.	*3000
Shawnee INT,Okla. Via W alter. *2300 - MOCA	Prague INT,Okla. Via W alter.	*6000
Prague INT,Okla. Via W alter. *3500 - MRA **2000 - MOCA	*Supulpa INT,Okla. Via W alter.	**4300
Supulpa INT,Okla. Via W alter.	Tulsa,Okla.VOR Via W alter.	2400

Section 610.6015 VOR Civil Airway 15 is amended by adding:

FROM	TO	MEA
Ardmore,Okla.VOR *2700 - MOCA	Okmulgee,Okla.VOR	*4000
Okmulgee,Okla.VOR	Pryor INT,Okla.	2700
Pryor INT,Okla.	Neosho,Mo.VOR	2000
Ardmore,Okla.VOR Via E alter. *2400 - MOCA	Okmulgee,Okla.VOR Via E alter.	*4000
Ardmore,Okla.VOR Via W alter. *2700 - MOCA	Shawnee INT,Okla. Via W alter.	*3000
Shawnee INT,Okla. Via W alter. *2400 - MOCA	Okmulgee,Okla.VOR Via W alter.	*3000

Section 610.6018 VOR Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Meridian,Miss.VOR *2000 - MOCA	Moundville INT, Ala.	*3500
Moundville INT, Ala. *1700 - MOCA	Abernant INT,Ala.	*3500

Section 610.6019 VOR Civil Airway 19 is amended by adding:

FROM	TO	MEA
*Sheridan,Wyo.VOR Via E alter.	Billings,Mont.VOR Via E alter.	8000

*8500 - MCA Sheridan VOR, SE-bound

Section 610.6021 VOR Civil Airway 21 is amended by adding:

FROM	TO	MEA
Mormon Mesa,Nev. VOR Via W alter.	Milford,Utah VOR Via W alter.	10000

VOR Civil Airway 21 - cont'd.

FROM	TO	MEA
Milford,Utah VOR Via W alter.	Delta,Utah VOR Via W alter.	10000
Delta,Utah VOR Via W alter.	Utah Lake,Utah VOR Via W alter.	11000
Great Falls,Mont. VOR Via E alter.	Cut Bank,Mont.VOR Via E alter.	6000

Section 610.6023 VOR Civil Airway 23 is amended by adding:

FROM	TO	MEA
Medford,Ore.VOR Via E alter. *7500 - MOCA	Eugene,Ore.VOR Via E alter.	*10000
Eugene,Ore.VOR Via E alter.	Portland,Ore.VOR Via E alter.	5000

Section 610.6023 VOR Civil Airway 23 is amended to read in part:

FROM	TO	MEA
Eugene,Ore.VOR Via W alter.	Newberg,Ore.VOR Via W alter.	5000

Section 610.6026 VOR Civil Airway 26 is amended to read in part:

FROM	TO	MEA
Rapid City,S.D. VOR Via N alter.	Philips,S.D.VOR Via N alter.	4500
White Cloud,Mich. VOR *3000 - MRA	*Trufant INT,Mich.	2000
Trufant INT, Mich. *4000 - MRA	*Orleans INT,Mich.	2000
Orleans INT,Mich.	Lansing,Mich.VOR	2000

Section 610.6030 VOR Civil Airway 30 is amended to read in part:

FROM	TO	MEA
*Oakwood INT,Wis. Via S alter. *3000 - MRA **2100 - MOCA	Taylor INT,Wis. Via S alter.	**3000

Section 610.6038 VOR Civil Airway 38 is amended to read in part:

FROM	TO	MEA
Appleton,Ohio VOR	Zanesville,Ohio VOR	2500
Zanesville,Ohio VOR	Parkersburg,W.Va. VOR	2500

Section 610.6045 VOR Civil Airway 45 is amended to delete:

FROM	TO	MEA
Int.Waterville, Ohio VOR 330 M & Litchfield,Mich. VOR 091 M rads.	*Leslie INT,Mich.	2300
Leslie INT,Mich.	Lansing,Mich.VOR	2300

Section 610.6045 VOR Civil Airway 45
is amended by adding:

FROM	TO	MEA
New Bern,N.C.VOR	LaGrange INT,N.C.	1400
LaGrange INT,N.C.	Raleigh,N.C.VOR	2500
Raleigh,N.C.VOR	Greensboro,N.C.VOR	2500
Greensboro,N.C. VOR	*Cove INT,Va.	3000
*3900 - MRA		
Cove INT,Va.	Pulaski,Va.VOR	6000
Pulaski,Va.VOR	Charleston,W.Va. VOR	6000
Raleigh,N.C.VOR Via W alter.	Moncure INT,N.C. Via W alter.	1600
Moncure INT,N.C. Via W alter.	Greensboro,N.C.VOR Via W alter.	2100
Raleigh,N.C.VOR Via E alter.	*Reid INT,N.C. Via E alter.	3500
*3500 - MRA		
Reid INT,N.C. Via E alter.	Greensboro,N.C.VOR Via E alter.	2300
Lansing,Mich.VOR	Saginaw,Mich.VOR	2000
Moscow INT,Mich. *3000 - MRA	*Leslie INT,Mich.	2300
Leslie INT,Mich.	Lansing,Mich.VOR	2300

Section 610.6063 VOR Civil Airway 63
is amended to read in part:

FROM	TO	MEA
*Ennis INT,Tex.	Crandall INT,Tex.	**4500
*2400 - MRA		
**1600 - MOCA		
Crandall INT,Tex.	Sabine INT,Tex.	*2800
*1800 - MOCA		

Section 610.6067 VOR Civil Airway 67
is amended by adding:

FROM	TO	MEA
Cedar Rapids,Iowa VOR	Waterloo,Iowa VOR	2500

Section 610.6074 VOR Civil Airway 74
is amended by adding:

FROM	TO	MEA
Tulsa,Okla.VOR Via S alter.	Okmulgee,Okla.VOR Via S alter.	2700
Okmulgee,Okla.VOR Via S alter.	Ft.Smith,Ark.VOR Via S alter.	*2300
*2200 - MOCA		

Section 610.6074 VOR Civil Airway 74
is amended to read in part:

FROM	TO	MEA
Wagoner INT,Okla. (deletes MRA at Mazie INT)	Mazie INT,Okla.	2200

Section 610.6094 VOR Civil Airway 94
is amended to read in part:

FROM	TO	MEA
Waxahachie INT, Tex. (deletes MRA at Kemp INT)	Kemp INT,Tex.	1900

Section 610.6094 VOR Civil Airway 94
is amended by adding:

FROM	TO	MEA
San Simon,Ariz. VOR	*Deming INT, N.Mex.	**14000
*14000 - MRA		
**9000 - MOCA		
Deming INT,N.Mex.	Lanark INT, N.Mex.	*14000
*9000 - MOCA		
Lanark INT,N.Mex.	Newman,Tex VOR	9000

Section 610.6107 VOR Civil Airway 107
is amended to delete:

FROM	TO	MEA
Long Beach,Calif. VOR	Hermosa INT,Calif.	2000

Section 610.6112 VOR Civil Airway 112
is amended to delete:

FROM	TO	MEA
Pendleton,Ore.VOR	Lamar INT,Wash.	4000
Lamar INT,Wash.	Spokane,Wash.VOR	5000

Section 610.6112 VOR Civil Airway 112
is amended by adding:

FROM	TO	MEA
Portland,Ore.VOR Via N alter.	The Dalles,Ore.VOR Via N alter.	*8000
*7000 - MOCA		

Section 610.6114 VOR Civil Airway 114
is amended to read in part:

FROM	TO	MEA
Dallas,Tex.VOR (deletes MRA at Kemp INT)	Kemp INT,Tex.	2000

Section 610.6120 VOR Civil Airway 120
is amended by adding:

FROM	TO	MEA
Ephrata,Wash.VOR	Pine City,Wash. LF/RBN	*8000
*4600 - MOCA		
Pine City,Wash. LF/RBN	Mullen Pass,Mont. VOR	9000

Section 610.6128 VOR Civil Airway 128
is amended to delete:

FROM	TO	MEA
Charleston,W.Va. VOR	Pulaski,Va.VOR	6000
Pulaski,Va.VOR	*Cove INT,Va.	6000
*3900 - MRA		
Cove INT,Va.	Greensboro,N.C.VOR	3000
Greensboro,N.C. VOR	Raleigh,N.C.VOR	2500
Greensboro,N.C. VOR	Moncure INT,N.C.	
Via S alter.	Via S alter.	2100
Moncure INT,N.C. Via S alter.	Raleigh,N.C.VOR Via S alter.	1600

VOR Civil Airway 128 - cont'd.

FROM	TO	MEA
Greensboro,N.C. VOR	*Reid INT,N.C.	
Via N alter.	Via N alter.	2300
*Reid INT,N.C. Via N alter.	Raleigh,N.C.VOR Via N alter.	3500
*3500 - MRA		
Raleigh,N.C.VOR	LaGrange INT,N.C.	2500
LaGrange INT,N.C.	New Bern,N.C.VOR	1400

Section 610.6131 VOR Civil Airway 131
is amended by adding:

FROM	TO	MEA
Tulsa,Okla.VOR	*Coffeyville INT, Kans.	2200
*7000 - MRA		
Coffeyville INT, Kans.	Chanute,Kans.VOR	2200

Section 610.6132 VOR Civil Airway 132
is amended to read in part:

FROM	TO	MEA
Cheyenne,Wyo.VOR	*Grover INT,Colo.	7300
*8000 - MRA		
Grover INT,Colo.	Akron,Colo.VOR	7300

Section 610.6133 VOR Civil Airway 133
is amended to delete:

FROM	TO	MEA
Salem,Mich.VOR	Flint INT,Mich.	2600

Section 610.6133 VOR Civil Airway 133
is amended to read in part:

FROM	TO	MEA
Parkersburg,W.Va. VOR	Zanesville,Ohio VOR	2500
Zanesville,Ohio VOR	Tiverton,Ohio VOR	2500

Section 610.6144 VOR Civil Airway 144
is amended to read in part:

FROM	TO	MEA
Appleton,Ohio VOR	Zanesville,Ohio VOR	2500
Zanesville,Ohio VOR	Proctor INT,W.Va.	2500
Proctor INT,W.Va.	Morgantown,W.Va. VOR	4000

Section 610.6147 VOR Civil Airway 147
is amended to read in part:

FROM	TO	MEA
Philadelphia,Pa. ILS loc.	Ardmore INT,Pa.	2000

Section 610.6153 VOR Civil Airway 153
is amended by adding:

FROM	TO	MEA
Salem,Mich.VOR	Fenton INT,Mich.	2600
Fenton INT,Mich.	Flint,Mich.ILS/LOM	2200
Flint,Mich. ILS/LOM	Saginaw,Mich.VOR	2200
Saginaw,Mich.VOR	Traverse City, Mich.VOR	*3000
*2500 - MOCA		

Section 610.6154 VOR Civil Airway 154
is amended to read in part:

FROM	TO	MEA
*Lotts INT,Ga.	**Marlow INT,Ga.	1400
*4000 - MRA		
**2000 - MRA		
Marlow INT,Ga.	Savannah,Ga.VOR	1400

Section 610.6157 VOR Civil Airway 157
is amended by adding:

FROM	TO	MEA
Allendale,S.C.VOR	Florence,S.C.VOR	1900

Section 610.6161 VOR Civil Airway 161
is amended to read in part:

FROM	TO	MEA
Ardmore,Okla.VOR	Okmulgee,Okla.VOR	*4000
*2700 - MOCA		
Okmulgee,Okla.	Tulsa,Okla.VOR	2700

Section 610.6162 VOR Civil Airway 162
is amended to read in part:

FROM	TO	MEA
Reinholds INT, Pa.	*Fleetwood INT,Pa.	
Via S alter.	Via S alter.	2500
*4000 - MRA		
Fleetwood INT,Pa.	Allentown,Pa.VOR	
Via S alter.	Via S alter.	2500

Section 610.6174 VOR Civil Airway 174
is amended to read in part:

FROM	TO	MEA
Vichy,Mo.VOR	Meramec INT,Mo.	2200
Meramec INT,Mo.	Troy,Ill.VOR	2600

Section 610.6182 VOR Civil Airway 182
is amended to read in part:

FROM	TO	MEA
Eight Mile INT, Ore.	*Heppner INT,Ore.	9000
*10000 - MRA		
Heppner INT,Ore.	Ukiah INT,Ore.	9000

Section 610.6182 VOR Civil Airway 182
is amended by adding:

FROM	TO	MEA
Portland,Ore.VOR Via N alter.	The Dalles,Ore.VOR Via N alter.	*8000
*7000 - MOCA		
Douglas,Wyo.VOR	Chadron,Nebr.VOR	8000

Section 610.6185 VOR Civil Airway 185
is amended to read in part:

FROM	TO	MEA
Savannah,Ga.VOR (deletes MRA at Kildare INT)	Kildare INT,Ga.	1300

Section 610.6187 VOR Civil Airway 187
is added to read:

FROM	TO	MEA
Grand Junction, Colo.VOR	Rock Springs,Wyo. VOR	13000

Section 610.6191 VOR Civil Airway 191 is amended to read in part:

FROM	TO	MEA
Taylor INT,Wis.	*Oakwood INT,Wis.	**3000

*3000 - MRA
**2100 - MOCA

Section 610.6193 VOR Civil Airway 193 is amended to read in pa.

FROM	TO	MEA
White Cloud,Mich. VOR	Traverse City, Mich.VOR	2700

Section 610.6193 VOR Civil Airway 193 is amended by adding:

FROM	TO	MEA
Traverse City, Mich.VOR	Pellston,Mich. LF/RBN	2400
Pellston,Mich. LF/RBN	Sault Ste Marie, Mich.VOR	2200

Section 610.6210 VOR Civil Airway 210 is amended to read in part:

FROM	TO	MEA
Sidney,Ohio VOR	Tiverton,Ohio VOR	4000
Dawes Station INT, Calif.	Goffs,Calif.VOR	8000
Goffs,Calif.VOR	Union Pass INT, Ariz.	8000
Union Pass INT, Ariz.	*Hackberry INT, Ariz.	9000
Hackberry INT, Ariz.	Valle,Ariz.VOR	9000

*13200 - MRA

Section 610.6213 VOR Civil Airway 213 is amended to read:

FROM	TO	MEA
Rocky Mt.,N.C.VOR	Hopewell,Va.VOR	1500
Hopewell,Va.VOR	Tappahanock INT, Va.	1500

Section 610.6214 VOR Civil Airway 214 is added to read:

FROM	TO	MEA
Columbus,Ohio ILS loc.	Zanesville,Ohio VOR	2500
Zanesville,Ohio VOR	Fairview INT,Ohio	2500
Fairview INT,Ohio	Wheeling,W.Va.VOR	2500

Section 610.6216 VOR Civil Airway 216 is amended to read in part:

FROM	TO	MEA
Muskegon,Mich.VOR	Kent City INT, Mich.	2000
Kent City INT, Mich.	*Trufant INT, Mich.	**3000
Trufant INT,Mich.	Saginaw,Mich.VOR	*3000

*3000 - MRA
**2400 - MOCA
*2400 - MOCA

Section 610.6217 VOR Civil Airway 217 is amended to read in part:

FROM	TO	MEA
Taylor INT,Wis.	*Oakwood INT,Wis.	**3000

*3000 - MRA
**2100 - MOCA

Section 610.6257 VOR Civil Airway 257 is amended to read in part:

FROM	TO	MEA
Delta,Utah VOR	Sevier INT,Utah	11000
Sevier INT,Utah	Ogden,Utah VOR	13000

Section 610.6274 VOR Civil Airway 274 is added to read:

FROM	TO	MEA
Grand Rapids,Mich. ILS/LOM	*Ada INT,Mich. NE-bound	**4000
	SW-bound	2000
Ada INT,Mich.	*Orleans INT, Mich.	**4000
Orleans INT,Mich.	Saginaw,Mich.VOR	*4000

*4000 - MRA
**2000 - MOCA
*2200 - MOCA

Section 610.6281 VOR Civil Airway 281 is added to read:

FROM	TO	MEA
Redmond,Ore.VOR	*Heppner INT,Ore.	**12000
Heppner INT,Ore.	Pendleton,Ore. VOR	*10000
Pendleton,Ore.VOR	Lamar INT,Wash.	4000
Lamar INT,Wash.	Spokane,Wash.VOR	5000

*10000 - MRA
**8000 - MOCA
*6000 - MOCA

Section 610.6283 VOR Civil Airway 283 is added to read:

FROM	TO	MEA
Redmond,Ore.VOR	Portland,Ore.VOR	*13800

*10000 - MOCA

Section 610.6285 VOR Civil Airway 285 is added to read:

FROM	TO	MEA
Cherokee,Wyo.VOR	Myton,Utah VOR	12500

Section 610.6287 VOR Civil Airway 287 is added to read:

FROM	TO	MEA
North Bend,Ore. VOR	Kings Valley INT, Ore	*8000
Kings Valley INT, Ore.	Newberg,Ore.VOR	5000

*6000 - MOCA

Section 610.6606 VOR Civil Airway 1506 is amended to read in part:

FROM	TO	MEA
Appleton,Ohio VOR	Zanesville,Ohio VOR	2500
Zanesville,Ohio VOR	Proctor INT,W.Va.	2500
Proctor INT,W.Va.	Morgantown,W.Va. VOR	4000

Section 610.6612 VOR Civil Airway 1512 is amended to read in part:

FROM	TO	MEA
Dawes Station INT, Calif.	Goff,Calif.VOR	8000
Goff,Calif.VOR	Union Pass INT, Ariz.	8000
Union Pass INT, Ariz.	*Hackberry INT, Ariz.	9000
Hackberry INT, Ariz.	Valle,Ariz.VOR	9000

*13200 - MRA

Section 610.6612 VOR Civil Airway 1512 is amended by adding:

FROM	TO	MEA
Johnstown,Pa.VOR	Reedsville INT, Pa.	*8000
Reedsville INT, Pa.	Selinsgrove,Pa. VOR	*8000

*4500 - MOCA
*4000 - MOCA

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS: The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) Month and day item was reported.
** New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
* New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
**BESSEMER ARPT: Name changed. Formerly carried as Durham Arpt. (12-1) Caution - auto drag strip runs parallel to sod lndg strip with separation of 50'. Auto racing is not done on rnwy. Drag strip ends mrkd. Racing Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-48, about 10 n mi NW Birmingham Mun Arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18) Until cmsng VOR, V7E termp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V15 and V1N, 5000'. (10-11)
BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down - relctn. (8-7) FLD: Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
EVERGREEN-RADIO: VOR radials 320° thru 360° out of tolerance acct excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (-26)
**FLOMATON ARPT: Now a pvt arpt. (11-56)
**GUNTERSVILLE ARPT: Caution - paved drag strip 200' E of rnwy. (9-30)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
**HUNTSVILLE ARPT: Unicom decmsnd. (9-23)
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: June 19, ILS not to be used for automatic apch below 300' Glide slope inop - equip. and const vcnty transmitter bldg. (8-22) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' & 1/2 mi is absolute take-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld.
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150°, and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) About Oct 24, VOR will be relctd to lat 34-42-24, long. 87-29-27; freq changed from 117.5 mi to 109.6 mc.
**TALLADEGA ARPT: City name change. Formerly carried under Anniston. (7-3)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (6-18)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)
CLIFTON-CREENLEE COUNTY ARPT: Clsd until approx 12-1-57. (9-17)
ARIZONA: COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at min en route alt. (5-8)
FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (6-24)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
MARANA ARPT: Reported inactive. (10-2)
PHOENIX AREA-SPECIAL AIR TRAFFIC RULES: Aircraft operg under VFR or VFR conditions shall not be operd Mon thru Fri from 0600M to 1800M on Green Arwy #5 and Victor Arwy 16 W of Phoenix in the areas described below except at the altitudes prescribed therefor unless special permission is obtained from Air Traffic Control. From 112-28 to 112-35, which is the area between north-south lines drawn thru the Perryville FM and the town of Buckeye, between 700' above the surface and 5000' MSL, regardless of weather conditions. Further, when the reported ceiling at Phoenix is less than 8000', acft shall not be operd at altitudes above 2000' MSL and below 4000' MSL in the area between 112-16 and 112-28, which is the area between north-south lines drawn thru the town of Tolleson and Perryville FM. When the reported ceiling at Phoenix is 8000' or more, acft shall not be operd at altitudes above 7000' MSL and below 9000' MSL in the area between 112-10 and 112-28, which is the area between north-south lines drawn thru the east edge of Glendale and the Perryville FM. (9-27) See chart page 63.
PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedures: Initial approach from Perryville FM 4000', from Tolleson Int. 2600'. Missed apch: Climb to 2500' on W course PHX LFR, make right climbing turn returning to LF range. Hold on E course LF rng at 5000' in standard pattern within 15 mi. VOR procedure: Initial approach from Perryville FM 4000', from Tolleson Int. 2600'. Missed apch: Climb to 2500' on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000' in standard pattern within 15 mi. Tolleson Int - Int. GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LF rng. All other items these procedures unchanged. (6-14)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft rqrg use of after burners for take-off, xcpt prior permission arpt manager. (12-7) Men & equip. along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. About Oct 15, VOR will be shut down until approx Dec. 15 - conversion to VORTAC. Durg this period, the following airways will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int.- PHX; V105E PRC-PHX. (9-23)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi at 11,000'; 060°-075°, 35 n mi at 11,000'; 075°-085°, 21 n mi at 11,000'; 090°-170°, 40 n mi at 12,000'; 225°-230°, 40 n mi at 7000'; 330°-345°, 35 n mi at 11,000'; 345°-360°, 25 n mi at 11,000'.
TUCSON ARPT:-SPECIAL NOTICE: As rqrd, target towing on a direct route off arwy to Ajo, Ariz. to be conducted week-ends - caution. (2-15)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
**YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11) Jet barriers installed rnwy 3-21. (9-3)
ARKANSAS: BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

ARKANSAS: **NORTH LITTLE ROCK MUN ARPT: New fld. Type: L. Lat 34-50, long 92-16. Lctn: 4.5 mi N. Elev: 545. No. of rnwys: 1. Lngst rnwy & facs: 32.**

**PINE BLUFF-TONEY FLD: 194'(403'MSL) lgtd twr erected approx. 1 n mi SSW(204°T) at lat 34-14-46, long. 92-00-56. (10-10)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)

TEXARKANA MUN ARPT: 210'(510'MSL) lgtd twr being erected 12.5 n mi SSW(222°T) at lat 33-18-12, long. 94-09-31. (9-12)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)

ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000';040°-060°, 12,000';060°-090° 13,500'. (8-9)

BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°;20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BONSALL-SHEARER'S RANCH ARPT: Abandoned until further notice. (2-4)

BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CONCORD-BUCHANAN FLD: Effect. Oct 15 right hand tfc estabd on rnwys 14 & 19. Pat. alt 800' indicated. Rnwy 6-24 to be used only for hi-velocity wind conditions. Low flgt over populated areas should be avoided as far as practicable.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi;350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holds S edge of lndg area.

FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000';280°-320°, 26 n mi at 11,000'.

**FORT BRAGG-UNION LUMBER COMPANY ARPT: Now a private airport. (2-5)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked. Sept. 19, VOR shut down until approx Oct 17 - modernization. Durg this period the following arwys will be unusable for IFR opern: V23 Red Bluff-Talent Int.; V23E Fort Jones - Klamath Junction Int. The Bray Int. will be unusable. (9-19)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000';10°-30°, 43 n mi at 9000';30°-120°, 35 n mi at 9000';120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

FRESNO-RADIO: About Oct 21, LF rng will be shut down for approx 3 days - tune up and course realignment to 76A 136 N 256 A 316 N. (9-17) About Oct 24, Los Banos FM ident will be changed to dot dash. (10-2)

FRESNO AIR TERMINAL-TOWER: Sept 16, ILS glide slope shut down until approx Oct. 29 - relctn. (10-9)FLD: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5) Jet barriers installed both ends rnwy 11-29. First 1000' rnwy 29 is behind barrier, not to be used as rnwy, overrun area only. (10-11)

**GASQUET ARPT: Caution. Road materials piled S side. (9-23)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000';305°-340°, 7000';340°-040°, 12,000';040°-070°, 8000';070°-100°, 7000'; 100°-280°, 4000'. (9-13)

LONG BEACH ARPT-TOWER: ILS glide slope shut down indefinitely. (10-4) VHF/DF bearing unreliable below 12,000' MSL SW quad between 200° and 230°. (5-6) About Oct 15, radar arrival control will be cmsnd. Primary holding fixes will be Huntington Beach FM and Albacore Intsxn. (9-13)FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt land rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' hight serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi.(6-25)

CALIFORNIA: **LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)**

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23) Effect. Oct 15, Castaic and Hollywood Hills FMs will be associated with Newhall LF rng. (9-27)

LOS ANGELES INTERNATIONAL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19)FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip. crossing rnwy. During VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3; or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25 R climbing in FVR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu of Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500'MSL. Acft not intending lndg at airport should avoid apch areas to W of arpt and E of airport between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Nov 30, transmissometer cmsnd furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. (6-21) Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPP: Length of strip reported increased to 3000'.

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev 174'; 1 rnwy-(15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

NEWHALL -RADIO: Effective Oct 15, Castaic FM will be changed ti 4 dashes, NW course of LF rng. Hollywood Hills FM will be changed to 2 dashes, SE course of range. (FMs formerly on Los Angeles LF rng courses.) (9-27)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Approach Control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Approach Control on 118.5 mc. Communications during IFR flight should not be conducted with Oakland Approach Control or San Francisco Approach Control utilizing the freq 126.18 unless 118.1 or 118.5 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n miles N thru E at min instrument altitude (1-14) DME coverage 30°-60°, 26 nautical miles at 5000'; 60°-80°, 35 nautical miles at 5000'; 280°-290°, 35 n miles at 4000'; 340°-350°, 35 nautical miles at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 nautical miles at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. (8-6)

CALIFORNIA: **OAKLAND-METROPOLITAN OAKLAND INTNL ARPT: Dredging and clam shell equip working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd giving rnwy visibility observations rnwys 27L & R. (8-22)

OCEANSIDE-RADIO: July 10, VOR shut down-modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via 208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (7-9)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000';150°-200°, 17 n mi at 7000';200°-280°, 35 n mi at 7000';330°-350°, 26 n mi at 13,000';350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E and W below 3000'MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Tetrahedron replaced by lgtd wind sock. (10-8)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000';150°-180°, 35 n mi at 9000'. (3-14)

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000';235°-245°, 26 n mi at 6000';245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W, adj to Heliport.

POMONA-BRACKETT FLD: Caution - men and equip on fld.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

RIALTO-MORROW FLD: Clsd Suns due drag races. (10-8)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000';44°-49°, 17 n mi at 7000';49°-90°, 26 n mi at 7000';90°-130°, 43 n mi at 7000';130°-145°, 26 n mi at 7000';145°-153°, 17 n mi at 7000';153°-180°, 26 n mi at 7000';180°-225°, 43 n mi at 7000';225°-300°, 43 n mi at 5000';300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°

**SAN DIEGO-LINDBERGH FIELD: Jet barrier relocated overrun area rnwy 27. (10-4)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: Confine opern to center rnwy 1R-19L due const. Taxiway F clsd from E edge rnwy 1L-19R to E end rnwy 28L-10R. Taxiway B clsd spur taxiway int. S end rnwy 1L-19R to spur taxiway int W end rnwy 10R-28L. Taxiway D clsd from S side rnwy 10R-28L to N side taxiway A. Men & equip. operg on turf areas between taxiway A and B S of terminal and S end of rnwys 1L-19R and 1R-19L. (10-8)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution-60' crane and trucks operg daylgt hrs W end rnwy. (5-17)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000';30°-45°, 35 n mi at 9000';80°-95°, 35 n mi at 4000';110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable as to much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Work in progress S side of fld. Caution-trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)

SHOSHONE ARPT: Strip closed for paving. (8-9)

STOCKTON ARPT: Rnwys 11L-29R, 11R-29L, and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at

CALIFORNIA: at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated range apchs should exercise extreme caution. Min alt for low apchs is 528'MSL. (8-12)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi;060°-085°, 40 n mi; 145°-175°, 40n mi;175° thru 180° to 250°, 20n mi; 250°-280°, 40n mi at MEA. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi;305°-355° at 6500'MSL;355°-60° at 9000';60°-100° at 7000'; 100°-150°, at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000'MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5)

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200';lgts;BL4; fuel, F2.

COLORADO: ASPEN ARPT: Fld clsd due const. (9-4)

CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21.

CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)

DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) 200' open ditch N side W end rnwy 8R-26L-flag mrkd day hrs, flashing red ngt hrs. (3-26)

EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)

GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about Jan 1, 1958 for reconst of rnwy and installing rnwy lgts. (8-20)

**LITTLETON-BAR NONE ARPT: Permanently closed. (10-9)

PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)

PUEBLO-SPECIAL NOTICE: Controlled Firing(demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00;E, long. 104-21-22;S, lat 38-18-00; W, long. 104-22-50. (4-30)

PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men & equip. on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)

CONNECTICUT: HARTFORD-BRAINARD FLD: Only NE & extreme SW ends of dike lgtd.(4-15)

NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)

SALEM ARPT: Reported reactivated. 41-30N, 72-14W;lctd 2.4 mi E;elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks-windsock left of end SE rnwy. (7-27)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000';230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution-NNE/SSW & NNW/SSE rnwys ruf. Men & equip. on fld. Rnwy 16-34 W of intsxn rnwy 22 & N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE CO ARPT-TOWER: About Nov 25, ILS LOM freq will be chgd from 251 kc to 248 kc. (10-8) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83, in Flight Information Manual Vol. 11 dated Aug 15, 1957 for Washington, D.C. High Density Air Traffic Zone. (2) Caution-dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) About Oct 30, fixed white 60 inch searchlgt of high intensity will be operd near south bank of Potomac river near Chain Bridge lat. 38-55-45, long. 77-07-02. Lgt will be operd only during hrs of darkness & when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (9-30)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 mi from stn; 17 to 22 mi from stn, multiples 3° to 3.5° S.

WASHINGTON-AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-12' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)

FLORIDA: ARCADIA ARPT: Arpt not mowed. Grass 24" high. Caution advised. (4-25)

**AVON PARK ARPT: 183'(293'MSL) lgtd twr erected 3 n mi NE(47°T) at lat 27-37-08, long. 81-29-27. (10-7)

**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Fill operns on E end. Caution (9-17)

CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5000'. (9-30)

CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance account of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. (9-12)

CROSS CITY ARPT, 58,MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(193°T) at lat 28-56-25, long. 81-18-33. (10-3)

FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

FT. MYERS-RADIO: VOR radial 131° out of tolerance-excessive scalloping and bends. (8-21)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet pentrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch course 248° usable to 9 n mi. (4-27)

**JACKSONVILLE-CRAIG FLD: 215'(255'MSL) lgtd twr erected 3 n mi WSW(257°T) at lat 30-19-30, long. 81-34-15. (9-17)

**JACKSONVILLE-IMESON ARPT: 996'(1003'MSL) lgtd twr erected 6.0 n mi S (187°T) at lat 30-19-22, long. 81-38-34. (9-23)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail. on req to Key West Rdo. (7-23)

LAKE CITY ARPT: Fuel and servs unavail. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and

FLORIDA: other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 269.0, 291.6 inop. (10-2)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

**MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into & out of the arpt other than multi-eng transport types:when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and tk-offs authorized on rnwy 27 only. Tk-offs & lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all tk-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited.(7-20)Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs & tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. 183'(190'MSL) lgtd twr erected 5 n mi NW(323°T) at lat 25-52-12, long. 80-19-17. (10-7)

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4'; 2 rnwys - longest rnwy 2500' oiled; 80,91/96 oct fuel. (3-28)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn.

FLD: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip. adj rnwys. (10-8)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

**ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: E/W rnwy now opened. Rnwy 16-34 clsd - mrkd as ramp and taxiway. (9-10)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on arwy V97 Clam Int. to TLH. MEA remains as charted.(10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13) About Nov1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23)

TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi rqrd all operns rnwy 14-32.

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

**TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (8-17) 231' lgtd twr erected 2.8 n mi SE(153°T) at lat 28-34-43, long. 80-48-10. (10-1)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WAUCHULA ARPT: 220'(336'MSL) lgtd twr being erected 2 n mi WSW(263°T) at lat 27-33 05, long. 81-48-30. (9-25)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys(all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down - modernization. During modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'. (5-7) About Oct 21, LFR will be shut down until approx Oct 31 - painting twr. (9-31)

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet- caution advised. (4-21) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

ATHENS-RADIO: Soon, VOR will be cmsnd. Freq: 109.2 mc. Ident: AHN. Lctd lat 33-56-51, long. 83-19-30. Monitoring category (1). Voice and monitoring from ATCS Anderson, S.C. Class: BVOR. (10-9)

ATLANTA-RADIO-SPECIAL NOTICE: Center advised high altitude sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area activated. All jet type acft operg on IFR flgt plans at or above 25,000' or VFR conditions on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Wea and other information not pertinent to tfc control should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc. (2-14)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730E Mon-Fri. (5-6)

ATLANTA-FULTON CO ARPT-TOWER: Effect Nov 1, twr hrs of opern will be: 0700-2300. (10-9) FLD: Const on SE side of arptl Hvy equip crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)

**AUGUSTA-BUSH FLD: 265' (692'MSL) lgtd twr erected 4.9 n mi W (278°T) at lat 32-22-50, long. 82-03-02. (10-8)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

MACON-COCHRAN ARPT: 423' (883'MSL) lgtd twr being erected 5.2 n mi ENE (80°T) at lat 32-48-19, long. 83-32-20. (10-9)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.

ROME RADIO: LFR operg as unmonitored fac. Use of LFR as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.

SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000'MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360°-110° acct excessive roughness and crs displacement with xcpt of arpt apch crs 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE-RADIO: Soon, VOR will be shut down until approx Dec 1 - for VORTAC conversion. The following arwys will be unusable during IFR conditions: V4 Baker-Burley; V4S Boise-Twin Falls. (9-23)

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwy 10L-28R clsd for const. Low-intensity apch lgts inop. (9-30) Rnwys 10L-28R and 7-25 clsd due const. All acft rqrd to have 2-way rdo unless prior arrangement made with twr. Normal tfc pat for 28L will be left-hand; right-hand for 10R. (9-12)

BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt.

GRANGEVILLE-IDAHO CO ARPT: Caution - E/W rnwy clsd; NE/SW rnwy soft on edges.

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

MOOSE CREEK-FOREST SERVICE ARPT: Open Apr to Nov. Const. Hazardous. Forest service suggests land at Grangeville or Missoula for briefing prior lndg. (9-11)

STREVELL ARPT: All lgts inop. (6-29)

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long 89-48-and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CENTRALIA ARPT: Clsd - const. (5-20)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon-Sat. Use caution while in area. (9-13)

CHICAGO AREA-SPECIAL NOTICE: 170' max height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill and 2.5 mi S of Governors Airpark. Unmarked, unlgtd. (4-17)

CHICAGO-RADIO: Multiples NW crs LFR . (11-9)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 30'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-engine acft xcpt tri-cycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-engine transient acft will not be allowed dock space at the N terminal bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St & Cicero Ave - adjacent to arpt). (7-17) 200' (790'MSL) lgtd smoke stack being erected 3 n mi NNW (359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW (349°T) at lat 41-49-23, long. 87-45-12. (9-24)

CHICAGO-O'HARE INTNL ARPT-TOWER: Oct 28, ILS will be cmsnd on new NW/SE rnwy; ILS on old NW/SE rnwy will be decmsnd. Lclzr freq: 109.7 mc, ident: ORD. Lctd 2100' SE of rnwy end. Glide slope freq: 333.2 mc. Lctd 400' SE of centerline of NW/SE rnwy and 1250' from apch end rnwy. Glide angle: 2.75°. LMM freq: 230 kc, ident: RD. MM lctd 3315' (0.63 s mi) from apch end rnwy. LOM freq: 394 kc, ident: OR. OM lctd 36,280' (6.9 s mi) for apch end rnwy. (10-11) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbnd acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Lndg and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27)

CHICAGO HEIGHT-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)

**CHICAGO HEIGHTS-GOVERNOR'S ARPT: 180' (958'MSL) lgtd twr erected 5 n mi ESE (121° T) at lat 41-25-17, long. 87-38-36. (8-27)

DANVILLE- VERMILLION CO ARPT: Caution - men and equip on fld. (10-11)

DIXON ARPT: NE/SW rnwy clsd for const - men and equip on fld daylgt hrs. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500'-5500'MSL. (5-13)

GALESBURG MUN ARPT: Caution - truck on fld. (2-25)

GILMAN ARPT: Clsd. (10-11)

HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic wea cmsnd Aug 13. (8-13)

KEWANEE ARPT: Men and equip on fld intermittently - ccaution. (6-29)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

ILLINOIS: MARION-WILLIAMSON CO. ARPT: Rnwys 2-20 clsd for const. Caution advised. Men & equip. crossing apch end rnwy 10. (9-19)
MATTOON-COLES CO. MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
**MENDOTA-FITZGERALD: Reinstated. Type: "P"; lat 41-34, long. 89-08; elev: 800'; lctd 1 mi NW; 1 rnwy; Lngst rnwy & facs: 2400', S5; F2 fuel; p-line SE. (10-15-56)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOLINE-RADIO: About Oct 28, LF rng will be shut down until approx Nov 18. (10-4)
MOLINE-QUAD CITY ARPT: 998' (1778' MSL) lgtd twr being erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (8-26)
**MOMENCE ARPT: 290' (9608' MSL) lgtd twr erected 11.2 n mi ESE (121°T) at lat 41-02-41, long. 87-30-30. (8-8)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEORIA ARPT: About Nov 3, 609' (1349' MSL) lgtd twr will be erected 6.5 n mi ESE (106° T) at lat 40-38-03, long. 89-32-21. (10-11) No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. 5' unlgtd fence apch end rnwy 22. (10-15)
PEOTONE-RADIO: VOR coverage lmtd netween 39 and 43 n mi at most azimuths at MEA.
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
SALEM-LECKRONE ARPT: Caution - const. (7-27)
**SHELDON-DISOWAY ARPT: Clsd - restricted lndg area. (10-14)
SOUTH-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT: Both ends rnwy 4-22 clsd to all opern. This includes 1000' of overrun and first 500' of rnwy at each end. Ends of usable rnwy mrkd by temp lgts and flags. (9-20)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area invloved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'.
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FT. WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
GREENCASTLE ARPT: Clsd - const. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mi, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq: 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112 9 mc testing intermittently. (21-17)
**INDIANAPOLIS-SHANK ARPT: 1022' (1846' MSL) lgtd twr erected 7.1 n mi NNE (23° T) at lat 39-55-43, lnng. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: Rnwys 9-27, 18-36, 4-22 clsd for const new rnwy 4-22. These rnwys may be used for taxiing at twr's discretion. Men & equip. on fld adj to rnwys. Caution advised. All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)

INDIANA: JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
KNOX-STARKE CO. ARPT: Clsd to transient operns due NE/SW rnwy under const. (9-11)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MONTICELLO-CONGRAM ARPT: Clsd unless prior approval obtained from owner. (9-19)
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
**PLYMOUTH ARPT: Now private arpt. (8-28)
SHELBYVILLE-RADIO: About Oct 24, VOR will be cmsnd. Freq: 108.4 mc. Ident: SHB. Lctd lat 39-37-57, long. 85-49-28. Monitoring category (1). Class: VORW. (9-18)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs.
TILDEN-RADIO: See Indianapolis, Ind.
WARSAW-MEMORIAL ARPT: 126' (950' MSL) lgtd twr being erected 1.8 n mi S (180° T) at lat 41-15-20, long. 85-50-49. (8-29)
IOWA: **ALGONA-SQUEEZE ARPT: Now private arpt. (8-25)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
**BONDURANT-TUFTS ARPT: Abandoned. (9-17)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
**CENTRAL CITY-WASSMER ARPT: Now private arpt. (8-25)
DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12.
**DES MOINES-NORTH ARPT: Now private arpt. (8-29)
**IDA GROVE-NICHOLSON ARPT: Now private arpt. (9-6)
**MT. AYR ARPT: Now priavte arpt. (8-24)
**NEWTON MUN ARPT: 153' (1153' MSL) lgtd twr erected 14.8 n mi ENE (74°T) at lat 41-44-44, long. 92-42-36. Clsd all transit acft xcpt prior arrangements with Newton opern until approx Oct. 20. (9-16)
OSAGE ARPT: New arpt reported: Type "L"; lctd 0.5 mi E; elev: 1150' (est); 1 rnwy (N/S) - sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
SHELDON ARPT: Clsd for const - machinery on fld. (5-3)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Dec 1 - relctn of lclzr. FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin blsd & on portions of ramp & taxiway NE of AF hangars. Caution - men & equip. working all hrs. First 1000' SE end NW/SE rnwy clsd until about Nov 15 due men & equip apch area.
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men & equip. on fld daytime. Fld clsd to ngt opern. (4-2)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE & E/W strips clsd const. Longest rnwy avail. 2300'.
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surround arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
DODGE CITY-RADIO: About Nov 4, VOR will be shut down until approx Dec 18 - modernization. During this period the following MEAs can be utilized: V105 - GCK VOR to *Int. R089 GCK and R240 HUT, 6000'; * Int. R089 GCK and R240 HUT to HUT VOR, 6000'; *(Descent can be made to 4300' NE bound after rcvg intsxn.) V74 - ANY VOR to *Int. R089 GCK and R286 ANY, 13,000'; *Int R089 GCK and R286 ANY to GCK VOR, 6000'; *(Climb to 13,000' prior to reaching intsxn when proceeding SE bound on V74.) Direct Routes: GCK VOR to HUT VOR, 6200'; **Int. R260 HUT and bear. 170/350 on GRB-H fac. to GBD H fac, 6200'. **(Descent to 4000' can be made N bound.) (Route authorized for WAL only).

KANSAS: EMPORIA-RADIO: VOR coverage 200°-270°, 35 - 43 n mi at min en route alt. (5-29) About Nov 4, VOR will be shut down until approx Dec 18 - conversion to VORTAC. (10-8) During this period, the following MEAs can be utilized: V-10, V-12N, V-12 - HUT VOR to Florence, Kans. Int 3000'; Florence, Kans. Int to Int HUT R068 and CNU R319 (Emporia Temp Int), 6000'; Emporia Temp. Int via MKC R223 to Pomona, Kans. Int 6000'; Pomona Kans. Int to MKC VOR, 2800'. V12 - ICT VOR to *DeGraff, Kans. Int., 3000'; *(MRA to rcv Int 4800') DeGraff, Kans. Int to Cassoday, Kans. Int., 4000'; Cassoday Int. to Int ICT R051 and R319 CNU, 6000'.

EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (2 (8-2)

ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S, 2400'; no facs. (9-20)

GARDEN CITY-RADIO: VOR radials 125°-185° have crs bends and roughness beyond tolerance but flyable. (7-18)

GOODLAND-RADIO: About Nov 4, VOR will be shut down until approx Dec 18 - conversion to VORTAC. (10-8) During this period, the following MEAs can be utilized: V4 - TXC VOR to Int TXC R087 and IML R176 (Goodland Temp Int), 10,000'; Goodland Temp Int. to HLC VOR, 10,000'. V132 - AKO VOR to Abarr, Colo. Int, 5800'; Abarr Int. to Int AKO R110 and IML R176, 10,000'. Direct Routes - RSL VOR to HUT VOR, 4000'; *HLC VOR to GBD H fac, 4000'; *RSL VOR to GBD H fac, 4000'.*(Routes authorized for Continental Airlines only.)

GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700 Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat and observe twr for lgt gun signals. Lgt acft 600'AGL; hvy acft 1000'AGL.

IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.

KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 mi W for certain flying schools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Missouri River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500-5500'MSL. (4-17)

**LAWRENCE ARPT: 600' of SW end of NE/SW rnwy perm clsd due hangar const at extreme SW end of rnwy. (9-13)

PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.

PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)

RUSSELL ARPT: Caution - ditch NE of intsxn 16-34 and 3-21 - marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)

SALINA ARPT: Const in progress. Men and equip on fld. (7-1)

TOPEKA-PHILIP BILLARD ARPT: Two 158'(1067'MSL) lgtd steel stacks being erected 3 n mi ESE (119°T) at lat 38-03, long. 95-34. (6-10) Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18)

TOPEKA-WILSON ARPT: New lndg strip reported: lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&P by appointment; 80/87 oct fuel. (4-9)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

WICHITA ARPT: 168' (1498'MSL) lgtd twr being erected 2.1 n mi W (283°T) at lat 37-39-50, long. 97-28-30. (8-29) Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Mowing equip on fld days. Acft remain on concrete areas. Sod unsafe.

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions. (7-3)

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans and rcvr 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

KENTUCKY: HARLAN ARPT: Caution - high grass. (7-3)

HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon USAF homing fac will be relocated to lat. 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4-19)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

**LEXINGTON-BLUE GRASS ARPT: 553' (1624' MSL) lgtd twr erected 7 n mi ENE (89°T) at lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LONDON ARPT: Gas avail on call daylgt hrs -expect delay.(7-25)

LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. (6-14) About Oct 20, VOR will be shut down until approx Nov 4 - freq change from 112.1 mc to 114.8 mc and conversion to VORTAC. (9-13)

LOUISVILLE-BOWMAN FLD-TOWER: Effect Oct 27, twr hrs opern will be 0700-2300. FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.

LOUISVILLE-STANDIFORD FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.

SOMERSET-PULASKI CO ARPT: Clsd to ngt opern. (10-11)

YORK-RADIO: DME coverage 35 n mi at 2500'MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat 300'. Apch from E with caution - jet acft operg in vcnty. (6-26)

BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy.

**LAFAYETTE ARPT: 500' (539'MSL) lgtd twr erected 7.9 n mi NW (330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LFR operg as H fac only. (7-30)

**LAKE CHARLES-McFILLEN ARPK: 199' (213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW (291°T) at lat 30-11-20, long. 93-19-45. (9-24) Longest rnwy 2400'. (9-11)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.) when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at alts below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, La to Monore, La. 2000'MSL; V-18 N Shreveport to Monroe 2500'MSL; V-18 Monroe to Jackson Miss. 1600'MSL; V-18 S Monroe to Jackson 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28) About Nov 1, VOR will be shut down until approx Feb 1, conversion to VORTAC. (9-23) During this period LFR may be substituted for VOR on adj V arwys. (9-30)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT-TOWER: Oct 15, tfc ctld by lgt gun & rdo from mobile twr near wind sock E of center taxiway. (10-14) FLD: Hvy acft use rnwys only. Lgt acft tk-off on rnwys. Acft transporting any items listed in Part 49 of CAR prohibited from ondg without permission.

NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

WELSH ARPT: E/W rnwy clsd ngts. Bcn inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4)

LIMESTONE-LORING AFB-RADIO: USAF VOR crs errors exist beyond 30 mi up to 6° in NW quad from 27°-360° and up to 4.3° in SW quad from 110°-140°. Final apch radial of 001 is 3-1/2° off M crs. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)

PHILLIPS-PLEASANT VALLEY FARMS ARPT: Caution - 300' WSW end of strip under const.

PORTLAND ARPT: Rnwy 2-20 clsd until about Nov 14. Avail as taxiway as directed by twr. 20' embankment 200' from apch end rnwy 33 mrkd by obstn lgt 250' from apch end and in line with S edge rnwy 33. (10-11)

PRESQUE ISLE RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA. (6-14)

MAINE: ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
BALTIMORE-MARTIN ARPT: Const - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwys 18-32 and 10-28 clsd. Ditching thru rnwys at intsxn 18-36 and 10-28. (8-15)
**BALTIMORE-PIER 6 HELIPORT: 39-18 N, 76-36W; lctd Pier 6, Pratt St.; elev 10'; size 240' x 100';air marked; no lgts; no service. (6-27)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long 76-01-45; services minor repairs; 80/87 oct; unicom 122.8 mc; 1 rnwy (NW/SE)2500'x100'. (12-10)
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category (3). (5-10)
HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. W end E/W being extended. Use ctn.Const equip. operg close to end of rnwy (9-20)
LAYTONSVILLE-DAVIS ARPT: Caution const extending rnwy 500' at ENE end. (7-11)
RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long 76-00; services minor repairs; 80 oct; 1 NE/SW rnwy 2000' x 200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)
WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200' lat 39-24, long 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 2460' x 200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
ACUSHNET ARPT: New arpt reported: 41-40-35 N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)
BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)
BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Rnwy 11-29 under exten const until about Nov 30. (9-13)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000';080°-210°, 2500';210°-240°, 3000';240°-270°, 3500';270°-330°, 3000'; 330°-025°, 2500'. About Oct 14, ILS lclzr and glide slope will be shut down for approx
** five days - modernization. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas in including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extenced rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts entire length of pavement.(2-27) Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use. Transmissometer cmsnd.Visibility in touch-down area on ILS rnwy is now being appended as remarks on Boston, Mass(BOS) observations whenever visibility is less than 1 and 1/2 mi.Transmissometer twrs 13' high.Obstn lgts 14' above ground at each lctn. Dist btwn twrs 750'. Projector twr lctd 500' S of ASR-3 & 480' WNW of rnwy 4R. Rcvr twr lctd 75' SSW of S parallel taxiway and 620' WNW of touchdown on rnwy 4R.(9-19)
BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
CHICOPEE FALLS-WESTOVER AFB-RADIO: USAF VHF/DF unreliable SE and SW quad below 4000' beyond 40 n mi. (11-4)
FALMOUTH-COONAMESSETT RANCH-ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
FALMOUTH-OTIS AFB-RADAR APPROACH CONTROL: About Nov 3, RAPCON will be
MASSACHUSETTS: cmsnd.Freqs:121.5,137.88,136.8,134.1,142.02,126.18,243.0,236.6,363.8,335.8, 289.4, 275.8, 379.4, 270.6, 305.4, 260.7 mc. Radar Facilities: ASR-PAR. Remarks: Arrival & Departure Control Service for Otis AFB, Hyannis, Nantucket & Martha's Vineyard Arpts. ASR apchs not avail. PAR apchs avail. rnwys 5 and 23 only. IFF operg but not cmsnd. Gds: 122.5 mc, does not gd 3023.5 kc. Normal clearance limits for arriving acft will be Hyannis H fac, Martha's Vineyard H fac or Nantucket VOR. Normal clearance lmts for departing acft will be arpt of destination. (10-7)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (9-19).
**MARTHA'S VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)
NANTUCKET-RADIO: Sept. 30, HH fac shut down until approx Oct 30 - conversion to consolan. (9-30)
NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)
NANTUCKET SHOALS OFFSHORE-SPECIAL NOTICE: Effect. 0001 EST, Nov. 21, 1957 Warning Area W-506 will be revised as follows: Beginning at lat 41-12-30, long. 69-40-00; thence to lat 41-08-00, long 68-00-00; thence to lat 41-00-00, long. 68-00-00; thence to lat 39-53-30, long. 68-57-00; thence to lat 40-48-10, long. 69-40-00; thence to lat 40-40-00, long. 69-40-00; thence to lat 41-12-30, long. 69-40-00; the point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass. (9-13)
ORANGE ARPT: Clsd 1:00 pm to 6:00 pm Oct 20 for drag races - fld mrkd with "X" at rnwy intsxn during clsd period. (5-22)
WORCESTER ARPT-TOWER: About Oct 28, CAA ctl twr will be cmsnd. Trans freq: 281 kc; 120.1, 121.5, 257.8 mc. Rcvg: 3023.5 kc, 122.5, 120.1, 121.5, 257.8 mc. Trans & rcvr 121.9 mc will be cmsnd for ctl gnd tfc. Call: Worcester Twr. Combined with stn. Concurrently with twr cmsng ILS LOM voice feature will be decmsnd. (9-27)FLD: Caution Taxiway const. Men & equip. on fld. Obstn lgtd. (9-16)
MICHIGAN: ANN ARBOR MUN ARPT: N half of fld restricted due new rnwy const. Hvy equip., stakes, and men on fld. Bndry, obstn, and range lgts inop. (10-1)
BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)
BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and ngts. Men and equip on fld days. 126' (1056'MSL) water twr under const on fld will be mrkd painted, and lgtd (5-6). Trees above obstn lgts on SE edge fld. (3-29)
BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
*DETROIT-AIR ROUTE TRAFFIC CONTROL CENTER: Soon, trans & rcvr 119.8 mc will be cmsnd. Oct 14, trans & rcvr 126.4 mc cmsnd.(10-9) Rcvr too late for ANRA page.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng. acft 12,500 lbs gross and over xcpt on pilot's request.
DETROIT-METROPOLITAN WAYNE CO ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt.Rnwys 5-23, 14-32, and old arpt clsd to all lndgs and tk-offs. Sod area to the NE of rnwy 14-32 to the W of rnwy 5-23 old arpt perm clsd to all lndgs and tk-offs. (9-23) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main terminal bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags & flares. Men and equip. on or adj to ramp and rnwys. (6-24). Four 70' twrs being erected 400' E & N of Goddard Rd inside of W bndry. (8-14)
DETROIT-WILLOW RUN ARPT-TOWER: About Oct 21, TVOR will be shut down until approx Nov. 4 - modernization. (10-3)
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on portion W ramp and first 500' of rnwy 9L.

MICHIGAN: ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)

GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R closed all traffic.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

INDIAN RIVER-CAMPBELL ARPT: 308'(1174'MSL) lgtd twr being erected 5.9 n mi SE(153° T) at lat 45-19-30, long. 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution-apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area.

KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi-interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 and connecting taxiway. NE/SW rnwy now 4000'. (10-8)

**MANISTIQUE-SCHOOLCRAFT CO. ARPT: 308'(1053'MSL) lgtd twr erected 2.1 n mi WSW (248°T) at lat 45-57-30, long. 86-13-51. (8-22)

MARQUETTE-COUNTY ARPT: Caution-const. (7-15) Clsd to ngt opern due unlgtd obstn.

**MARQUETTE-SAWYER ARPT: 80'(1260'MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn. (9-28) Clsd to all civilian acft-now military arpt. (10-8)

MT. CLEMENS-MACOMB ARPT: Caution-construction W end of field. 2200' E end runway 9-27 open. (10-11)

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to ngt flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

**NEWPORT-MARSHALL ARPT: 205'(575'MSL) lgtd twr erected 2 n mi ENE(77°T) at lat 41-57-37, long. 83-15-26. (8-9)

NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long. 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000'MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea. conditions. Mission: Surface Naval Gunnery. (4-1)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4) Taxiway W end rnwy 9-27 clsd. Trucks on fld. (8-17)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S. (4-20)

PRUDENVILLE-ROSCOMMON CO ARPT: Closed.

PULLMAN-RADIO: DME coverage 40,-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)

SAGINAW-RADIO: About Oct 24, VOR will be cmsnd. Freq: 112.9 mc. Ident: MBS. Lctd lat 43-31-54, long. 84-08-38. Monitoring category (1). Class: BVOR. (9-17)

SAGINAW-MUNICIPAL ARPT: 29' wood pole electric line being const 181' E of arpt at lat 43-25-45, long. 83-51-45. (9-25)

**SAGINAW-TRI-CITY ARPT: Use rnwys only. Extremely rough sod & chuck holes adj to & off rnwys. (9-12) Caution men & equip on rnwys daylgt hrs. (9-12)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)

**STURGIS-KIRSCH ARPT: Longest rnwy 3200'. (9-25)

TRAVERSE CITY-RADIO: About Oct 24, VOR will be cmsnd. Freq: 112.4 mc. Ident: TVC. Lctd lat 44-40-07, long. 85-33-01. Monitoring category (1) Class: BVOR. (9-17)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnsys clsd. Use caution other rnwys.

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)

AUSTIN ARPT: 150'(1362'MSL) church bldg being erected approx 3000' WSW. Completion date apr 1958. Not marked, painted or lighted. (2-1)

MINNESOTA: CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

**DEER RIVER ARPT: 308'(1598'MSL) lgtd twr erected 1.2 n mi SSE(159°T) at lat 47-19-48, long. 93-47-02. (8-22)

DULUTH-ARPT-TOWER: ILS shut down - modernization. (9-19) FLD: Ramp const W of admin bldg. Men and equip on fld days. Caution crossing arpt perimeter roads lndg rnwys 3-21. Maj portion of NE/SW rnwy N of E/W rnwy intsxn clsd every Sun 1200-1700C thru Oct due to auto races.

**DULUTH-SKY HARBOR ARPT: New arpt: lctd 5 mi SE;elev 602'; 1 rnwy; lngst rnwy & facs 21-S5; F3 fuel; remarks-skis winter. ARPT OF ENTRY. Seaplane base adj. (8-28)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

**FAIRMONT MUN ARPT: 500(1710'MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)

FERGUS FALLS ARPT: N/S rnwy clsd for const. (8-29)

MINNEAPOLIS-CRYSTAL ARPT: Caution-extensive const-men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22)

MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution-men & equip on field. (7-22)

MINNEAPOLIS-ST. PAUL(WOLD CHAMBERLAIN FLD)-TOWER: ASR-2 shut down until approx Nov 19 - relocation. (9-10) FLD: First 1000' rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance estabs standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. E/W rnwy and associated taxiways discontinued. Const area & equip. hazard mrkd day and ngt. (10-10)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd-has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt.

ROSEMONT-SOUTHPORT ARPT: Caution-const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

**ST. PAUL-HOLMAN ARPT: Effect Oct 8 NE/SW rnwy discontd. To be used as taxi strip only. (9-20)

TWO HARBORS: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045'MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)

WILLMAR ARPT: About 20 Oct, 500'(1648'MSL) lgtd twr will be erected 3.8 n mi NE(57°T) at lat 45-08-25, long. 95-00-50.

WINONA-RADIO: TVOR unusable beyond 14 mi-course instability. (3-30)

MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)

CORINTH ARPT, 7, MEM-TPA: Clsd until further notice. (7-22)

CROSBY MUN ARPT: Men & equip. resurfacing rnwy. Land to one side of fresh material.

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)

GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800 lgt acft. Caution-exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway no. 4 for takeoff on rnwy 32 and 36. (6-11)

INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 330°-352° out of tolerance due to roughness. (10-2)

McCOMB-PIKE COUNTY ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet weather. (3-5)

MERIDIAN-RADIO: VOR/DME relctd and operg test baiss only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution-all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published. (8-23)

MERIDIAN-KEY FLD-RADIO: April 29, ILS glide slope inoperative until approximately November 15.

MISSISSIPPI: MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only.(5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough-use with caution. Men & equip. on fld days. (7-5)

**OXFORD-UNIVERSITY-OXFORD ARPT: New arpt: Type "P"; 34-23N, 89-32W; lctd 1 mi N; elev 445'; 1 rnwy (E/W)4000'x100' asphalt; BL4; remarks - unattended. (5-17)

RIPLEY ARPT: Clsd - construction. (5-16)

**STARKVILLE ARPT: Use rnwys only. (9-9)

MISSOURI: BUFFALO ARPT: Rnwy under const-use of fld at pilot's risk. (9-19)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTO ARPT: New arpt reported: Lat 38-08, long. 90-33; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at, or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd. About 4 Nov., 929'(1773'MSL) lgtd twr will be erected 6.8 n mi NNE(35°T) at lat 38-41-28, long. 92-05-43. (10-11)

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)

**KANSAS CITY ARPT: 146' (1186'MSL) elevated water tank erected 7 n mi NW(335°T) at lat 39-13-55, long. 94-39-25.(9-10)Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23) Taxiway on W side of fld bgng at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme ctn. (9-12)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

MACON-RADIO: About Dec. 15, VOR class will be changed to BVOR. (9-20)

MALDEN-RADIO: Oct. 10, VOR shut down until approx Nov. 18- modernization. (10-14)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOSEPH-ROSECRANS MEMORIAL ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr.(10-2) About Oct 21, CAA Ctl twr will be cmsnd. Trans only 281 kc, trans & rcvs 119.9, 121.5, 243.0, 257.8 mcs. Rcvs only: 3023.5, 122.5 mc. Freq 121.9 mc cmsnd for ctl mobile gnd tfc. Voice Call: "Rosecrans Tower". Hrs oprn: 0700-2300. Class: C(g). Twr/ATCS combined. (10-7)

ST. JOSEPH-ROSECRANS MEMORIAL ARPT: Rnwy 13-31 open entire length. 1600' apch end rnwy 22 clsd due const. Rnwy 17-35 remains clsd. All const areas flagged and lgtd day and night. Ctn advised. (9-27)

ST. LOUIS-LAMBERT FLD: 311'(1000'MSL) lgtd twr being erected 5 n mi SSW(206°T) at lat 38-40-36, long. 90-24-09.(7-19) 1152'(1649'MSL) lgtd twr will be erected 10.5 n mi SSE (169°T) at lat 38-34-08, long. 90-19-51. (8-30) Rnwys 6-24 clsd. Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution, men and equip. Taxiways 7 & 25 clsd from McDonnell taxiway to rnwy 24. Silos and grain elevator 1700' from apch end rnwy 30, obstn lgtd. Shoulders soft. Caution. Rnwy apchs

MISSOURI: rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. (9-26)

ST. LOUIS-PARKS METROPOLITAN -SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)

ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on Oct 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

MONTANA: **BILLINGS-LOGAN FLD: Name change. Formerly carried as Billings Mun Arpt. Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd.(4-8) Configuration "A" apch lgt system on rnwy 9 cmsnd. Do not land short of threshold lgts. (7-23)

BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

**GREAT FALLS INTNL ARPT: Formerly carried as Great Falls Mun. F 5 fuel avail. (5-15) Rnwy 02-20 clsd for repairs.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for acft over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

**ST. IGNATIUS ARPT: Rnwy lgts abandoned. (9-11)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

WOLF POINT ARPT: Clsd to all operns sunset-sunrise. (7-15) Rnwy lgts inop until approx Oct. 22. (10-8)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway closed.

CENTRAL CITY-SILVER T ARPT: About 25 Oct., 349'(2049'MSL) two lgtd twrs will be erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)

**NORTH PLATTE-LEE BIRD FLD: 211'(3016'MSL) lgtd twr erected 4 n mi W(285°T) at lat 41-08-14, long. 100-45-33. (8-16)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern. (9-11)

NEBRASKA: OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL: About Oct 15, radar arrival and departure ATC service will be provided Omaha Mun Arpt and Offutt AFB.
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop.
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylight hours, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY-RADIO: Oct 1, VOR shut down until approx Nov 15 - modernization. (10-1)
SIDNEY ARPT: NW/SE rnwy clsd for major const. Rnwy mrkd with X's on both ends. 2200' x 300' NNE/SSW rnwy remain open but unlgtd. 3800' x 300' E/W rnwy remain oper and lgtd xcpt that 1/2 the width of the E/W at the intsxn of E/W and NW/SE rnwy clsd, flagged and mrkd. Cautinn - men & equip. on fld daylgt hrs. (8-23)
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi, 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
BATTLE MOUNTAIN ARPT, 35, SFO-SLC: Unlgtd oil derrick 60' high 1/2 mi from end rnwy 12 on right side of apch lane. (9-5)
**BEATTY ARPT, 20, RIV-TDL: Elev: 3170'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Oct 15. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int. - RNO, V6 Tahoe Int.-LOL, V6N AUN Int.-RNO, V28, V113, V150 West Point Int.-RNO. (7-19)
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-15)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N. H. Aero Comm 0830-1700, Mon-Fri., (tel. Concord, Capital 5-6611, ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylight hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)
NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 526 kc for test purposes only. Ident : AIY. Lctd near Avalon, N.J. (8-2)
BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH CO ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension suspended. (10-11)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)
MILLVILLE ARPT: Non-military glider operns week ends and holidays. Engine testing by

NEW JERSEY: acft parked N end rnwy 18 day and ngt. (1-16) Trenching paralleling portions N/S, NW/SE rnwys in sod area - mrkd. Use rnwys. Taxiways thru trench area clsd - mrkd. (8-6)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.
NEWARK ARPT: ALL ACFT: Clsd to jet; motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lights. Earth mound 1250' E of threshold lights rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. Soon, 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' cranes 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
STILLWATER-RADIO: May 10, VOR monitor category temp changed to (3). (5-10) About Nov 4, VOR will be shut down until approx Nov 22 - modification and freq change from 112.6 mc to 110.6 mc. (9-27)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 closed for lndgs. Rnwy 14-32 avail. ngts only on special req. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) Helicopter landing area now lctd on hard stand approx 500' N of control tower & 50' E of W taxiway. Unlgtd. (10-4)
TRENTON-RADIO: TVOR usable dist 26°, 096°, 228°, 230° & 344° radials 17 n mi at MOCA. other azimuths 4 to 17 n mi. (6-14)
TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due sink holes in sod.
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LF rng (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Control before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns durg VFR and IFR wea up to 20,000'. (2-11)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier opernl, but unreliable, on W end rnwy 03-26 upon req. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 decmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area & taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc.
FARMINGTON ARPT: Rnwy 6-24 rough at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.

MISSISSIPPI: MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough-use with caution. Men & equip. on fld days. (7-5)

**OXFORD-UNIVERSITY-OXFORD ARPT: New arpt: Type "P"; 34-23N, 89-32W; lctd 1 mi N; elev 445'; 1 rnwy (E/W)4000'x100' asphalt; BL4; remarks - unattended. (5-17)

RIPLEY ARPT: Clsd - construction. (5-16)

**STARKVILLE ARPT: Use rnwys only. (9-9)

MISSOURI: BUFFALO ARPT: Rnwy under const-use of fld at pilot's risk. (9-19)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTO ARPT: New arpt reported: Lat 38-08, long. 90-33; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at, or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat. will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd. About 4 Nov., 929'(1773'MSL) lgtd twr will be erected 6.8 n mi NNE(35°T) at lat 38-41-28, long. 92-05-43. (10-11)

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)

**KANSAS CITY ARPT: 146' (1186'MSL) elevated water tank erected 7 n mi NW(335°T) at lat 39-13-55, long. 94-39-25.(9-10)Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23) Taxiway on W side of fld bgng at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme ctn. (9-12)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

MACON-RADIO: About Dec. 15, VOR class will be changed to BVOR. (9-20)

MALDEN-RADIO: Oct. 10, VOR shut down until approx Nov. 18- modernization. (10-14)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOSEPH-ROSECRANS MEMORIAL ARPT-RADIO: April 29, ILS lclzr and glide slope shut down until approx Nov 7 - relctn of lclzr.(10-2) About Oct 21, CAA Ctl twr will be cmsnd. Trans only 281 kc, trans & rcvs 119.9, 121.5, 243.0, 257.8 mcs. Rcvs only: 3023.5, 122.5 mc. Freq 121.9 mc cmsnd for ctl mobile gnd tfc. Voice Call: "Rosecrans Tower". Hrs oprn: 0700-2300. Class: C(g). Twr/ATCS combined. (10-7)

ST. JOSEPH-ROSECRANS MEMORIAL ARPT: Rnwy 13-31 open entire length. 1600' apch end rnwy 22 clsd due const. Rnwy 17-35 remains clsd. All const areas flagged and lgtd day and night. Ctn advised. (9-27)

ST. LOUIS-LAMBERT FLD: 311'(1000'MSL) lgtd twr being erected 5 n mi SSW(206°T) at lat 38-40-36, long. 90-24-09.(7-19) 1152'(1649'MSL) lgtd twr will be erected 10.5 n mi SSE (169°T) at lat 38-34-08, long. 90-19-51. (8-30) Rnwys 6-24 clsd. Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution, men and equip. Taxiways 7 & 25 clsd from McDonnell taxiway to rnwy 24. Silos and grain elevator 1700' from apch end rnwy 30, obstn lgtd. Shoulders soft. Caution. Rnwy apchs

MISSOURI: rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. (9-26)

ST. LOUIS-PARKS METROPOLITAN -SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)

ST. LOUIS-PARKS METROPOLITAN ARPT: All rnwys xcpt 08-26 will be clsd daylgt hrs on Oct 20 - drag races. When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)

MONTANA: **BILLINGS-LOGAN FLD: Name change. Formerly carried as Billings Mun Arpt. Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8) Configuration "A" apch lgt system on rnwy 9 cmsnd. Do not land short of threshold lgts. (7-23)

BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

**GREAT FALLS INTNL ARPT: Formerly carried as Great Falls Mun. F 5 fuel avail. (5-15) Rnwy 02-20 clsd for repairs.

HELENA-RADIO: VOR figt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTOWN-RADIO: VOR figt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for acft over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

**ST. IGNATIUS ARPT: Rnwy lgts abandoned. (9-11)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

WOLF POINT ARPT: Clsd to all operns sunset-sunrise. (7-15) Rnwy lgts inop until approx Oct. 22. (10-8)

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway closed.

CENTRAL CITY-SILVER T ARPT: About 25 Oct., 349'(2049'MSL) two lgtd twrs will be erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)

**NORTH PLATTE-LEE BIRD FLD: 211'(3016'MSL) lgtd twr erected 4 n mi W(285°T) at lat 41-08-14, long. 100-45-33. (8-16)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern. (9-11)

NEBRASKA: OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL: About Oct 15, radar arrival and departure ATC service will be provided Omaha Mun Arpt and Offutt AFB.

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop.

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylight hours, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY-RADIO: Oct 1, VOR shut down until approx Nov 15 - modernization. (10-1)

SIDNEY ARPT: NW/SE rnwy clsd for major const. Rnwy mrkd with X's on both ends. 2200' x 300' NNE/SSW rnwy remain open but unlgtd. 3800' x 300' E/W rnwy remain open and lgtd xcpt that 1/2 the width of the E/W at the intsxn of E/W and NW/SE rnwy clsd, flagged and mrkd. Caution - men & equip. on fld daylgt hrs. (8-23)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi, 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

BATTLE MOUNTAIN ARPT, 35, SFO-SLC: Unlgtd oil derrick 60' high 1/2 mi from end rnwy 12 on right side of apch lane. (9-5)

**BEATTY ARPT, 20, RIV-TDL: Elev: 3170'.

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35°, and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Oct 15. Durg this period the following V arwys will be unusable. V200 Sutter Buttes Int. - RNO, V6 Tahoe Int.-LOL, V6N AUN Int.-RNO, V28, V113, V150 West Point Int.-RNO. (7-19)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-15)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail. by calling the N. H. Aero Comm 0830-1700, Mon-Fri., (tel. Concord, Capital 5-6611, ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-010°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylight hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ATLANTIC CITY-RADIO: Consolan operg on 526 kc for test purposes only. Ident : AIY. Lctd near Avalon, N.J. (8-2)

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH CO ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension suspended. (10-11)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

MILLVILLE ARPT: Non-military glider operns week ends and holidays. Engine testing by

NEW JERSEY: acft parked N end rnwy 18 day and ngt. (1-16) Trenching paralleling portions N/S, NW/SE rnwys in sod area - mrkd. Use rnwys. Taxiways thru trench area clsd - mrkd. (8-6)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Idlewild LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Light multiples other courses.

NEWARK ARPT: ALL ACFT: Clsd to jet; motorless and fighter type acft and acft over 150,000 lbs. 2-way rdo rqrd. Rotary wing acft operg at terminal, NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lights. Earth mound 1250' E of threshold lights rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Taxiway N clsd to all operns from old run-up block westbound to apch end rnwy 11. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. New taxiway between Brewster hangar and terminal ramp open. Taxiway from Brewster hangar to hangar 12 closed. Men, equip. on fld. MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applic cable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt. 130' cranes operg in seaport area E of apch end rnwy 29. Soon, 3000' standard hi-intensity centerline apch lgtg sys configuration A serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' cranes 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor category temp changed to (3). (5-10) About Nov 4, VOR will be shut down until approx Nov 22 - modification and freq change from 112.6 mc to 110.6 mc. (9-27)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 closed for lndgs. Rnwy 14-32 avail. ngts only on special req. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) Helicopter landing area now lctd on hard stand approx 500' N of control tower & 50' E of W taxiway. Unlgtd. (10-4)

TRENTON-RADIO: TVOR usable dist 26°, 096°, 228°, 230° & 344° radials 17 n mi at MOCA. other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due sink holes in sod.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LF rng (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Control before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns durg VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier opernl, but unreliable, on W end rnwy 03-26 upon req. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 decmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area & taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc.

FARMINGTON ARPT: Rnwy 6-24 rough at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

NEW MEXICO: **LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi.** Sept 19, VOR shut down until approx Nov 19 - **modernization and relctn.** During this period the following arwys will be unusable for IFR opern: **V60 San Jose Int - Conchas Dam Int. V19 Santa Fe-Raton. V19E Las Vegas-Raton. V190 Las Vegas-Dalhart.** Will be relctd: lat 35-39-26, long. 105-08-06.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting **26 n mi.** (6-28)

RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, **acft are to exercise extreme caution arriving and departing.** (8-28)

TAOS-ZIA ARPT: Fuel unavail until April 15, 1958. (10-8)

WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: **ALBANY-RADIO: LFR has multiples N and W courses.** (6-15)

BINGHAMTON-RADIO: Erratic ADF action 4 - 13 n mi SSE of fac **at min instr alt.**

BINGHAMTON-BROOME CO ARPT-TOWER: Roughness vicinity MM. (10-19) **Oct 3, ILS glide slope freq 335 mc inop until approx Oct 15 - work on rnwy.** (10-3) **FLD: Const equip and men adj to and on west ramp daily during hangar const program.** (10-4) **Const in progress in transient and freight ramp areas and adj taxiways - caution.** (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

BUFFALO ARPT-TOWER: ILS lndg mins straight-in rnwy 23 will be 300-3/4 **until obstns are removed in apch area.** (9-9)

COHOES-LOUDON ARPT: New fld. Type P. Lat 42-48, long. 73-43. Lctn: **1 mi NW.** Elev: 280'. No. of rnwys 2. Lngst rnwy and facs: 22-S5. Fuel: 80. **Rems: P-lines S, W. Ditch N.**

DE LANCEY-RADIO: Oct 3, VOR monitoring category temp changed to (3) **VORW.**

DEPEW-BUFFALO SKY HARBOR ARPT: Abandoned. (9-6)

DOLGEVILLE ARPT: Clsd. (12-31)

DUNKIRK ARPT: Caution - men and equipment all rnwys 0800-1600 Mon-**Fri.** (5-27)

EAST AURORA-PRONER ARPT: Reported abandoned. (9-6)

FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only Clsd to all operns unless previous arrangements are made by telephone **to have twr open** and adequate crash facs. Fuel unavail. transient acft. (4-5) 2 rnwys avail. (9-12)

GLEN FALLS-WARREN CO ARPT: 91 oct not avail. (6-11)

HEMPSTEAD LONG ISLAND-RADIO: About Oct 14, LFR will be shut down **until approx Oct 28 - modernization.** Concurrently, SW crs will be realigned counterclockwise **from 40° to 35°.** (10-11)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise **to 230° at MOCA.** (6-14) May 10, VOR monitor category temp changed to (3). (5-10)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at **MOCA.** (6-14)

ITHACA-TOMPKINS CO ARPT: Arpt clsd to all but rdo equipped acft. **Rnwy 1-19 clsd to all tfc.** Rnwy 14-32, men and equip along side and on rnwy Mon-Sat between **0800-1700** EDT. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for lndg **instructions.** (6-4)

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation **project. Arpt open** for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - **length 2700'.** (5-17)

LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for **landplane avail.** at Lake Placid Arpt. (7-22)

MASSENA-RADIO: Sept 19, J fac temp converted to BMH until approx Oct **15. Freq 242 kc.** Ident: MSS. Lctd lat 44-56-00, long. 74-50-30.

MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding **& soaring** operns conducted during daylight hours within 15 mi radius of arpt - all alts **from surface to** 12,000'. (8-29)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable **below 7000' in all** quads. (9-23)

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft **shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or** above 1200' MSL wea permitting. This applies to New York Intnl (Idlewild) **Arpt; LaGuardia** Fld, N.Y., and Newark Arpt, N.J.

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operg VFR be alert for **all types of tfc** from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, **Westchester Co Arpt** Mitchell AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W **remain well off**

NEW YORK: shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270°M until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.

NEW YORK INTNL (IDLEWILD) ARPT-SPECIAL NOTICE: About Oct 15, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR holding E one min left turn pat, Lido rng in lieu of Long Beach and Scotland rdo bcn. (9-27)

NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230°-055°, 2000' at 40 mi. (9-9) **

FLD: Lndg and take-off prohibited unless acft equipped with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt of offl. bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndg and take-off, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185'MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10) Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L and 13L-31R. (8-2)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: About Oct 15, acft enroute to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR - holding SE one min left turn pat. in lieu of the Oradell Holding Pattern. (9-27)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbnd acft shall make initial ctc with LaGuardia apch ctl on 119.9 mc regardless of wea. ** FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndg and take-off prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pattern; NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip mrkd - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13 and 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 and 9 - flagged by day and lgtd at ngt. (7-30) High intensity left lane and 3600' left lane neon approach lighting system serving rnwy 4 decmsnd. Standard 3000' high intensity centerline configuration A apch lgt system serving rnwy 4 cmsnd. The center line systems will not be operd at an intensity greater than intensity NR2 pending removal of obstn lgts and poles in apch area. (10-3)

NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel LOngacre 4-2073). Direct commun by 2-way rdo on 122.8 mc required before apch and take-off. Caution - ship tfc in area. (9-27)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)

FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and take-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

NEW YORK: PLATTSBURGH MUN ARPT: VFR tfc pat. for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and vixibility 3 mi. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position, acft shall let down to pat. alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. Sept 24, VOR/DME shut down until approx Oct 18 - modification and freq change to 111.8 mc. (9-26) S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int to Poughkeepsie unsuitable IFR tfc. (10-11)

**POUGHKEEPSIE-DUTCHESS CO. ARPT: 305' (465'MSL) lgtd twr erected 19.8 mi SSE (163°T) at lat 41-56-11, long. 74-00-30. (9-16)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: Soon, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB and Oneida Co. Arpt. Freqs: 118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8 mc. Normal clearance limits will be Starkville Int, Sherrill Int, Fly Creek Int, Taberg Int, RME HW and UTI MHW. (9-5)

ROMULUS-SPECIAL NOTICE: Hvy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879'MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

ULSTER COUNTY-SPECIAL NOTICE: Effective Oct 25, Caution Area C-216 is rescinded.

UPPER ST REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14) About Nov 11 - VOR/DME will be shut down until approx Nov 29 - modification and freq change from 116.1 mc to 108.6 mc. About Nov 5, J fac will be temp converted to BMH, freq 224 kc, ident ART, lat 43-59-22, long. 76-01-12. To be returned to J fac on completion of VOR modification.

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable W quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO ARPT: First 400' rnwy 23 not visible from ctl twr.

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-RADIO: About Nov 4, LFR freq 284 kc will be changed to 307 kc.

CHARLOTTE-DOUGLAS ARPT: All acft operg in and out of arpt required to have operg transmitter and rcvr on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

ELIZABETH CITY-RADIO: VOR/DME shut down until approx Oct 24 - relctn to lat 36-15-27, long. 76-10-33. (9-25)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

HICKORY RADIO: VOR radials 150°-160° out of tolerance acct roughness and bends. (4-12)

**KINSTON-STALLINGS FLD: Formerly carried as Stallings Air Base. (10-2)

LAURINBURG-MAXTON ARPT: New arpt reported: Lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

MANTEO ARPT: Rnwy lgts inop. (1-30)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800'MSL, V194 RDU-CVI 3000'MSL, V128 RDU-LaGrange 3500'MSL, V3 RDU-LBT H fac 3300'MSL, V3W RDU-SOP 3000'MSL, V194 RDU-

NORTH CAROLINA: Norwood 4000'MSL. Holding at Moncure rqrs - altitude separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

RICH SQUARE ARPT: New arpt reported: 36-15N, 77-17W; elev 78'; 1 strip, turf, 2900', NW/SE; no facs; P-line NW. (10-7)

**ROCKY MOUNT ARPT: Ctc Rocky Mt Rdo for arpt info prior lndg. (9-6)

**SALISBURY ARPT: Unicom 122.8 mc cmsnd. Arpt clsd for const xcpt with prior approval during daylgt hrs by use of Unicom. (9-12)

WILMINGTON-SPECIAL NOTICE: Effective Oct 24, Warning Area W-523 will be established as follows: Beginning at lat 34-15-00, long. 77-39-00; thence SW to lat 34-05-00, long. 77-43-00; SE to 32-20-00, 77-20-00; SE 32-15-00, 77-00-00; NE to 33-04-00, 75-51-00; thence NW to point of beginning. Altitude: Surface to 50,000'MSL. Time of use: Daylgt hrs only during VFR. Activities Conducted: Air-to-air rocketry. Controlling Agency: Seymore Johnson AFB, Goldsboro, N.C. (9-5)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)

WINSTON-SALEM SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctlt tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: DICKINSON-RADIO: About Oct 28, VOR will be shut down until approx Dec 13 - conversion to VORTAC. (10-8) During this period, the following MEAs can be utilized: Direct Routes: MLS VOR to VIS VOR, 10,000'; MLS VOR to DIK LFR, 4500'; DIK LFR to BIS VOR 4100'.

FARGO RADIO: VOR radials 105° and 340° out of tolerance acct roughness and scalloping.

✱FARGO-HECTOR FLD-RADIO: ILS glide slope lctd 500' W new S end rnwy 17-35. About Oct 14, ILS glide slope and MM will be inop until approx Dec 14 - relctn. (10-7)

**FARGO-HECTOR FLD: Longest rnwy 7150 x 150' (9-27)

MINOT-RADIO: VOR shut down until approx Oct 16 - retuning and readjustment. (10-9)

MINOT INTNL ARPT: 1053' (3123'MSL) lgtd twr being erected 12.1 n mi S (191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440' (2200'MSL) lgtd twr being erected 2 n mi SSW (222°T) at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Fld rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 - perm U.S. NAS Akron, Ohio acrobatic--camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

**BEACH CITY-AMES ARPT: New arpt. Type: "P"; lat 40-39, long. 81-34; lctd 1 mi E; RR W; elev 1000'; 1 rnwy 1800' x 125' - turf; 80/87 oct fuel. (4-21)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030' 1 rnwy—2000' x 100' (sod)' 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 045° radial V 5 out of tolerance due hvy visual and aural interference. (7-26) About Oct 15, LFR ident will be changed to LUK. (9-4)

CINCINNATI-GREATER CINCINNATI ARPT: Due to nonvisibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

OHIO: **CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (9-26) FLD: 2 way rdo capable communicating Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW tk-offs & SE lndgs. Const of N concourse in progress 800' N from main term. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L. Taxi signs now installed all taxiways. W taxiway reads letter R, NW taxiway reads S, N taxiway reads T. Rnwy 9L-27R clsd for W lndgs only. Soon combination 1650' flash-blaze and left lane 1500' neon apch lgt system serving rnwy 5L will be decmsnd. Simultaneously, 3000' standard hi-intensity center line configuration A will be cmsnd. On or about Oct 15 sequence flashers will be cmsnd. (9-13)**

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE FACILITY: Clsd for season, effect Nov 1. (10-7)

****COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 & proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5,000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)**

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules-Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: About Nov 4, radar departure control will be implemented. (10-1) FLD: Due to non-visibility twr unable to ctl tfc on E taxi strip btwn hangars 1 & 4. Rnwy 18-36 clsd for lndgs and tk-offs btwn 0700E and 1800E. Taxiing permitted on rnwy. Taxiway D clsd from rnwy 23 to new ramp from 0700E to 1800E. 2900' hi-intensity centerline apch lgtg system, configuration "A" serving rnwy 27 cmsnd. (9-19) Excavation 2' deep, 150' wide, in extension N taxiway between 6500'-8000' mark. Men & equip. working 0700-1700E daily. Men & equip also working 30' N of rnwy 12-30 0730-1600E. (10-10)

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON ARPT-TOWER: About Oct 30, ILS glide slope, MM and LMM will be shut down until approx. Nov. 30 - relctn and conversion, acct extension rnwy 6. Glide slope will be relctd 1050' NE of SW end extended rnwy and 400' NW centerline. MM and LMM will be relctd centerline 3540' SW of SW end extended rnwy. Glide slope angle will be 2.6°. Alt over MM 1210'MSL; over OM 2040'MSL. (9-30) FLD: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26) Rnwy 6-24 being extended 1000' SW end and 500' NE end; total length to be 7000'. On or about Oct 30 neon apch lgt lane to be shut down for approx. 30 days for relocation to rnwy 6 & conversion to standard 3000' hi-intensity centerline configuration A apch lgt system. (9-30)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 205°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas closed. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi;140°-220°,35 n mi at MOCA. (6-14)

****FREEMONT-SLAGER AIRPARK: Perm closed. (9-26)**

GALION-CRESTLINE ARPT: N/S rnwy closed. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

OHIO: **HAMILTON ARPT: W end E/W rnwy being extended. (6-28)**

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to (3). (5-10)

LEBANON - J&J ARPT: N end N/S strip being extended. Graded areas soft when wet. (8-8)

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15) All fld lgts and bcn inoperative. Fld clsd between sunset-sunrise. (8-14)

MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const. Men & equip. on fld. N end N/S rnwy unusable. Contact fld unicom for conditions prior lndg. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)

****PORTSMOUTH-RAVEN ROCK ARPT: Abandoned. (9-9)**

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution-blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx. 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

****SANDUSKY-GRIFFING ARPT: Formerly carried as Sandusky Arpt. (4-21)**

SIDNEY-RADIO: VOR out of tolerance beyond 35 n mi 60°-100° at MOCA. (9-9)

SPRINGFIELD ARPT: Caution-controlled jet tfc operg off fld. (9-29)

STADIUM-RADIO: About Oct. 24, MHW fac will be cmsnd. Freq: 219 kcs. Ident: SUM. Lctd lat 41-29-29, long. 81-43-33. (8-16)

TOLEDO-EXPRESS ARPT: Paved extens each end rnwy 7-25 completed but not yet opened. Const rnwy lgt exten areas. Threshold lgts temp placed on rnwy to provide 5200' usable rnwy. Taxiways serving extens not yet opened. Do not land short of threshold lights. (9-19)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) About Oct 28, VOR/DME will be shut down until approx. Feb 1-conversion to VORTAC. (9-27)

WILLOUGHBY-LOST NATION ARPT: Caution-const NE/SW rnwy being extended to NE-flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'. About Nov. 18, VOR/DME will be shut down until approx. Dec. 6 - modification.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000';270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE-RADIO: About Nov 21, VOR will be cmsnd. Freq: 111.4 mc. Ident: ZZV. Lctd 39-56-28, long. 81-53-28. Mag var.: 2°W. Elev: 899'MSL. Monitor. category (1). Voice and monitoring from ATCS. Class: BVOR. (10-11)

OKLAHOMA: **ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.**

BEAVER CITY ARPT: Clsd due men & equip on fld and rnwys unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint- use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy closed. (5-16)

GAGE-RADIO: About Nov. 1, VOR will be shut down until approx Feb. 1, conversion to VORTAC. (9-23) During shutdown, VOR flights will be authorized to utilize LFR facility in lieu of VOR on all airways. Bearings and MEA's remain as charted. VOR equipped aircraft AMA to ANY via V12-11,000'. V17 OKC to intsxn of V12(GAG) 11,000'. (10-1)

GAGE ARPT; 13, AMA-MKC: NE/SW rnwy closed to aircarrier and night operations.

GUYMON ARPT: N/S rnwy open. Caution - equipment on field. (6-14)

****IDABEL ARPT: Unattended. No fuel or services available. (9-10)**

McALESTER-RADIO: About Nov 1, VOR will be shut down until approx. Feb 1-conversion to VORTAC. (9-23)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

OKLAHOMA: MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extension. (5-16) Bcn inop. (7-2)
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA CITY-COUNTRY CLUB ARPT: 138' (1388' MSL) lgtd twr being erected 1.2 n mi NNW (350° T) at lat 35-23-00, long. 97-31-00 & being removed approx Nov 18. (10-2)
OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429' MSL) water tank being constructed W side of fld (lat 35-24-04, long. 97-36-58). Mrkd and lgtd. (9-13)
PAULS VALLEY ARPT: Temp const drilling derrick lctd adj NW fld 140' AGL 1107' MSL. Mrkd and lgtd. (8-28)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: DME coverage 43 n mi throughout 360° at 2800' MSL. About Dec 2, VOR will be shut down until approx Feb 1 - conversion to VORTAC. During shutdown flgts authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted xcpt bearings from LF rng to following intsxns: Adair Int. 054°, Pryor Int. 081°, Wagoner Int. 110°, Mazie Int. 110°, Shell Lake Int. 247°, Sand Springs Int. 225°, Mounds Int. 194°, Sapulpa Int., 211°, Drumright Int. 233°, Yale Int. 250°, College Int. 041°. MEA for VOR equipped acft V14 7500'. MEA for V74 7500'. (10-3)
TULSA ARPT-TOWER: ILS lclzt has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R closed for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: ALBANY ARPT: NE/SW rnwy clsd. Fld clsd to ngt operns due hi-way const and hvy equip. on fld. Caution daylgt hrs. (9-10)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Nov 1 for new const 1500' extension. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (8-26)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEW BERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161°, and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. Oct 8, VOR shut down until approx Nov 8 - modernization. Durg shutdown the MEA on V27 between Crescent City and Newport is 13,000'; the MEA on V121 between North Bend and Eugene is 9000'. North Bend Int. (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints. are unusable. (10-7)
PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)
**PILOT ROCK-ELDRIDGE ARPT: Perm clsd. (9-27)
PORTLAND INTNL ARPT-TOWER: About Oct 15, freq 363.8 & 299.2 mc will be cmsnd; and freq 238.2 & 284.6 mc will be decmsnd. (10-1) FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)
**PORTLAND-SEAPLANE BASE: Closed. (9-30)

OREGON: PORTLAND-TROHS SKYPORT: Caution, trucks crossing N end rnwy intermittently.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. Sept 9, VOR shut down until approx Oct 28 - modernization. Durg this time Arwy V25 Klamath Falls-The Dalles will be unusable for IFR operns. (9-12)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in the signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SE; elev: 4475'; 1 rnwy; 3200' gravel; remarks - Caution - fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. About Nov 4, DME will be shut down for approx two days - modernization. (10-8)
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxistrip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19)
BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip. on fld. (9-17)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N boundary - lat 40-01-00; S-lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.
DOWNINGTON ARPT: New arpt reported: 39-58N, 75-43W; elev: 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; S 2 facs; F1 fuel. (9-27)
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)
NEW LONDON ARPT: New arpt reported. 39-47N, 75-53W; lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; F1 fuel. (9-20)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Jet penetration JA - JAL - 320 ADF via Newcastle OM supsended due shutdown Philadelphia Radar. Jet tfc operg on IFR flgt plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or land Newcastle Arpt. (9-30)
PHILADELPHIA INTERNATIONAL ARPT: Tower unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of a approach end of rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approximately midway between rnwys 4 and 35 on river's edge - flagged days, lgtd nights. All trans acft will park at the executive term, transportation and services avail. load and unload stops at Pier C, only avail. for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 1116' (1364' MSL) lgtd twr being erected 11 n mi WSW (257° T) at lat 40-02-38, long. 75-14-26. (9-13)

PENNSYLVANIA: PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Extensive const adj rnwy 15-33 parallel to taxiway. New taxiway, under const between ramp and rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men and equip. on fld daily. (9-13)

PHILIPSBURG-RADIO: About Oct 15, VOR/DME will be shut down until approx Oct 19 - antenna chg and modification. (10-9

PHILIPSBURG ARPT: Until approx Oct 23 rnwy 6-24 clsd for const. men & equip. at both ends of rnwy. (9-28)

PITTSBURGH-RADIO: About Oct 14, ATCS will be relctd to Pittsburgh-Allegheny Arpt. Trans & rcvg 121.5, 255.4, 243.0 mc. (9-16)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) FLD: Rnwy 12-30 double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi. FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28, overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in area bounded by taxiway Y, the E parking apron and the taxiway between them.

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSVILLE-TROPP ARPT: New arpt reported. 40-43 N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)

PUNXSUTAWNEY ARPT: N/S rnwy clsd const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

READING-GENERAL SPAATZ ARPT-TOWER: About Nov 25, ILS LOM freq 230 kc will be chgd to 251 kc. (10-8) FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**SHIPPENVILLE-RHEA ARPT: Name change. Formerly carried under Clarion. (11-19)

SLATINGTON ARPT: New arpt reported: 40-46 N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

WASHINGTON ARPT: Clsd due const.

WEST CHESTER-RADIO: Oct 7, VOR/DME shut down until approx Nov 4 - modification and freq change from 112.3 to 108.6 mc. (10-7)

WILKES-BARRE-RADIO: About Oct 14, LF rng will be shut down for two days - power reduction. (9-24)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to air carrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: 40-48, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F 1 fuel. (7-19)

RHODE ISLAND: **NARRAGANSETT BAY-SPECIAL NOTICE: Effect. 0001 EST, Nov 21, 1957, Warning Area W-105 will be revised as follows: Beginning at lat 40-40-00, long 72-30-00; to lat 40-41-30, long. 72-07-00; to lat 41-09-30, long. 70-13-00; to lat 39-52-00, long. 69-34-00; to lat 39-52-00, long 71-01-30; to lat 39-07-00, long. 71-53-00; to lat 39-34-00, long. 72-30-00; thence to point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass. (9-13)**

PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

RHODE ISLAND: **WOONSOCKET ARPT: Formerly Personal Use Arpt. Type "P";lat 71-28, long.42-01;lctd 2 mi E;elev 400' lngst rnwy & facs:19-S5;F2 fuel;E, NE S bldg P-line N. Ctn-ruf.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR/DME shut down. The following temp fligt opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 AGS to North Int 3000'; V-18 North Int to GHS-LFR direct 5000'; V-53 CHS-LFR to CAE Int. direct 4000'. V3W SAV to CHS and V-3E CHS to FLO not usable. CAE Int, temp designated AGS 070, CLT 185; North Int AGS 090, SAV 002 Flag MRA 5000'; Jamestown Int. FLO 183, MYR 236; Lake Moultrie Int. FLO 198, MYR 247; following Ints not usable: Holly Hill, St George, Adams Run, Bull Point, Iles of Palm, Tybee, Gray, Kildare and Azalea.

CHARLESTON AFB/MUN ARPT-TOWER: ILS MM and LMM will be shut down until approx Oct 31 - relctn. (8-2) ILS lclzr back unusable. (9-6) FLD: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men & equip installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) Soon, rnwy 15-33 will be clsd for approx 60 days for rnwy extension and widening. (8-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

COLUMBIA ARPT-TOWER: About Nov 1, ILS LOM freq 308 kc will be chgd to 356 kc.(10-8)

DARLINGTON ARPT: Drag racing on taxi strip in front of hangar from 1300E until dark each Sat. Rnwys not affected. (10-8)

FLORENCE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid fligt in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys. (6-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully fligt-checked. (10-9)

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

CLARK ARPT: About 21 Oct. 310'(2209'MSL) lgtd twr will be erected 3.7 n mi W(276°T) at lat 44-52-39, long. 97-48-57. (10-7)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT-TOWER: Effect. Oct 16, Rapid City Twr will activate apch ctl for IFR tfc Ellsworth AFB and Rapid City Mun. Primary freqs: Mil 137.88, 363.8 mc. Air carrier and civil 119.5, 121.1 respectively and rcvr 3023.5 kc. Secondary freqs: Mil 136.8, 335.8 mc. Civil acft not equipped with above freqs contact Rapid City rdo for clearance. (9-27) FLD: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing fligt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-fligt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

TENNESSEE: CHATTANOOGA-LOVELL FLD-TOWER: ILS lclzr back crs usable for holding and en route tfc only. (9-24) FLD: All acft operg from Lovell Fld between hrs of sunset-sunrise shall be equipped with a transmitter and rdo rcvr capable of rcvg instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a rcvr capable of rcvg instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

EMMETT-RADIO: About Nov 1, H fac freq 308 kc will be changed to 320 kc. (10-9)

KNOXVILLE-RADIO: LFR rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary crs disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: VHF/DF shut down. (9-26) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, conversion to VORTAC. (9-23)

MEMPHIS ARPT: Const in progress - men and equip on fld - caution. (5-9)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 180°-270°, 35 n mi at MEA. Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V140 McEwen Int to BNA VOR via BNA 266° MEA 3500'. Min hold alt at McEwen 3500'; V140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V140 Hartsville Int. to Highway Int. via BNA 056° MEA 7000'; V7 BNA LFR to Lewisburg Int MEA 3000'. (10-8)

★NASHVILLE-BERRY FLD-TOWER: Effective Oct 1, apch ctl will utilize radar procedures to effect ctl and separation of arriving tfc destined for Berry Fld. Normal inbnd clearance limits for acft prior to radar ctl will be as follows: BWG VOR, GHM VOR, Murfreesboro Int, McEwen Int, Springfield Int, Greenbrier Int, SMV H fac, Smithville Int, Hartsville Int, Watervalley Int, Springhill Int, and BNA LFR. (8-31) FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400' AMSL. will be mrkd and lgtd. (9-25)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

**ABILENE-HUGHES ARPT: Clsd to all transient tfc. (9-26) UNICOM decmsnd. (o (10-3)

ALICE ARPT: Bndry lgts rnwy 13-31 unreliable. (5-28)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) FLD: Neon apch lgt system removed due const. (6-24)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: Effective Nov 22, apch ctl will implement radar arrival ctl procedures. Radar separation standard will be applied as specified in the MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to the following fixes: Round Rock, Butler, Bergstrom, Manchaca, Oak Hill, Lake Travis, Austin VOR, Austin H fac, Bergstrom H fac and Austin ILS LOM. (9-26)

AUSTIN-MUELLER ARPT-TOWER: Apr 15, ILS MM shut down - relctn. (4-15) During this period, ILS lndg min rnwy 30 left raised to 300-1. (4-11) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt system inop. Unlgtd obstn on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green rng lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point of rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13) Const with men & equip in clear zone NW of aprt & apch end rnwy 11.

BIG SPRING-SPECIAL NOTICE: Acft operg in vcnty of Big Spring Rng and Webb AFB in VFR wea exercise caution due to intensive jet tfc. Alt below 5000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNSVILLE-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, conversion to VORTAC. (9-23) During shutdown LFR may be substituted for VOR on adj civil arwys.

CLARENDON-RADIO: About Oct 24, LFR will be perm decmsnd. (9-24)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

TEXAS: **DALLARDSVILLE-BIG SANDY ARPT: No facilities. Emerg use only. Land at own risk. (9-19)

DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21) About Oct 24, Waxahachie and Duncanville FMs will be perm decmsnd. (9-21)

DALLAS-ADDISON ARPT: New arpt reported: 32-58N, 96-49W; elev: 644'; rnwys, 2, longest 4500' asphalt surface; Fuel: F4; Facs: S5; Lgtg BL4; attended 24 hrs. (9-8)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000'MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other availfreq and ctc Love Twr. Formation take-off not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions.

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat. on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-off prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail.

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: About Nov 1, RAPCON will be cmsnd Trans and rcvg: 118.1, 118.7, 119.1, 121.5, 126.18, 134.1, 136.8, 137.88, 138.42, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Trans only: 114.5, rcvg only: 122.7, 3023.5 kc. IFF operg but not cmsnd. (10-1)

FORT STOCKTON-RADIO: About Nov 1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23) During shutdown, following arwys unusable: V198 Rocksprings to Hudspeth; V211 Rocksprings to Ft. Stockton; V222 Junction to Culberson. (9-30)

FT. WORTH-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, conversion to VORTAC. (9-23)

FT. WORTH-CARTER FLD-TOWER: About Oct 30, trans and rcvr 120.7 mc will be changed to 118.9 mc. Freq 123.9 mc will be cmsnd. (9-30) FLD; Paving equip operg in rnwy exten area SE of rnwy 13-31. Equip is 19' high, flagged days and lgtd ngts. Rnwy will be clsd to NW lndg periodically when equip is adj to rnwy end. (9-12)

FT WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men and equip working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndg not advisable. (8-13)

**HARLINGEN-HARVEY RICHARDS ARPT: 994' (1049' MSL) lgtd twr erected 5 mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120°-140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling mins. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26)

HOUSTON-CLOVER ARPT: Caution on lndg and take-off. 80' (AGL) oil derricks erected on arpt and adj to bndrys. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

**HOUSTON-INTNL ARPT: Tetrahedron replaced by lgtd wind sock-lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for take-off to [illegible] only, no lndgs. (3-11) Old apch lgt system changed to new centerline system, configuration A to rnwy 3. Flgt checked and opern normal. (9-12)

TEXAS: JEFFERSON-CYPRESS RIVER ARPT: Rough- use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx. 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
LAMESA-ADCOCK ARPT: New arpt reported. 32-48N, 101-36W; lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000'; F1 fuel. (8-27)
LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)
LEON-RADIO: About Oct. 21, H fac will be shut down until approx. Oct 28 - maintenance.
LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)
LUBBOCK ARPT-TOWER: Mar 4, ILS glide slope shut down until approx. Nov. 1. (8-1) Aug 29, MM and LMM shut down until approx. Nov. 1. (8-29) FLD: N 1000' rnwy 17-35 clsd to all acft until about Nov. 1, for extension of rnwy. Rnwy 17 threshold lgts moved 1000' S. Men and hvy equip. working during daylgt hurs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12N. Rnwy 17-35 clsd to Convair and larger acft during const period except durg IFR wea conditions or with N or S winds of 20 knots or more. (9-26)
LUFKIN-RADIO: DME coverage 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)
LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)
MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld. will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)
MIDLAND-RADIO: Oct 14, VOR/DME will be shut down until approx. Oct 28-modernization.
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'MSL. (6-15) About Nov. 1, VOR will be shut down until approx Feb - 1 conversion to VORTAC. (10-1) During shutdown flgts authorized to use MWL "H" in lieu of VOR. Altitudes as charted, routes as follows: V163 Mill Int to H fac by MLW 180. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int by ABI 055, to MWL "H"by MWL 262, to HTT "H" by MWL 062, to McKinney Int by HTT 056. V16 ABI VOR to MLW "H" by ABI 067 and MWL H 247, to DAL VOR by DAL 257. V16S ABI VOR to Crisco Int. by ABI 085, to MWL "H" by MWL 231, to Russell Int by MWL 091. Intsxns as follows: Breckenridge Int use radials ABI VOR 055, MWL "H" rad 262; Mill Int use ACT VOR 306, BRT VOR 255; Cisco Int use ABI VOR 085, MWL "H" 231; Russell Int use MWL "H" 091, FTW ILS; Newark Int use FTW VOR 128, MWL "H" 059; Lake Worth Int use FTW VOR 149. DAL VOR 257; Saginaw Int use DAL VOR rad. 257, FTW ILS: Chapel Int use MWL H rad. 332 , FTW VOR rad. 239; Haslet Int use MWL "H" rad 064°, FTW ILS. For Roanoke, Lewisville, and Little Elm Int use HTT Rad. 056 in lieu of MWL VOR 056.
**ODESSA-ECTOR COUNTY ARPT: 500'(3444'MSL) lgtd twr erected 5.5 n mi SSW(220°T) at lat 31-50-50, long. 102-27-15. (9-19) Rnwy 7-25 closed. (5-16)
ORANGE-BROWN ARPT: 787'(787'MSL) lgtd twr being erected 10 n mi WNW(297°T) at lat 30-08-59, long. 93-58-54. (10-3)
PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE(113°T) at lat 27-51-46, long. 97-15-41. (9-18)
ROCKPORT-ARANSAS CO. ARPT: Caution-oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)
SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'.
**SAN ANGELO-MATHIS FLD: 130' drilling derrick erected 2.5 n mi E has been removed. (9-10) 420'(2870'MSL) lgtd twr erected 19.6 n mi NNW(353°T) at lat 31-41-30, long. 100-31-45. (10-2)
SAN ANTONIO-RADIO: About Nov. 1, VOR will be shut down until approx Feb 1 - conversion to VORTAC. (9-23) During shutdown, LFR may be substituted for VOR as follows: V-17, V-68, V-198, V-163 Direct to next VOR; V163 W, V-222 SAT LFR 328 to Fredericksburg; V-163 SAT N Crs. & MTA Rad 163 to MTA VOR; V-17W SAT N Crs to Spring Branch Int; V-222 SAT LFR direct SIH Rbn thence via SIH 065 to Round Top Int V-68 SAT LFR 158 and CRP Rad 312. MEA's remain as charted. Reporting points remain as usable with following substitution: Blanco Int. SAT LFR 188 Brng. and AUS VOR 228, Sattler and

TEXAS: Kyle Intsxns. Use SAT LFR direct. CMK Rbn Crs. Use CMK Rbn for Bergstrom Int. Restoration of SAT VOR cancels this Notam. (10-3)
SAN MARCOS ARPT: NE/SW strip rough- caution. (8-6)
SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted & lgtd. (10-8)
SOMERSET-RADIO: About Oct 28, H fac will be shut down until approx. Nov. 4-maintenance.
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx. 13.4 n mi WSW of Texarkana LF rng.
TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320'MSL. (7-10)
UVALDE-LEONA RANCH STRIP: New lndg area reported: Lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip - 2800'long. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
WACO ARPT: Caution - men and equip. on field 0800-1700C every Friday. (7-31)
WACO-CONNALLY AFB-RADAR APPROACH CONTROL: About Oct 24, RAPCON will be cmsnd. Freqs: 119.3, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 143.64, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Rcvg only: 3023.5 kc; 122.7 mc. (10-7)
WEATHERFORD-GAARE ARPT: Closed until further notice. (7-9)
WINK-RADIO: About Oct 28, VOR will be shut down for modernization. (8-23)
YATES-RADIO: About Oct 14, H fac will be shut down until approximately October 21 - maintenance. (10-1)
UTAH: BLANDING ARPT: Closed due construction. (7-19)
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has light roughness below 13,000'. Aug 21, VOR shut down-modification. Durg this period the following arwys will be affected: V8 MMM-HVE MEA 16,000'. V8S MMM-HVE unusable. Bryce Canyon compulsory reporting point temp redesignated as MMM 043 mag radial; HVE 225 mag radial; MLF 125 mag radial. (9-17)
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) About Oct. 15, VOR will be shut down until approx. Jan. 15, 1958- conversion to VORTAC. Durg this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (9-26)
**MILFORD ARPT, 45, LAX-SLC: Fld unsuitable for acft over 12,500 lbs. (3-13)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'; DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy closed - construction. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. About Nov. 1, until approx. Dec. 15, radar departure ctl will be inop. (9-30)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40°-thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Airport condition information available by calling Vermont Aeronautical Commission (tel. CApital 3-2311, Extension 808) 0830-1630, Monday through Friday or CAA Communications Station, Barre-Montpelier Airport anytime(telephone CApital 3-2376). Aircraft in flight call Montpelier Radio.
BRISTOL ARPT: E/W rnwy closed - obstruction. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000', 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 nautical miles. UHF/DF bearings unreliable inbound headings beyond 40 nautical miles: 345°-067° below 6000'; 344° -280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VIRGINIA: CAMP PICKETT-BLACKSTONE AAF: Fld open to civil in emerg or prior arrangement thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. in progress. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21 and 12-30 clsd and mrkd with white "X". Rnwy 8-26 limited to acft not over 5 tons. (6-29)

**BRIDGEWATER-SHEN-MYER ARPT: Converted to pvt fld. Use at own risk. Unattended.

BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev: 20'; 1 rnwy 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

**DANVILLE MUN ARPT: 175' twr erected 2.2 n mi WNW (294° T) at lat 36-35-08, long. 79-23-26 dismantled and removed. (9-13) 139' (599' MSL) lgtd twr erected 2.8 n mi SW (240° T) at lat 36-34-03, long. 79-22-50. (9-26)

FLAT ROCK-RADIO: About Oct 28, VOR/DME will be shut down until approx Feb 1 - conversion to VORTAC. (9-27)

FREDERICKSBURG-SHANNON ARPT: Rnwy 4-22 clsd to all opern for resurfacing. Rnwy 13-31 open daylgt tfc. Caution advised lndg rnwy 31. Arpt clsd to ngt opern. (8-16)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and rngs controlled from Martinsburg, W. Va. (7-25)

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)

INDEPENDENCE-COX ARPT: Closed until further notice. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless oh ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07.

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. (6-14) DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'.

NEWPORT NEWS-PATRICK HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About Oct 29, ARSR will be inop. until approx Nov. 2. (10-1)

NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. (6-14) DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'.

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area durg VFR opern.. (5-15)

RICHMOND-BYRD FLD: Rnwy 6-24 clsd during daylgt hrs. During hrs of darkness opened full length and width xcpt last 1000' NE end; opened 150' width in center only. Const area and threshold NE end mrkd by flares at ngt. Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylight opern. Due to non-visibility twr unable to control tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only - all other soft. Landing FEE for multi-eng executive and non-scheduled acft. (9-17)

ROANOKE-WOODRUM FLD-TOWER: About Oct 18, trans & rcvr 119.3 mc will be decmsnd; trans & rcvr 118.3 mc will be cmsnd. (10-7) FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men & equip. adj all rnwys and taxiways - caution. No 180° turns on rnwys. Landing FEE for multi-engine

VIRGINIA: acft. All acft rqrd to have operg 2-way rdo for day and ngt opern. (8-21)

WAVERLY ARPT: Unattended until further notice - no services avail. - land at own risk.

WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long. (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (10-11)

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oreg intsxn usable for 35 n mi at 5000'.

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys & taxiways only.

SEATTLE-BOEIN G FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and approaches thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flight Center. W taxiway clsd to tfc until further notice.

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto apch. (3-15) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1) N 1000' rnwy 16-34 clsd for extension and grading. (7-8) Rnwy 2-20 clsd for resurfacing. (7-23)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable, 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'; March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. June 24, ILS LOM and LMM shut down - relctn. (7-3) FLD: Rnwy 16-34 clsd for const. Interim taxiway to apch end rnwy 25 clsd to 4-eng acft. (7-16)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

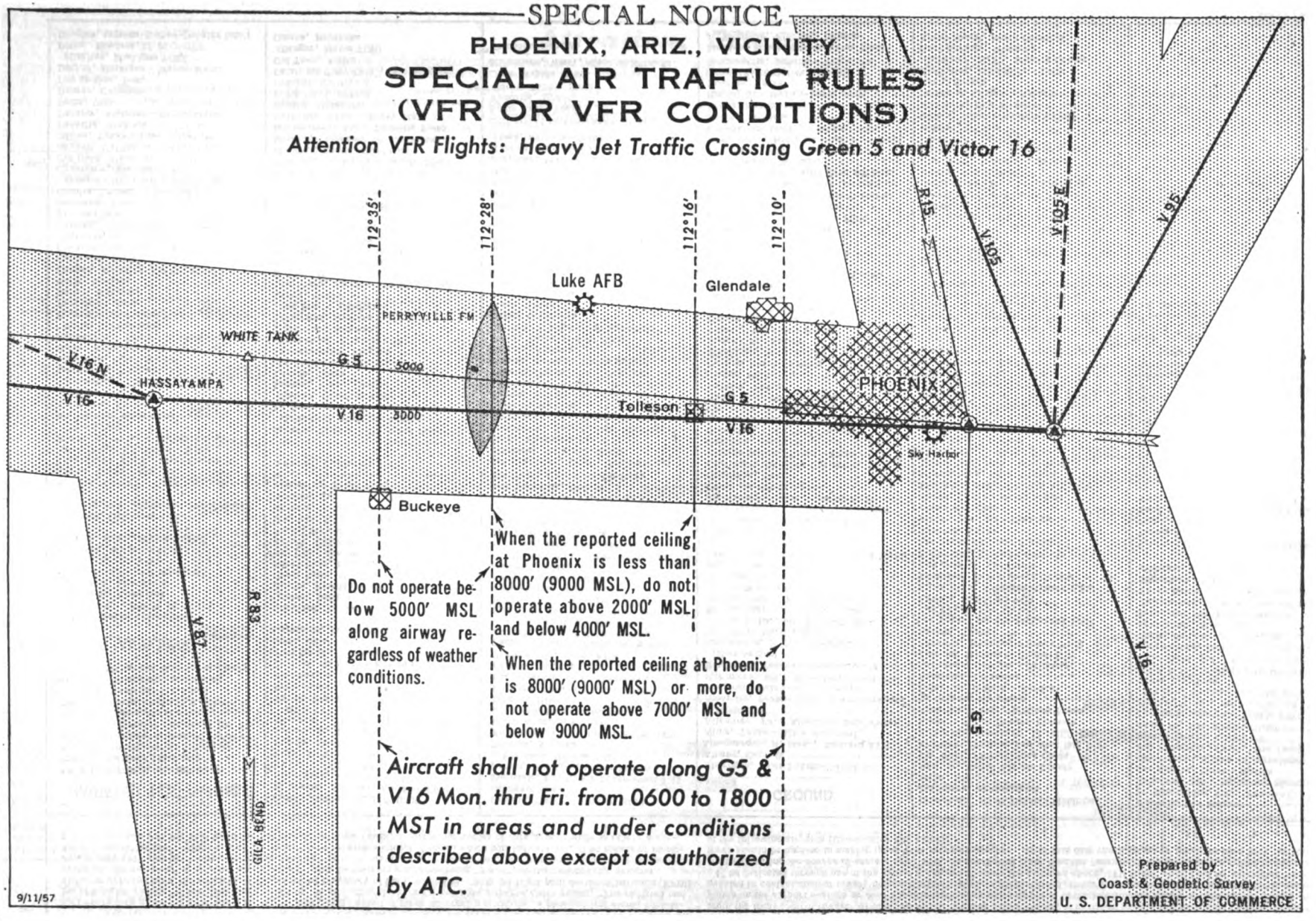
TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 121-32-00W; elev: 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195° 8000'; 195°-30°, 40 n mi at 10,000' MSL. (9-20)

YAKIMA ARPT: Const in progress on W end rnwy 9-27. First 350' rnwy 9 clsd during daylgt hrs. Area mrkd by crosses and flags by day. (1-18) Men and equip. working along rnwy 9-27. Open ditches along rnwy 9-27. (5-1)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution - const of new taxi strip and parking area. (8-8)
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'; (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (8-2)
HUNTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000';
MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses.
WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution - extension soft following rainy periods. Ctc Greenbrier Unicom for info. (7-15)
WISCONSIN:**BELOIT-PRAIRIE ARPT: Four 186'(956'MSL) lgtd twrs erected on a N-S plane 6.2 n mi(189°T) at lat 42-27-34, long. 89-01-43. (8-12)
GREEN BAY-RADIO: About Oct 28, VOR will be shut down until approx Dec 13-conversion to VORTAC. (10-8) During this period, the following MEAs can be utilized: V26, V55, V1500-AUW VOR to Int. R103 AUW VOR and R001 MKE VOR, 9000'; Int R103 AUW VOR and R001 MKE VOR, via R300 HIC VOR to Pentwater, Mich. Int., 9000'. V7 - MKE VOR to Int. R001 MKE VOR and R103 AUW VOR, 9000'. Direct Routes (authorized for NCA only) AUW VOR to NOR H fac, 2400'; NOR H fac to HIC VOR, 4000'; NOR H fac to MKE VOR, 2600'.
LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (6-13) About Oct 28, DME will be shut down until approx Jan 27, 1958-relctn.(10-11)
LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40,long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W)2640' x 200'; 87 oct gas; remarks - unattended. (1-14)
**MADISON-TRUAX FLD: 253'(1238'MSL) lgtd twr erected 4 n mi NE (57°T) at lat 43-11-00, long. 89-15-13. (7-29) Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe.
**MANITOWOC-MUNICIPAL ARPT: Formerly carried as Kakuk. (9-19)
MERRILL ARPT: Clsd due const. (10-3)
MILWAUKEE-RADIO: About Oct 14, LF rng will be shut down until approx Nov. 4. (9-10)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equip. with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and altitude. (5-10) VHF/DF coverage 3500' MSL at 40 n mi all azimuths. (6-7) ILS glide slope unusable below 400'. (9-5) FLD: Rnwy 7L-25R clsd -const. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd; itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left.(8-15) Rnwy 13-31 clsd to jet acft. (8-21)
OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)
**PORTAGE-PORTAGE-MANLEY ARPT: longest rnwy 2000'. (9-16)
**WATERTOWN ARPT: 316'(1350'MSL) lgtd twr erected 4.8 n mi NNE(31°T) at lat 43-14-25, long. 88-39-49. (7-29)
**WEST BEND-SKY RANCH ARPT: 184'(1217' MSL) lgtd twr erected 3.2 n mi E (107°T) at lat 43-27-18, long. 88-15-06. (7-29)
WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs.FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft-clsd to hvy acft.
GREYBULL ARPT: Hvy const. Men & equip. on fld at all times. Rnwy lgts & bcn turned

WYOMING: off. Use extreme caution. (8-27)
LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
LUSK ARPT: E/W rnwy clsd, const. Shorter rnwy graded out in the dirt S of original rnwy for temp use. Use caution especially during wet wea. (10-8)
NEWCASTLE-MONDELL ARPT: Caution -men & equip. working on rnwy 14-32.(8-9)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept.30, VOR shut down until approx Jan 15, 1958-conversion to a VORTAC. Durg this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. V6 between FBR and CKW will be usable. at 11,000'. (9-26)
SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area mrkd by red flags. (8-16)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
**SHERIDAN COUNTY ARPT: 135' lgtd twr erected 3.5 n mi NNW.
THERMOPOLIS ARPT: Caution- 1800' S end N/S rnwy clsd -const; only 3300' avail.
TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy.
PUERTO RICO: SAN JUAN-RADIO: Sept. 28, LF rng shut down, use as homing fac only until approx Oct. 19. (9-30)
SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)
SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2,3,4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)


SPECIAL NOTICE
PHOENIX, ARIZ., VICINITY
SPECIAL AIR TRAFFIC RULES
(VFR OR VFR CONDITIONS)
Attention VFR Flights: Heavy Jet Traffic Crossing Green 5 and Victor 16
112°35'
112°28'
112°16'
112°10'
Luke AFB
Glendale
PERRYVILLE FM
WHITE TANK
HASSAYAMPA
V16N
V16
G5
5000
3000
Tolleson
PHOENIX
Sky Harbor
Buckeye
R15
V105
V105E
V95
V87
R83
V16
G5
Do not operate below 5000' MSL along airway regardless of weather conditions.
When the reported ceiling at Phoenix is less than 8000' (9000 MSL), do not operate above 2000' MSL and below 4000' MSL.
When the reported ceiling at Phoenix is 8000' (9000' MSL) or more, do not operate above 7000' MSL and below 9000' MSL.
Aircraft shall not operate along G5 & V16 Mon. thru Fri. from 0600 to 1800 MST in areas and under conditions described above except as authorized by ATC.
9/11/57
Prepared by
Coast & Geodetic Survey
U. S. DEPARTMENT OF COMMERCE

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods:(a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of 4° be indicated through use of the ground check or +6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*New York (LaGuardia 108.6 mc)
*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
*Los Angeles(International 111.0 mc)
*Pittsburgh(Greater Pittsburgh 108.6 mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, Louisiana
Alexandria, Minnesota
Alton, Illinois-Civil Memorial (Troy, Illinois VOR)
Anderson, South Carolina
Anthony, Kans., 24, AMA-MKC

Ardmore, Oklahoma AFB
Asheville, N.C.-Asheville-Hendersonville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., -Kern County #1
Baton Rouge, Louisiana - Ryan
Beaumont, Texas - Jefferson County (Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI (Pulaski, Virginia VOR)
Boise, Idaho-Boise Air Terminal
Brownsville, Texas - Rio Grande Valley International
Brunswick(St. Simons Is.)Ga., McKinnon
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Air Terminal
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Charlotte, N.C. - Douglas
Coalinga, California - Coalinga
Corpus Christi, Texas-Cliff Maus
Columbia, Missouri
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, California - Daggett Intn'l
Dallas, Texas - Love Field
Danville, Virginia
Decatur, Alabama - Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan - Wayne-Major (Carlton, Michigan VOR)
Dillon, Montana, 32, SLC-GTF
Douglas, Arizona-Bisbee-Douglas Intn'l

DuBois, Idaho, 23, SLC-GTF
El Dorado, Arkansas-Goodwin Field
Ellensburg, Washington - Bowers
El Paso, Texas - El Paso Intn'l
Ephrata, Washington
Eugene, Oregon - Mahlon-Sweet
Evansville, Indiana-Dress Memorial
Evergreen, Alabama - Middleton, 20, MSY-ATL
Fargo, North Dakota-Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fortuna, California-Rohnerville
Fort Smith, Arkansas
Gage, Oklahoma
Galveston, Texas-Municipal

Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., Bowerman Field
Houston, Texas - Andrau
Houston, Texas - Ellington AFB (Houston, Texas VOR)

Imperial, California

Jackson, Michigan-Reynolds Field (Litchfield, Michigan VOR)
La Junta, Colorado (Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia (Blackstone, Virginia VOR)
Lewistown, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia -Preston-Glenn
Malden, Missouri
Marysville, California -Yuba County
Massena, New York-Richards Field
McComb, Mississippi-Pike County
Meridian, Mississippi-Key Field
Miles City, Montana
Minneapolis, Minn., -St. Paul Intn'l (Wold-Chamberlain)

Modesto, California - Modesto
Modesto, California -Stockton Field
Moline, Illinois - Quad City
Monroe, Louisiana-Selman Field
Montgomery, Ala., Dannelly Field
Nashville, Tenn., Berry Field
Neosho, Missouri
North Bend, Oregon
Oakland, California
Oklahoma City, Okla., Will Rogers
Old Town, Maine (Bangor, Maine VOR)
Omaha, Nebraska

Ontario, Calif., Ontario Intn'l
Ottumwa, Iowa
Palmdale, Calif., Air Force Plant # 42
Peoria, Illinois- Greater Peoria (Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., -Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho - Phillips
Pontiac, Illinois
Portland, Oregon-Portland Intn'l
Poughkeepsie, N.Y.-Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colorado-Pueblo Memorial
Raleigh, N.C., -Raleigh-Durham
Rawlins, Wyoming - Rawlins
Red Bluff, California - Municipal
Rockford, Ill., Greater Rockford (Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., Rosecrans Mem'l
St. Louis, Missouri-Lambert
Sacramento, California
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah No. 1
San Diego, California-Lindberg
San Francisco, Calif., International (Oakland, California VOR)
Sayre, Oklahoma-Sayre
Shreveport, La., Greater Shreveport
Shreveport, La., Shreveport Downtown
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Thurman(Akron VOR), Colorado
Topeka, Kansas - Philip Billard
Tuscon, Arizona
Tyler, Texas-Pounds Field (Quitman & Sulphur Springs VOR)
Ukiah, California
Waco, Texas
West Palm Beach, Florida-Palm Beach AFB
White Plains, N.Y.-Westchester Co. (Wilton, Connecticut VOR)
Wichita, Kansas - Municipal
Wichita Falls, Tex., Sheppard AFB
Wilkes Barre, Pa., Wilkes Barre-Scranton
Wink, Texas, 18 ELP-FTW
Winslow, Arizona
Winston-Salem, North Carolina
Worcester, Massachusetts (Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona - Yuma County

OUT OF ALPHABETICAL ORDER
Eagle Lake, Texas
Vandalia, Illinois
Sidney, Nebr., Sidney
Cedar Rapids, Iowa
Milwaukee, Wisc., -General Mitchell
Valdosta, Georgia

GROUND

Aberdeen, South Dakota-(Saunders)
Albany, Georgia
Albuquerque, N. Mex., Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., Allentown-Bethlehem-Easton
Amarillo, Texas-Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., Friendship Intn'l
Beaumont, Texas-Jefferson County (Port Arthur)
Binghamton, N.Y., Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Kentucky-Bowling Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Texas-Rio Grande Valley Int.
Brunswick, Georgia - McKinnon
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W.Va., -Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio(See Covington, Ky.)
College Station, Texas - Easterwood
Columbia, South Carolina-Municipal
Columbus, Ohio-Port Columbus
Covington, Ky., Greater Cincinnati
Crestview, Florida
Cross City, Florida-MEM-TPA 58
Dalhart, Texas
Dayton, Ohio
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama - Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elko, Nevada
Elmira, New York-Chemung County
Emporia, Kansas
Erie, Pa., - Erie-Port Erie
Fillmore, California
Florence, South Carolina
Fort Myers, Florida-Page Field
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., Austin-Straubel
Greensboro, North Carolina-High Point
Greenwood, Miss., Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Hobbs, New Mexico-Lea County
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson

Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas-Kimble County
Key West, Florida-Boca Chica
Key West, Florida-Key West Intn'l
Kirksville, Missouri, 12, MKC-CHI
Klamath Falls, Oregon-Klamath
Knoxville, Tenn., McGhee Tyson
La Crosse, Wisconsin
Lafayette, Indiana - Purdue
Lafayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan- Capital City
Laramie, Wyoming - Brees Field
Laredo, Texas
Las Vegas, Nevada-McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas-Adams Field
Longview, Texas-Gregg County
Los Angeles, California
Louisville, Kentucky-Bowman
Louisville Kentucky-Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Midland, Texas - Air Terminal
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama-Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon-County
Myrtle Beach, South Carolina
Nantucket, Massachusetts-Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana-Moisant
North Platte, Nebraska-Lee Bird
Olympia, Washington
Orlando, Florida
Paducah, Kentucky - Barkley
Palacios, Texas
Parkersburg, W. Va., -Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois-Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas - Grider
Pittsburgh, Pa., Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Quincy, Illinois-Baldwin Quincy
Red Bank, New Jersey
Redmond, Oregon - Roberts
Reno, Nevada
Rochester, Minnesota - Lobb
Rochester, N.Y., Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina

Roswell, New Mexico
St. Petersburg, Fla., Pinellas Co. Int.
Salisbury, Md., Salisbury-Wicomico Co.
San Angelo, Texas - Mathis
San Antonio, Texas - International
San Francisco, Calif., San Francisco
Santa Barbara, California
Santa Fe, New Mexico (New)
Savannah, Georgia - Travis Field
Seattle, Wash., Seattle-Tacoma Intn'l
Sheridan, Wyoming-Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota-Municipal
South Bend, Ind., St. Joseph County
Spartanburg, South Carolina-Memorial
Springfield, Illinois - Capital
Springfield, Missouri
Syracuse, New York - Hancock
Tallahassee, Florida - Dale Mabry
Terre Haute, Indiana - Hulman
Texarkana, Arkansas
Thermal, California

Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama-Van De Graaf
Twin Falls, Idaho - Joslin Field

Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C.-Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
W. Palm Beach, Fla., Palm Beach Intn'l
Wheeling, W. Va., Wheeling-Ohio County
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER
Columbus, Ga.-Muscogee County
Roanoke, Va., Woodrum Field
Ft. Stockton, Texas

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

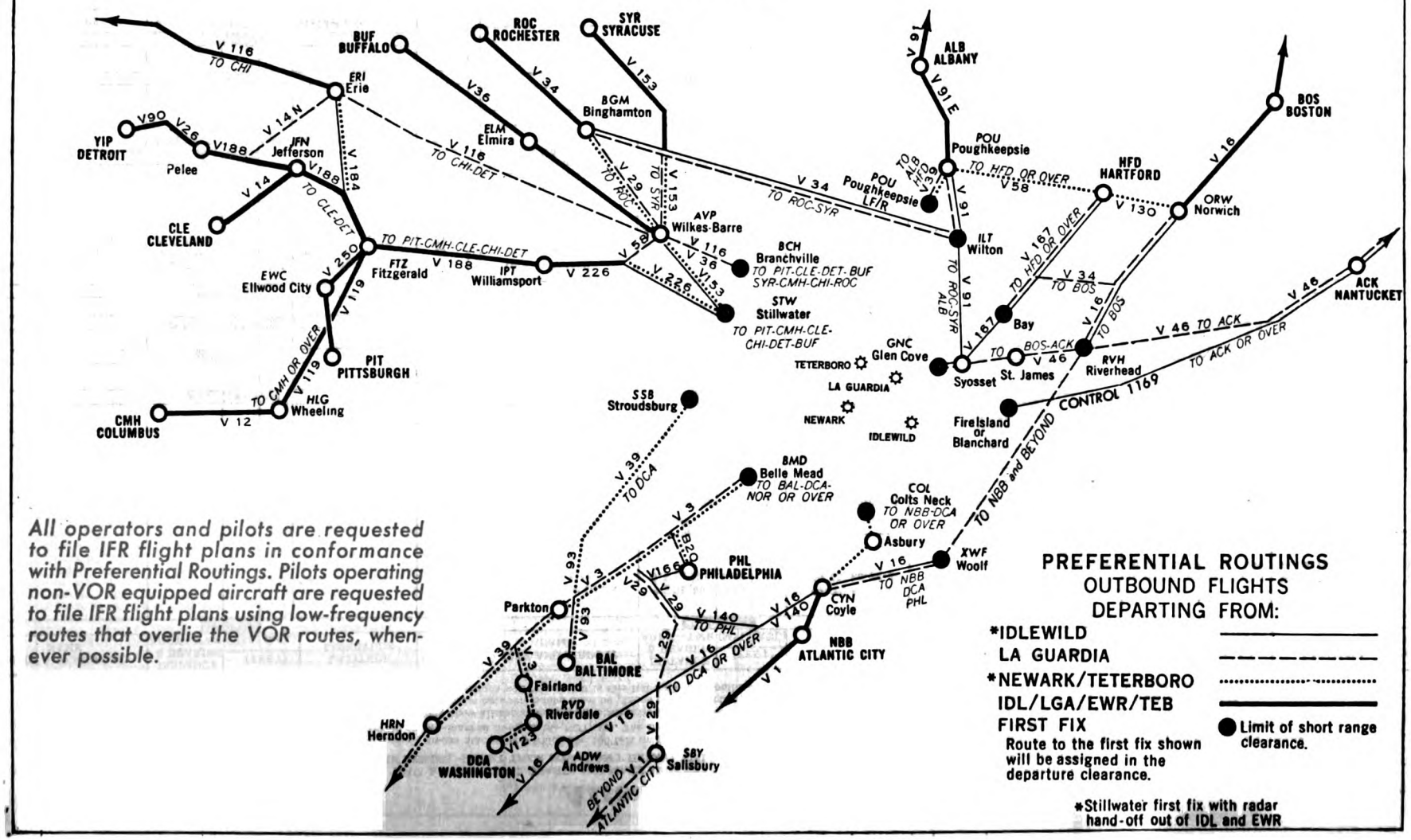
CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE	CHART REF
ALABAMA					
ARIZONA					
COLORADO					
CONNECTICUT					
DELAWARE					
DIST. OF COLUMBIA					
FLORIDA					
Stuart, Witham	13.5 SE; 150	650	625	26-59-01; 80-05-42	49
← De Land, De Land	7.8 S;193	1034	1000	28-56-25, 81-18-33	61
← Jacksonville, Imeson	6.0 S;187	1003	996	30-19-22, 81-38-34	37
GEORGIA					
Augusta, Bush	6.5 ENE; 70	1677	1292	33-24-15; 81-50-19	75
IDAHO					
ILLINOIS					
→ Moline, Quad City	9.8 SE;138°	1778	998	41-19-40; 90-22-47	24
← Peoria, Greater Peoria	6.5 E;106	1349	609	40-38-03, 89-32-21	17
INDIANA					
Fort Wayne, Smith	2.5 SSW;223	1589	770	41-06-03; 85-11-00	17
Franklin, Franklin	4.0 WSW;250	2100	1225	39-24-26; 86-08-52	18
Indianapolis, Shank	7.1 NNE; 23	1846	1022	39-55-43; 86-10-55	18
New Albany, Haps	4.0 SSW;219	1010	550	38-16-00; 85-50-00	18
Terre Haute(Stacks) Cox	13.0 SSW;211	1005	550	39-14-00; 87-34-00	18
KENTUCKY					
← Lexington, Blue Grass	7 ENE;89°	1624	553	38-02-07; 84-27-04	18
Paducah, Barkley	6.5 E; 101	1046	583	37-02-55; 88-38-36	56
LOUISIANA					
Lafayette, Lafayette	7.9 NW;330	539	500	30-18-56; 92-04-19	6
MASSACHUSETTS					
Martha's Vineyard, Martha's Vineyard	7.8 WSW;251	700	640	41-20-01; 70-48-44	10
MICHIGAN					
MINNESOTA					
Duluth, Duluth	4.8 SE;135	2049	805	46-47-20; 92-06-51	28
Fairmont, Fairmont	2.0 SW;240	1710	500	43-38-00; 94-28-00	27
← Willmar, Willmar	3.8 NE; 57	1648	500	45-08-25, 95-00-50	82
MISSISSIPPI					
MISSOURI					
→ St. Louis, Lambert Fld.	10.5 SSE;169	1649	1152	38-34-08, 90-19-51	38
← Jefferson City, Memorial	6.8 NNE;35	1773	929	38-41-28, 92-05-43	38
MONTANA					
NEBRASKA					
NEVADA					
NEW HAMPSHIRE					
NEW JERSEY					
Pitman, Pitman	3.6 E; 106	1049	899	39-44-02; 75-04-10	83
NORTH CAROLINA					
Charlotte, Douglas	10.5 ENE;74	1932	1076	35-15-41; 80-43-38	14
Wilmington, New Hanover County	16.0 W;281	1049	999	34-19-15; 78-13-42	14
NORTH DAKOTA					
← Minot, Minot International	12.1 S(191°T)	3123	1053	48-03-02; 101-20-29	52
Williston, Chandler	6.1 WSW;267	3221	878	48-08-02; 103-51-36	85
OREGON					
PENNSYLVANIA					
Philadelphia, Intn'l	5.5 NE; 40	627	587	39-57-04; 75-10-08	83
Pittsburgh-Allegheny Co.	7.5 NW;336	2042	842	40-27-47; 80-00-17	19
← Philadelphia, North Phila.	11.0 WSW;257°	1364	1116	40-02-38, 75-14-26	58
RHODE ISLAND					
SOUTH CAROLINA					
SOUTH DAKOTA					
Reliance, Fletcher	6.2 NNW;346	2883	711	43-57-55; 99-36-11	78
TENNESSEE					
TEXAS					
Brownwood, Brownwood	5.0 SSW;218	2000	500	31-43-45; 99-01-00	5
Harlingen, Harvey Richards	5.0 SW;225	1049	994	26-08-56; 97-49-18	20
Robstown, Nueces Co.	2.5 E; 90	792	724	27-46-50; 97-38-03	20
← Odessa, Ector County	5.5 SSW;220°	3444	500	31-50-50, 102-27-15	30
← Orange, Brown	10 WNW;297	787	767	30-08-59, 93-58-54	6
VERMONT					
VIRGINIA					
WASHINGTON					
WEST VIRGINIA					
Charleston, Kanawha Co.	14.9 W;277	2049	999	38-24-28; 81-54-14	36
Glen Dale, Glen Dale (Stacks)	6.5 SSW;209	1250	601	39-50-47; 80-19-14	36
Parkersburg, Stewart	25.0 SSW;211	1227	600	38-56-15; 81-49-30	36
WISCONSIN					
Eau Claire, Eau Claire	5.5 SSE;159	1847	958	44-47-58; 91-27-59	82

LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

COAST & GEODETIC SURVEY SECTIONAL CHARTS: 1-Aberdeen 2-Albany 3-Albuquerque 4-Aroostook 5-Austin 6-Beaumont 7-Bellingham 8-Birmingham 9-Boise 10-Boston 11-Burlington 12-Butte 13-Casper 14-Charlotte 15-Chattanooga 16-Cheyenne 17-Chicago 18-Cincinnati 19-Cleveland 20-Corpus Christi 21-Dallas 22-Del Rio 23-Denver 24-Des Moines 25-Detroit 26-Douglas 27-Dubuque 28-Duluth 29-Elko 30-El Paso 31-Fargo 32-Glacier Park 33-Grand Canyon 34-Grand Junction 35-Green Bay 36-Huntington 37-Jacksonville 38-Kansas City 39-Klamath Falls 40-Kootenai 41-LaGrande 42-Lake Huron 43-Lake Superior 44-Lake Of The Woods 45-Lewiston 46-Lincoln 47-Little Rock 48-Los Angeles 49-Miami 50-Miles City 51-Milwaukee 52-Minot 53-Mobile 54-Mt. Shasta 55-Mt. Whitney 56-Nashville 57-New Orleans 58-New York 59-Norfolk 60-Oklahoma City 61-Orlando 62-Phoenix 63-Pocatello 64-Portland 65-Prescott 66-Rapid City 67-Reno 68-Roswell 69-Sacramento 70-Salina 71-Salt Lake City 72-San Antonio 73-San Diego 74-San Francisco 75-Savannah 76-Seattle 77-Shreveport 78-Sioux City 79-Spokane 80-Trinidad 81-Tulsa 82-Twin Cities 83-Washington, D.C. 84-Wichita 85-Williston 86-Winston Salem 87-Yellowstone

NEW YORK ARTC CENTER
PREFERENTIAL ROUTES

Published at Washington, D. C. by the
Coast and Geodetic Survey
AUGUST 7, 1957



All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.

PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:

- *IDLEWILD
- LA GUARDIA
- *NEWARK/TETERBORO
- IDL/LGA/EWR/TEB

FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.

● Limit of short range clearance.

*Stillwater first fix with radar hand-off out of IDL and EWR

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

EVANSVILLE, IND.-DRESS MEMORIAL ARPT, Procedure Number ILS-21, Comb. ILS-ADF, Amdt. 6, Effect. 2 Nov. 57: Correct the last transition to read "EVV R-010 & 153° brng to LOM" in lieu of "EVV R-010 & brng to LOM".

COLUMBUS, GA.-MUSCOGEE COUNTY ARPT; ADF Procedure Number 1, Amdt. 5, Effect. 9 Nov. 57: Delete first Caution Note "Tower 762 MSL 1 mi SE Final Approach crs between LOM and LMM."

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
230	343	within 20 mi.	1600	Precision Approach			
				T-d-All	300-1	300-1	300-1
				T-n 6-24	300-1	300-1	300-1
				C-d-All	400-1	500l	500-1½
				C-n 6-24	400-1	500-1	500-1½
				S-dn-6	300-¾	300-¾	300-¾
				Surveillance Approach			
				T-d-All	300-1	300-1	300-1
				T-n 6-24	300-1	300-1	300-1
				C-d-All	400-1	500-1	500-1½
				C-n 6-24	400-1	500-1	500-1½
				S-dn-6	400-1	400-1	400-1
				A-d-All	1500-3	1500-3	1500-3
				A-n 6-24	1500-3	1500-3	1500-3

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . to Runway 6, turn left and climb to 1600' on R-282 of OZR TVOR or proceed to Enterprise MHW or, when directed by ATC, climb to 2000' on R-330 of OZR TVOR within 20 miles.

★

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ft. Rucker, Ala	Ozark AAF 305'	Ozark AAF Radar	1, Amdt 1, 23 Nov 57	Orig, 2 Nov 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

→ Ambrose Int	Asbury Park FM (final)	Direct	1100	T-dn	300-1
				C-dn	600-2
				A-dn	1000-2

Procedure turn *E side NE crs, 062 Outbnd, 242 Inbnd, 1500' within 10 mi. NE of Asbury Park FM.
*** Procedure turn conducted to the E to avoid traffic on Red 3.**
Minimum Altitude over facility on final approach crs, 1100' (over Asbury Park FM)
Crs and distance, facility to airport, 258-4.4 (from Asbury Park FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.4 mi after passing Asbury Park FM, turn left, climb to 1500' on NE (outbnd) crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Belmar, N.J.	Monmouth County 180'	SBMRLZ NEL	1, Orig, 23 Nov 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
TUS VOR	TUS-LFR	Direct	6000	T-dn	300-1	300-1	300-1
Vail FM	TUS-LFR	Via E crs		*C-dn	700-2	700-2	700-2
		TUS-LFR	7000	*A-dn	800-2	800-2	800-2

Procedure turn N side W crs, 243 Outbnd, 063 Inbnd, 6000' within 10 mi. Beyond 10 mi NA. Terrain 6536' and 6875' 4 mi S of W crs at 20 and 24 mi from LFR. (Procedure turn N for more favorable terrain)
Minimum Altitude over facility on final approach crs, TUS LFR 5000' Mission FM* 4200'.
* If Mission FM not received 4200' MSL must be maintained and minimums are 1600-2
Crs and distance, facility to airport, TUS LFR 082-10.7 Mission FM 082-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 10.7 mi (TUS LFR) or 3.7 mi from Mission FM, turn right, climb on a heading of 200° to 4700', then home on LFR, continuing climb to minimum of 6000'. Alternate missed approach when directed by ATC;
Turn left, climb on a heading of 330 to intercept TUS radial of 302 outbnd, continuing climb to 7000' Outbnd on radial 302.
SHUTTLE: to 6000' on W crs within 10 mi all turns N side of crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Tucson, Ariz	Tucson Municipal 2630'	SBRAZ TUS	1, Amdt 3, 16 Nov 57	2, 14 Sept 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

→ Mermaid Int (via R-228 PMM)	Int R-266 ELX & R-228 PMM	Direct	1600	T-dn	300-1	300-1	200-½
→ Int R-271 ELX & R-328 SBN (via R-328 RBN)	Int R-266 ELX & R-328 SBN	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
→ Int R-266 ELX & R-328 SBN *Int R-266 ELX & R-338 SBN	Int* (Final)		1600	A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 266 Outbnd, 086 Inbnd, 1900' within 10 miles of Int*
Minimum altitude over Int*, 1600'
Crs and distance, Int*, 086-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.3 miles of Int*, climb to 2000' on R-266 ELX, proceed to ELX, contact SBN radio for further instructions.
ADVISORY NOTE: Close flight plan with South Bend radio at minimum approach altitude or by long distance phone immediately upon landing.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Benton Harbor, Mich	Ross Fld 642'	VOR ELX	2, Amdt 1, 16 Nov 57	Orig, 28 Sept 57

Fort Sill Int	LAW-VOR	direct	2400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Teardrop procedure turn, 149 Outbnd, 347 Inbnd, 2200' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 347-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, turn left and climb to 2200 on R 186 within 20 miles.
NOTE: Communications and weather service not available to general public. Voice on VOR controlled by
→ Army Tower Post Field.
AIR CARRIER NOTE: Procedure authorized only for carriers having approval of communications and weather service at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Lawton, Okla	Municipal 1108'	VOR LAW	1, Amdt 3, 23 Nov 57	2, 10 Dec 54

Downey FM/HW	LAX OM (Final)	Direct	1500	T-dn	300-1	300-1	200-½
Los Angeles RBn	LAX-VOR	Direct	1500	C-dn	500-1	600-1	600-1½
Hollywood FM	LAX-VOR	Direct	3000	S-dn-25L	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar vectoring to final approach course authorized.

→ Procedure turn S side of crs, 069 Outbnd, 249 Inbnd, 2000' within 15 miles. E of Downey FM/RBn NA. (Nonstandard due to terrain.)
Minimum altitude over LAX OM on final approach crs, 1500'*
*Descend to landing minimums after passing LAX OM.
Crs and distance, LAX OM to Runway 25L, 249-5.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.2 miles of LAX OM, climb to 2000' on LAX R-249 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Los Angeles, Calif	International 126'	BVOR LAX	2, Amdt 2, 16 Nov 57	1, 5 Oct 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

Nashville LFR	BNA-VOR	direct	1700	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-33	500-1	500-1	500-1
				A-dn	80C-2	800-2	800-2

Procedure turn N side of crs, 121 Outbnd, 301 Inbnd, 2000' within 10 mi
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 301-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 miles, climb to 3000' on R-330 within 20 miles
CAUTION: High tension line 137' above field elevation between the VOR station and the airport
→ AIR CARRIER NOTE: Takeoff with less than 200-½ NA on Rnwy 15.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Nashville,Tenn	Berry Field 606'	BVOR BNA	1, Amdt 6, 23 Nov 57	5, 19 May 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-2	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn E side crs, 193 Outbnd, 013 Inbnd, 2000' within 10 mi. Beyond 10 mi. NA.
Minimum altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 020-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on R-062 within 20 mi.
CAUTION: Tower 1038' msl 4 miles W of facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Athens, Ga	Athens 807'	VOR AHN	TerVOR-2, Orig, 16 Nov 57 or com. of facility	None

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				S-dn-27	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Procedure turn N side crs, 077 Outbnd, 257 Inbnd, 1900' within 10 mi. Beyond 10 mi. NA.
Minimum altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 267-0.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on R-191 within 20 mi.
CAUTION: Tower 1038' msl 4 miles W of facility.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Athens, Ga	Athens 807'	VOR AHN	TerVOR-27, Orig, 16 Nov 57 or com. of facility	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

LGB LFR	LOM	Direct	1500	*T-dn	300-1	300-1	200-½
Huntington Beach FM	LOM (Final)	Direct	1400	C-dn	500-1	600-1	600-2
San Pedro Int	LOM	Direct	1500	S-dn 30			
				#ILS	300-¾	300-¾	300-¾
LGB VOR	LOM	Direct	1500	ADF	500-1	500-1	500-1
Int SW crs El Toro LFR & SE crs LGB LFR	LOM (Final)	Direct	1400	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Int SW crs EL TORO LFR & LGB R-120	LOM (Final)	Direct	1400				

* 300-1 required for take-off runways 16, 16R, 25L, 34R.
# Straight-in landing minimums are 400-1 with glide slope inoperative.

Procedure turn S side SE crs, 120 Outbnd, 300 Inbnd, 1500' within 10 mi of LOM. Beyond 10 mi NA.
Minimum Altitude at glide slope int inbnd - 1400 ILS. Min. alt. inbnd final - 1100' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1320-4.7; at MM 245-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi, after passing LOM (ADF) climb to 800' on NW crs LGB LFR; turn left to 200 continuing climb to inter-
→ sect 160° crs from LAX Rbn and proceed to San Pedro Int at 2500', or when directed by ATC, climb to 800' on NW crs
→ LGB-LFR, reverse crs to left and return to Long Beach LFR at 1500'
NOTE: Glide slope unit now at beginning of usable portion runway 30. 800' SE end closed permanently.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks one mi S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Long Beach,Calif	Municipal 56'	ILS-LGB LOM-LG	ILS-30, Amdt 13, 16 Nov 57 Comb. ILS-ADF	12, 19 Sept 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Rochester LFR	LOM	direct	2000	T-dn	300-1	300-1	200-½ ←
Rush Int	LOM	direct	2000	C-dn	500-1	600-1	600-1½
Farmington Int	LOM	direct	2000	*S-dn-28 ILS	300-¾	300-¾	300-¾
Farmington Int via crs 333	ILS E crs (Final)	direct	2000	A-dn #ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*Circling minimums applicable for ADF approach or with glide slope inoperative.
#All installed components of the ILS must be operating otherwise alternate minimums of 800-2 apply

Procedure turn N side E crs, 097 Outbnd, 277 Inbnd, 2000 within 10 mi of LOM
Minimum Altitude at G.S. int inbnd 2000 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 2000-4.5; at MM 780-0.6**
**Minimum Altitude 1300 over LMM with glide slope inoperative or when conducting ADF approach.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.5 miles after passing LOM, climb to 2000 on W crs of Rochester LFR.
NOTE: Glide slope provides approximately 183' clearance over smoke spire 756' MSL located 3.2 mi W of the LOM.
AIR CARRIER NOTE: Take-off on Runway 12 and landing on Runway 30 not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✈Rochester, N Y	Monroe County 558'	ILS-ROC, LOM-RO, LMM-OC	ILS-28, Amdt 6, 16 Nov 57 Comb ILS-ADF	5, 17 Nov 56

Int YNG R-235 & 099 brng	Hubbard MH	direct	2600	T-dn	300-1	300-1	200-½
Int E crs YNG LFR or YNG R-105	Hubbard MH	direct	2600	C-dn	400-1	500-1	500-1½
229 brng to Hubbard MH				S-dn-32 ILS	200-½	200-½	200-½ ←
Columbia Int	Hubbard MH	direct	3000	ADF	400-1	400-1	400-1
Palestine Int	Hubbard MH	direct	3000	A-dn ILS	600-2	600-2	600-2
Canfield Int	Hubbard MH	direct	3000	ADF	800-2	800-2	800-2
Youngstown VOR	Hubbard MH	direct	2600				
Youngstown LFR	Hubbard MH	direct	2600				
Hubbard MH ILS	LOM (Final)	direct	2600				
Hubbard MH ADF	LOM (Final)	direct	2100				

Procedure turn N side SE crs, 139 Outbnd, 319 Inbnd, 2600 within 10 mi of Hubbard MH
Minimum Altitude at G.S. int inbnd, 2600 ILS, minimum altitude over LOM inbnd final 2100 ADF, over
Hubbard MH inbnd final 2600 ADF
Altitude of G.S. and distance to approach end of rny at OM 2630-4.7; at MM 1385-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi after passing LOM (ADF) climb to 2500' on NW crs ILS or on crs 319° from LOM, make right turn
and proceed to Youngstown LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✈Youngstown, Ohio	Youngstown 1198'	ILS-YNG, LOM-YN MH-HBD	ILS-32, Amdt 5, 23 Nov 57 Comb ILS-ADF	4, 4 Aug 56

U. S. GOVERNMENT PRINTING OFFICE : 1957

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ARMY EXERCISE "ALL AMERICAN" See page 3

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AIRMAN'S GUIDE

OHIO STATE UNIVERSITY
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VOL. 12, NO. 17 **OCTOBER 29, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

✓ FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or be telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

✓ CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e. g. Long Beach omnirange — (Voice) — . . .. -- -. . . . (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i. e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 20 cents.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

ATTENTION SIGNAL L/MF RANGES: Beginning 0001Z Nov 15, 1957, transmission of the attention signal preceding scheduled broadcasts on L/MF ranges will be discontinued. The attention signal will continue to be transmitted preceding special broadcasts and as deemed necessary to alert pilots using the L/MF range system that a voice transmission is about to be made.

ARMY EXERCISE, "ALL AMERICAN", (TAC-AIR 58-2): This military exercise will take place 3-18 December 1957 (with 5-9 December as the period of most intense activity) from 0600 EST through 1800 EST, at an altitude of 600' to 2000' during VFR conditions, days, within a 100 n mi radius of Fort Bragg, North Carolina. This activity will involve heavy concentrations of aircraft (maximum of 120 troop carrier and 8 jet type) in formations and streams entering and leaving the Fort Bragg Restricted Area (R-115) in support of airborne maneuvers.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

1957 FLIGHT INFORMATION MANUAL NOW AVAILABLE: Flight Information Manual, Vol. II, dated August 15, 1957, is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 50 cents per copy.

OPERATING PROCEDURES FOR FLIGHT WITHIN THE CONTINENTAL CONTROL AREA:

On or about December 1, 1957, all airspace at and above 24,000'MSL above the continental United States (excluding Territory of Alaska), excluding prohibited and restricted areas penetrating the 24,000' level, will be designated as control area. This airspace is to be known as the "continental control area". Certain new regulations and procedures will govern flight in this area and all pilots and other personnel concerned with opern above 24,000' should become familiar with them. Announcement of the effective date will be made by NOTAM. Following is a summary of the method by which flight operns and air tfc control are to be conducted in the continental control area.

I. VFR OPERATION:

A. Visibility and Cloud Proximity Minimums - For VFR opern within the continental control area, flgt visibility must be at least 5 mi and acft must not be flown less than 1000' vertically and 1 mi horizontally from any cloud formation.

B. Cruising Altitudes:

1. From 24,000' through 28,000' (excluding arwys). To assist pilots operg under VFR in maintaining separation, the following cruising alts should be adhered to as good operg practice from 24,000' through 28,000':

Magnetic Crs	Indicated Altitudes
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or above 29,000'. Use of the following cruising alt for VFR flgt is required by regulation everywhere at or above 29,000':

Magnetic Crs	Indicated Altitudes
0-89° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
90-179° inc.	4000' intervals beginning at 30,000' (30,000', 34,000', etc.)
180-269° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)
270-359° inc.	4000' intervals beginning at 32,000' (32,000', 36,000', etc.)

II. ON-TOP OPERATION: Flgts made under VFR conditions on top within the continental control area must observe the new visibility and cloud proximity minimums and cruising alt rules for VFR opern in the continental control area. Opern of these flgts is otherwise unchanged. (Pilots are reminded that when cleared "VFR conditions on top" by air tfc control, tfc separation is not provided by air tfc control.)

III. IFR OPERATION: All IFR operns at and above 24,000'MSL within the continental control area will receive air tfc control service.

A. At and above 27,000'MSL - To simplify high alt navigation, a limited number of VOR, TACAN, VORTAC and L/MF facilities have been designated for high alt use. These navigation aids are the only ones which may be used for IFR routing at and above 27,000' and are depicted on special high alt charts.

The high-altitude facilities have been used to delineate a system of high-altitude tracks called "Jet Routes". These routes are coded on the charts by the letter J, followed by the appriate route number, followed by the letter V, T, or L to indicate the type of navigation to be used. For example:

J22V . . . . . VOR or VORTAC Jet Route #22
J19T . . . . . TACAN Jet Route #19
J3L . . . . . L/MF Jet Route #3

Use of the designated high-altitude route structure will facilitate air tfc control, and all pilots are requested to use the designated route structure to the maximum extent possible. However, use of this route structure is not mandatory. Pilots may conduct direct flgt off the designated Jet Routes, provided the acft will be flown on a route defined by the high-altitude facilities, and provided further that the facilities selected to define the route are not more than 300 n mi apart.

Routes flown at 27,000' and above will not have a defined width as is the case on arwys at the lower levels. The track to be made good will be direct between the navigation aids or fixes defining the Jet Route, or direct between the high-altitude facilities defining the route for flgts made off the designated Jet Routes.

All high-altitude facilities and a small number of intsxns formed by these aids will be designated as compulsory reporting points. When needed for tfc control purposes, pilots may be requested to make additional position reports.

Other navigation aids (TACAN, VOR, VORTAC, AND L/MF) not designated as high-altitude facilities will be used for routing or navigating of acft to and from the high-altitude Jet Route structure which begins at the 27,000' level. This routing may be via the Victor or colored arwy systems, or direct between navigation aids.

Since most flgt activity at 27,000' and above will be by military acft, only those charts prepared by the U.S. Air Force Aeronautical Chart and Information Center will be avail on the inception date of control of all airspace at and above 24,000'. In recognition of the fact that there will be some civil need for these charts, arrangements have been made for civil distribution of the Air Force charts through the United States Coast and Geodetic Survey.

B. Below 27,000' - Although the continental control area extends from 24,000' upward, the Jet Route structure does not commence until the 27,000' level is reached. The colored and Victor arwys extend up to, but do not include the 27,000' level.

Acft operg below 27,000' within the continental control area (from 24,000' through 26,000') may operate on the colored or Victor arwys, or fly direct between any Federally operated navigation aids.

In the case of direct flgts (from 24,000' through 26,000') the aids selected to define the route must not be more than 200 n mi apart, and the track to be made good will be direct between aids. The aids selected will be compulsory reporting points, and other position reports may be requested by air tfc control when needed.

C. Cruising Altitudes - Acft operg in accordance with IFR within the continental control area must be flown at the alts assigned by air tfc control. To assist pilots in flgt planning for IFR operns, the following system of altitude selection may be used:

1. From 24,000' through 28,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or Above 29,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
180-359° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)

While controllers will normally use the above system, other altitudes may be used in certain cases. Pilots are cautioned to fly at the alt assigned by air traffic control.

IV. AIR/GROUND COMMUNICATIONS: The CAA is currently installing a VHF and UHF air/ground communications system which will provide direct pilot-controller rdo communications throughout the continental control area. This system will be only partially installed at the time control of all airspace above 24,000' is commenced; therefore, interim communications will be conducted as follows:

	Ground Facility	VHF	UHF
A.	ARTC	Discrete channel as directed	301.4 or discrete channel as directed
B.	ATCS	122.1/122.2 or VOR 126.7 135.0/135.9	255.4 or 301.4 where avail.
C.	Airline company radio stations	Company frequency	none

IFR flgts should use direct ARTC controller-pilot communications, where available.

V. SPECIAL OPERATIONS: Certain mil operns cannot be conducted in accordance with the above, for example, missions involving use of radar navigation. Such cases are to be considered exceptional in nature and will be handled by special procedures.

Flgts using celestial navigation will be required to operate VFR or "VFR conditions on top" for those portions of the flgt where celestial navigation is involved. TACAN-only equipped acft will also be required to operate VFR or "VFR conditions on top" for those portions of flgts where designated high-altitude TACAN facilities are more than 200 or 300 n mi apart, as the case may be.

Questions concerning these operns or any phase of the control of all airspace above 24,000' should be referred to the appropriate CAA air route tfc control center.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.:

Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in 'main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V-6, V-8, V-1510 Omaha, Nebr. VOR	*Lyman, Iowa Int	5500

*Descent to 2600 authorized westbound after passing Lyman Int.

Lyman, Iowa Int	Int OMA R-071 and LMN R-008 (DSM Temp Int)	8000
Int OMA R-071 and LMN R-008 (DSM Temp Int) via R-262 IOW	Iowa City, Iowa VOR	8000
VOR civil arwy V-52 Ottumwa, Iowa VOR	Int OTM R-286 and LMN R-008 (DSM Temp Int)	8000
VOR civil arwy V-13 Lamoni, Iowa VOR	*Int LMN R-008 and OMA R-071 (DSM Temp Int)	8000

*Descent to 4000 authorized after passing intersection southbound.

Int LMN R-008 and OMA R-071 via MCW R-182 (DSM Temp Int)	Alden, Iowa Int Mason City,	11,000
Alden, Iowa Int	Mason City, Iowa VOR	3000
VOR civil arwy V-13W Int FOD R-151 and OMA R-071 (DSM Temp Int)	Fort Dodge, Iowa (VOR)	8000
VOR civil arwy V-161 Waterloo, Iowa VOR	Int ALO R-214 and OTM R-286 (DSM Temp Int)	8000
VOR civil arwy V-6N, V-172 Int CID R-249 and LMN R-008 (DSM Temp Int)	Int R-249 CID and R-277 IOW (Grinnell Temp Int)	8000
Int R-249 CID and R-277 IOW (Grinnell Temp Int)	Cedar Rapids, Iowa VOR	2200
Omaha, Nebr. VOR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Cedar Rapids, Iowa VOR	2200
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Des Moines, Iowa LFR	Mason City, Iowa VOR	3000
Des Moines, Iowa LFR	Iowa City, Iowa VOR	2200
Des Moines, Iowa LFR	Ottumwa, Iowa VOR	2200
Des Moines, Iowa LFR	Waterloo, Iowa VOR	2700
Des Moines, Iowa LFR	Fort Dodge, Iowa VOR	5000

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

LOUISVILLE, KY. VOR SHUTDOWN: During shutdown (Oct 21 through approx Nov 11) the following direct routings will be used in the Louisville area:

V-5: From CVG VOR via 224°M radial and 044°M bearing from Louisville LFR, MEA 3000. V-174 and V-1516: From Louisville LFR to York VOR via E crs LOU LFR to 172°M radial of Cincinnati VOR thence via 256°M radial of York VOR. V-4N: From LOU LFR to Lexington HW via the E crs of LOU LFR and 330°M bearing to LEX HW, MEA 3000. V-4S: From LOU LFR to LEX VOR via 134°M bearing from LOU LFR and the 270°M radial of LEX VOR, MEA 3000. V-5E: From LOU LFR to BWG VOR via 165°M bearing from LOU LFR and the 260°M radial of the BWG VOR, MEA 3000. V-51: LOU LFR direct to Highway Ky. Int MEA LOU LFR - Campbellville, Ky. 3000 - MEA Campbellville, Ky. - Highway, Ky. 6000. V-5: From LOU LFR to BWG VOR via S crs of LOU LFR and the 045°M radial of BWG VOR, MEA 3000. V-4 and V-1516: From LOU LFR to Evansville VOR via the W crs LOU LFR and 070°M radial of Evansville VOR, MEA 2500. V-227: From LOU LFR to Indianapolis VOR via the 304°M bearing from LOU LFR and the 184°M radial of IND VOR, MEA 3000. V-171 and V-174: From LOU LFR to Scotland VOR via the 304°M bearing from LOU LFR and the 123°M radial of Scotland VOR, MEA 3000. V-53: From LOU LFR to IND VOR via the N crs of LOU LFR to Nabb VOR thence via the 315°M radial of Nabb VOR and the 169°M radial of IND VOR - MEA from LOU LFR to Nabb VOR 2100 - MEA Nabb VOR to IND VOR 2600. V-47, V-51 and V-53E: From LOU LFR to Nabb VOR via the N crs of LOU LFR - MEA 2100. V-5E: LOU to Dry Ridge VHF Int unusable. V-4 and V-53: LOU to LEX VOR unusable. V-4N: From LOU to St Marks VHF Int unusable.

During the shutdown, the following non-compulsory reporting points in the Louisville area are temporarily redesignated as follows:

Georgetown, Ky. Int: the intsxn of the E crs of LOU LFR and the 172°M radial of CIN VOR, MEA 3000.
Chaplin, Ky. Int: the intsxn of the 134°M bearing from LOU LFR and the 270°M radial of LEX VOR, MEA 3000.
Campbellsville, Ky. Int: the intsxn of the 165°M bearing from LOU LFR and the 060°M radial of BWG VOR, MEA 3000.
Apalona, Ind. Int: the intsxn of the 070°M radial of Evansville VOR and the 168°M radial of Scotland VOR, MEA 2500.
Mitchell, Ind. Int: the intsxn of the 184°M radial of IND VOR and the 123°M radial of Scotland VOR, MEA 3000.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957, as follows:

(1) Page 20, Bakersfield, Calif. - change CAA telephone number to EX 9-3735.
(2) Page 20, Flippin, Ark. - change CAA telephone number to GLenview 3-3333.
(3) Page 20, Little Rock, Ark. - change CAA telephone number to FRanklin 5-3269.
(4) Page 20, Little Rock, Ark. - change WB telephone number to FRanklin 4-0094*.
(5) Page 20, Muscle Shoals, Ala. - change CAA telephone number to EVergreen 3-6541.
(6) Page 21, Indianapolis, Ind. - change CAA telephone number to CH 4-3011.
(7) Page 21, Burley, Idaho - change CAA telephone number to OR 8-7451.
(8) Page 21, Topeka, Kansas - change CAA telephone number to CEntral 2-5478.
(9) Page 22, Helena, Mont. - change CAA telephone number to HIckory 2-8110.
(10) Page 23, Albuquerque, N. Mex. - change CAA telephone number to CH 3-7832.
(11) Page 23, Albuquerque, N. Mex. - change WB telephone number to CH 2-8857.
(12) Page 23, Findlay, Ohio - change CAA telephone number to GArden 2-3237.
(13) Page 23, Las Vegas, Nev. - change CAA telephone number to DU 4-2205.
(14) Page 24, Childress, Tex. - change CAA telephone number to WEbster 7-3892.
(15) Page 24, Clarendon, Tex. - delete CAA telephone number.
(16) Page 24, Fort Worth, Tex. - Amon Carter WB - telephone number is AT 4-2761*.
(17) Page 24, Fort Worth, Tex. - Meacham Field - change CAA telephone number to MA 4-3463.
(18) Page 24, Galveston, Tex. - change CAA telephone number to SOuthfield 5-7233.
(19) Page 24, Galveston, Tex. - change WB telephone number to SOuthfield 3-2767.
(20) Page 24, Providence, Rhode Island - change CAA telephone number to RE 7-5300.
(21) Page 24, The Dalles, Oreg. - change CAA telephone number to POrter 7-1187.
(22) Page 24, under Pennsylvania - add Bradford, Pa. - CAA telephone number 2-4860.
(23) Page 24, Selinsgrove, Pa. - delete CAA telephone number.
(24) Page 25, Danville, Va. - change CAA telephone number to SWift 3-1163.
(25) Page 26, Region 1 - Air Carrier Safety - add Tulsa, Oklahoma telephone number TE 5-1828.
(26) Page 26, Region 2 - General Safety - change Albuquerque, N. Mex. telephone number to CH 3-3789.
(27) Page 27, under INTRODUCTION, fifth paragraph, fifth line - 122.1 mc should be changed to 122.5 mc.
(28) Page 39, Rochester, N. Y. - change call letters from WROC to WHAM. Tower elevation from 1035' to 946'; height from 353' to 420'.
(29) Page 42, Standard Broadcast Stations - Childress, Texas, hrs of operation changed from "continuous" to "LSR-LS".
(30) Page 66, after last paragraph of the left-hand column, insert a new paragraph. Please turn to page 3 of this Airman's Guide for the text of this paragraph carried under: "RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION".
(31) Page 75, add: Kennebunk, Me. (Portland): 061°; over airport twr; 1500'.
(32) Page 75, El Paso, Tex. - change to read: 232°; above water tank 3 mi SE El Paso Intnl Arpt; 1000'.
(33) Page 76, Moline, Ill. - change to read: 237.4°; center twr of Moline, LFR.
(34) Page 77, Vandalia, Ill. - change to read: 179°; over centerline at N end N/S rnwy.
(35) Page 82, Santa Fe, N. Mex. - change to read: 333°; at junction taxiway and apch end rnwy 33.

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Vol. 12, No. 14 dated Sept 17, 1957, as follows: (see Notes below)

(1) Page 70, under Civil Airways cancel items 5 and 6.
(2) Page 71, under Reporting Points cancel item 3.
(3) Page 73, cancel all reference to Sections 610.607, 610.610 and 610.614 wherever they appear.

Correct Airman's Guide Vol. 12, No. 15 dated October 1, 1957, as follows: (see Notes below)

(1) Page 4, under On Request Reporting Points cancel all reference to the Panoche, Tres, Gilroy and Morgan Hill, Calif., LF intersections effective October 24.

NOTE: Amendments 12 to Part 600 and 15 to Part 601 of Administrator's Regulations published in October 4, 1957, Federal Register will be corrected accordingly by November 8.

NOTE: Revision Notice to RF Charts 22 and 23 being issued by C&GS to reflect Airways, MEAs, Fixes, etc., to original configuration in this area by November 2.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Seattle	WAC 304	WAC 364
Spokane	WAC 362	WAC 405
RC 2218	WAC 363	3071
		3073

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Albuquerque	10-17-57	Los Angeles	10-21-57	Dallas-Ft Worth	
Corpus Christi	10-10-57	Roswell	10-15-57	Local	10-15-57
Dallas	10-10-57	San Diego	10-21-57	WAC 78	10-16-57
El Paso	10-8-57			WAC 522	10-15-57

Instrument Flight Charts
released since Oct 7, 1957

AL	65 RNG-1/RNG-2/ILS-R23/ILS-R5/VOR	Buffalo Arpt, N. Y.
AL	95 RNG/VOR	Concord Arpt, N. H.
AL	107 ADF-1/ILS-R6/ADF-2/ILS-R24	Dayton Arpt, Ohio
AL	196 RNG/VOR	Houlton Arpt, Maine
AL	201 ADF	Huntington Arpt, Ohio
AL	222 VOR	Lake Charles AFB/Mun Arpt, La.
AL	264 ADF/ILS-R29L	(NAS) Mun Minneapolis-St Paul Intnl, Minn.
AL	285 ADF/ILS-R4	Newark Arpt, N. J.
AL	292 RNG/VOR	Lee Bird Arpt, Nebr.
AL	304 RNG/VOR/ADF/ILS-R14L	Omaha Arpt, Nebr.
AL	322 RNG/VOR	Sky Harbor Arpt, Ariz.
AL	326 RNG/ADF-2	Allegheny Co. Arpt, Pa.
AL	360 ADF-1/ILS-R24	(NAS) Mun Lambert-St Louis Arpt, Mo.
AL	407 RNG	Stockton Arpt, Calif.
AL	487 ADF/VOR	Van De Graff Field, Ala.
AL	516 RNG/ILS-R23/ADF/ILS-R5	Raleigh-Durham Arpt, N. C.
AL	521 RNG/VOR	Jefferson Co. Arpt, Texas
AL	532 ADF	Tri-State Arpt, W. Va.
AL	534 VOR	Battle Mountain Arpt, Nev.
AL	674 ADF	Oxnard-Ventura Co. Arpt, Calif.
AL	719 VOR	Pryor Field, Ala.
AL	955 RNG/ADF/ILS-R33	Oneida Co. Arpt, N. Y.
AL	958 ADF	Springfield Arpt, Ohio

RF 22, 23, 26, 27, 30
RF Terminal Area - Houston, Los Angeles, Miami, New York, Norfolk, Philadelphia, San Francisco-Oakland, Wichita-Hutchinson
RF-VOR Terminal Area - Dallas-Ft Worth, Houston, Jacksonville, Memphis, New York, Philadelphia, San Antonio, San Francisco-Oakland
RF Dates of Latest Prints, RF Index, RF Legend

NEW CHARTS

AL 222 ADF-2 - Lake Charles, La. - Lake Charles AFB/Mun
AL 521 ADF/ILS rnwy 11 -- Beaumont, Texas - Jefferson Co. Arpt
AL 521 ILS rnwy 29 - Beaumont, Texas - Jefferson Co. Arpt
AL 721 VOR-1/VOR-2 - Benton Harbor, Michigan - Ross Field
RF 31

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

APF	Naples, Fla, Naples-America Arpt (assignment)
POR	Point of Rocks, Wyo, REP (deletion)
DF	Thorold, Ont. (assignment)
EB	Harp Lake, Nfld. (assignment)
EC	Border, Que. (assignment)
EE	Advance, Que. (assignment)
EF	Retty, Que. (assignment)
EH	Gillespie, Que. (assignment)
EJ	Brass, Que. (assignment)
EQ	Bulldog, Que. (assignment)
EW	Robin, Que. (assignment)
EY	Eagle, Que. (assignment)
EZ	Raven, Que. (assignment)
IM	Grimsby, Ont. (assignment)
KB	Sparrow, Que. (assignment)
KE	Burton, Que. (assignment)
KH	Cape Jones, Que. (assignment)
KJ	Bear Island, N.W.T. (assignment)
KM	Big Owl, Ont. (assignment)
KP	Crow, Ont. (assignment)
KQ	Wachi, Ont. (assignment)
KU	Gooseberry, Ont. (assignment)
KV	Beaver, Ont. (assignment)
KW	Canary, Ont. (assignment)
KX	Beach, Mon. (assignment)
KZ	Hayes, Mon. (assignment)
NN	L'Annonciation, Que. (change from La Macaza, Que.)
OB	Penny, Man. (assignment)
OF	Kettle Lake, Man. (assignment)
OH	Gunn Lake, Man. (assignment)
OI	Lucky Bay, Man. (assignment)
OJ	Millwater, Man. (assignment)
OK	Black Island, Man. (assignment)
OP	Hayward, Man. (assignment)
OU	Hanson, Sask. (assignment)
OZ	Swallow, Sask. (assignment)
TN	Stoney Mountain, Alta. (assignment)
UA	Shingle Point, N.W.T. (assignment)
UC	Nicholson, N.W.T. (assignment)
UG	Rowley, N.W.T. (assignment)
UI	Young Point, N.W.T. (assignment)
UJ	Lady Franklin, N.W.T. (assignment)
UQ	Jenny Lind, N.W.T. (assignment)
US	Shepherd Bay, N.W.T. (assignment)
VA	Maxville, Ont. (assignment)
VF	Egg Lake, Sask. (assignment)
VH	Tippo Lake, Sask. (assignment)
VM	Broughton, N.W.T. (assignment)
VS	Canoe, Sask. (assignment)
VY	Peter Pond, Sask. (assignment)
VZ	Birch Lake, Alta. (assignment)
WN	Winisk, Ont. (assignment)
XM	Horse, Alta. (assignment)
XN	Livock, Alta. (assignment)
XV	Nipisi, Alta. (assignment)
XW	Buffalo Bay, Alta. (assignment)
YA	Watino, Alta. (assignment)
YH	Saddle Hill, Alta. (assignment)

ATLANTA-WASHINGTON CENTER BOUNDARIES CHANGES: Effective immediately, the Atlanta-Washington Center Boundaries are amended as follows: beginning at the present boundary at 35-47-20N, 79-31-00W direct to 34-46-00N, 80-12-30W thence following the present boundary along the Greensboro-Charlotte, N. C. Control Area Extension.

MINIMUM EN ROUTE ALTITUDE - CANCELLATION: Correct Airguide Vol. 12, No. 16 dated October 15, 1957, page 42 as follows: The MEA of 2200 ft from Pellston, Mich. LF/RBN to Sault Ste Marie, Mich., VOR on V-193 which was to be effective Nov 21, 1957, is cancelled.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)

AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)

**BESSEMER ARPT: Name change. Formerly carried as Durham Arpt. (12-1) Caution auto drag strip runs parallel to sod lndg strip with separation of 50'. Auto racing is not done on rnwy. Drag strip ends mrkd. Racing Sun only. (9-28)

ALABAMA: BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18) Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int via ADF track of 350°M from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V115 and V18N, 5000'. (10-21)

BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down - relctn. (8-7) FLD: Caution tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

ENTERPRISE ARPT: Const. Clsd until approx Dec. 1. (10-16)

EVERGREEN-RADIO: VOR radials 320°-360° out of tolerance acct excessive roughness and bends. (9-23)

EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)

**FLOMATON ARPT: Now a private arpt. (11-56)

**GUNTERSVILLE ARPT: Caution - paved drag strip 200' E of rnwy. (9-30)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

**HUNTSVILLE ARPT: Unicom decmsnd. (9-23)

MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)

MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic apch below 300'. Glide slope inop - equip and const vcnty transmitter bldg. (8-22) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' and 1/2 mi is absolute take-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

MUSCLE SHOALS-RADIO: VOR courses 020°-050°, 110°-150° and 285°-335° clockwise from stn out of tolerance beyond 15 n mi acct scalloping and bends. (11-2) Soon VOR will be relctd to lat 34-42-24, long. 87-29-27; freq change from 117.5 mc to 109.6 mc. (9-26)

**TALLADEGA ARPT: City name change. Formerly carried under Anniston. (7-3)

ARIZONA: AJO ARPT: Bcn and lgts inop. (10-24)

CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail ngts upon prior req. Emerg only. (4-23)

CLIFTON-GREENLEE COUNTY ARPT: Clsd until approx Dec 1, 1957. (9-17)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vcnty. 2-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr guards: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

GILA BEND-SPECIAL NOTICE: Tethered wiresonde balloons lctd 1.5 mi S Gila Bend AF Aux Fld, flying daily from 1300 Mon thru 1100 Fri from gnd to 2000' above gnd. Lgtd during hrs darkness. (10-18)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

ARIZONA: MARANA ARPT: Repoeted inactive. (10-2)
PHOENIX AREA-SPECIAL AIR TRAFFIC RULES: Aircraft operg under VFR or VFR conditions shall not be operd Mon thru Fri from 0600M to 1800M on Green Arwy #5 and Victor Arwy 16 W of Phoenix in the areas described below except at the altitudes prescribed therefor unless special permission is obtained from Air Traffic Control. From 112°28' to 112°35', which is the area between north-south lines drawn thru the Perryville FM and the town of Buckeye, between 700' above the surface and 5000' MSL, regardless of weather conditions. Further, when the reported ceiling at Phoenix is less than 8000', acft shall not be operd at alts above 2000' MSL and below 4000' MSL in the area between 112°16' and 112°-28', which is the area between north-south lines drawn thru the town of Tolleson and Perryville FM. When the reported ceiling at Phoenix is 8000' or more, acft shall not be operd at alts above 7000' MSL and below 9000' MSL in the area between 112°10' and 112°28', which is the area between north-south lines drawn thru the east edge of Glendale and the Perryville FM. (9-27)
PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedutes: LFR procedure: Initial approach from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000 in standard pattern within 15 mi. VOR procedure: Initial apch from Perryville FM 4000, from Tolleson Int 2600. Missed apch: Climb to 2500 on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000 in standard pattern within 15 mi. Tolleson Int - Int GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (6-14)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take off xcpt prior permission arpt manager. (12-7) Men & equip. along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. About Nov 15, VOR will be shut down until approx Jan 15, 1958, conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int.-PHX; V105E PRC-PHX. (10-17)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
**SEDONA-OAK CREEK CANYON ARPT: Longest rnwy avail 3400'. (4-16)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000'; 330°-345°, 35 n i 11,000'; 345°-360°, 25 n mi 11,000'.
TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct foute off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)
TUSCON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000';(b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area.(2-11) Jet barriers installed rnwy 3-21. (9-3)
ARKANSAS: **BENTON-SALINE CO ARPT: New arpt. Type "P"; lat 34-33, long. 92-36; lctd W; hwy N; elev 325; 1 strip-turf; 2850' x 250'; no services. (1-15)
BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
**MARIANNA ARPT: New arpt. Type "L"; lat 34-47, long. 90-48; lctd 1 mi W; RR W; elev 181; 1 rnwy-2640' x 300'(sod); minor repairs & 80 oct fuel on call; caution-ruf. (3-6)
NORTH LITTLE ROCK MUN ARPT: New fld: Type: L. Lat 34-50, long. 92-16. Lctn: 4.5 mi N. Elev: 545. No. of rnwys: 1. Lngst rnwy & facs: 32.
**PINE BLUFF-TONEY FLD: 194'(403'MSL) lgtd twr erected approx. 1 n mi SSW(204°T) at lat 34-14-46, long. 92-00-56. (10-10)
TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)
TEXARKANA MUN ARPT: 210'(510'MSL) lgtd twr being erected 12.5 n mi SSW(222°T) at lat 33-18-12, long. 94-09-31. (9-12)
CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)
ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

CALIFORNIA: BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300° 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BONSALL-SHEARER'S RANCH ARPT: Abandoned. (2-4)
BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)
CAMARILLO-RADIO: All courses have multiples. (6-17)
**CONCORD-BUCHANAN FLD: Effect. Oct 15 right hand tfc estabd on rnwys 14 & 19. Pat. alt 800' indicated. Rnwy 6-24 to be used only for hi-velocity wind conditions. Low flgt over populated areas should be avoided as far as practicable.
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Arpt unlgt. (4-22)
DIXON ARPT: Closed. (8-30)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
**FORT BRAGG-UNION LUMBER COMPANY ARPT: Now a private arpt. (2-5)
FT. JONES-RADIO: VOR has lgt course roughness all quads. Only arwy radials flgt-checked. Sept. 19, VOR shut down until approx Nov 4 - modernization. Durg this period the following arwys will be unusable for IFR opern: V23 Red Bluff - Talent Int.; V23E Fort Jones -Klamath Junction Int. The Bray Int. will be unusable. (10-16)
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)
FRESNO-RADIO: Soon, LF rng will be shut down for tune up and course realignment to 76A 136 N 256 A 316N. (10-23) Soon, Los Banos FM ident will be changed to dot dash.
rrFRESNO AIR TERMINAL-TOWER: ILS glide slope relctd 750' W apch end rnwys 29 and 346' S rnwy centerline. Glide angle: 2°30'. Alt over MM 566' MSL; over OM 1440'MSL. FLD: Extreme caution advised in vicinity of arpt, particularly when using VOR arwys. Jet acft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5) Jet barriers installed both ends rnwy 11-29. First 1000' rnwy 29 is behind barrier, not to be used as rnwy, overrun area only. (10-11)
**GASQUET ARPT: Caution. Road materials piled S side. (9-23)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)
★LONG BEACH ARPT-TOWER: ILS glide slope shut down indefinitely. (10-4) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230°. (5-6) Oct 15, radar arrival control cmsnd. Primary holding fixes: Huntington Beach FM and Albacore Intsxn. (10-15) About Nov 11, ASR will be shut down until approx Dec 2 - modernization. (10-22)
FLD: Several 230' MSL portable oil derricks NW, W and S of fld. No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only-500'/1 mile. (6-25)
LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)
★LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23) Oct 15, Castaic and Hollywood Hills FMs associated with Newhall LF rng. (9-27)
★LOS ANGELES AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF freqs: 120.3, 121.5, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9 mc. (10-14)

CALIFORNIA: ★LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000 MSL beyond 30 n mi. (4-19) VHF/DF freqs: 118.1, 118.9, 119.3, 119.5, 120.3, 121.1, 121.5, 122.1, 122.5, 122.7, 126.18, 135.9 mc. (10-14) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30 min req thru twr. Equip crossing rnwy. During VFR wea conditinns, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urges to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descent below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing course at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable to ctl tfc last 2400' rnwy 34. Nov 30, transmissiometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to observations when prevailing visibility is less than 1-1/2 mi. Apch lgt lane sequenced flashers avail. on test basis at pilot's req. Flashers extend from 1200' to 3000' from end rnwy 25L.

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev: 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD-SPECIAL NOTICE: Due to hby jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' durg stratus conditions. (6-17)

★MOUNTAIN VIEW-MOFFETT NAS-TOWER: CM twr gds 121.3, 122.5 mc and trans 121.3 mc.

★NEWHALL-RADIO: Oct 15, Castaic FM changed to 4 dashes, NW course of LF rng. Hollywood Hills FM changed to 2 dashes, SE course of rng. (FMs formerly on Los Angeles LFR)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a clt zone when wea is less than VFR, since ceiling & visibility mid-bay is frequently less than at the two terms. Rotating beam ceilometer in opern. Hereafter ceiling observations of less than 1500' will usually pertain to the MM location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jet operns in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communs and proposing IFR flight into Oakland, Alameda NAS or Hayward should ctc Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should ctc San Francisco Apch Ctl on 118.5 mc. Communs durg IFR should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communs channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF operg test basis. Freqs: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 121.5, 122.1, 124.3, 124.9, 126.18 mc. Coverage 40 n mi at MEA xcpt 020°-050°, 8000' MSL. (10-14)

★OAKLAND-METROPOLITAN OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-30°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. Delete 118.9 mc.

** FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd giving rnwy visibility observations rnwys 27L & R. (8-22)

OCEANSIDE-RADIO: July 10, VOR shut down until approx Nov 10 - modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period.

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation tk-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. Tetrahedron replaced by lgtd wind sock. (10-8)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'.

PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W adj to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative durg reconst. Caution - men and equip.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. About Nov 10, VOR will be shut down until approx Jan 10, 1958 - conversion to VORTAC. Durg shutdown following V arwys will be unusable IFR conditions: V23 FJS-Sutter Buttes Int., V25 Geyserville Int. - LMT, V107 UKI-RBL, V195 ILA-FOT. (10-21)

RIALTO-MORROW FLD: Clsd Suns due drag races. (10-8)

★RICHMOND-RADIO: USAF H fac cmsnd. Freq: 265 kc. Ident: RMN. Lctd 37-57, long. 122-22. Bear. & dist to Hamilton AFB: 300', 8.2 n mi. Class: MHW. (10-14)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR wea, actual apchs IFR wea. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 310°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°-330°.

**SAN DIEGO-LINDBERGH FLD: Jet barrier relctd overrun area rnwy 27. (10-4)

**SAN DIEGO-PIKES ARPT: Abandoned. (10-14)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: Confined opern to center rnwy 1R-19L, const. Taxiway F clsd from E edge rnwy 1L-19R to E end rnwy 28L-10R. Taxiway B clsd from spur taxiway intersecting S end rnwy 1L-19R to spur taxiway intersecting W end rnwy 10R-28L. Taxiway D clsd from S side rnwy 10R-28L to N side taxiway A. Men & equip. operg on turf areas between taxiway A and B S of term and S end of rnwys 1L-19R & 1R-19L. (10-10)

SAN FRANCISCO BAY-SPECIAL NOTICE: Beginning Oct 18, a Moored Balloon (silver with black stripes) 8' x 25' will be flown 500' MSL on an irregular schedule from U.S. Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°.

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylight hrs W end rnwy. (10-14)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail. only between 0700-2100 daily. Extreme caution advised durg ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

CALIFORNIA: SANTA PAULA ARPT: Work in progress S side of fld. Caution - trucks immediately S of rnwy. Area S of rnwy soft, muddy. (6-8)

**SELMA ARPT: Perm clsd. (10-2)

SHOSHONE ARPT: Strip clsd for paving. (8-9)

STOCKTON ARPT: Rnwys 11L-29R, 11R-29L, and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated range apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (8-12)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)

**UPLAND-CABLE ARPT: Name change: Formerly carried as Cable Claremont Arpt.

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5)

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.

COLORADO: ASPEN ARPT: Fld clsd due const. (9-4)

CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft due to rise in terrain at apch end rnwy 21.

CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)

DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Durg hrs of darkness flashing amber lgt in segmented circle denotes right hand tfc. (9-12) 200' open ditch N side W end rnwy 8R-26L - flag mrkd day hrs, flashing red night hours. (3-26)

EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)

GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about January 1, 1958, for reconst of rnwy and installing rnwy lgts. (8-20)

**LAMAR ARPT, 10, PUB-JCT: Const completed. New NNE/SSW paved rnwy 4800' x 100' with bndry & threshold lgts and new paved taxiway from rnwy to paved apron. All paved areas open for use. Old N/S strip, W side of fld discont with p-lines across it. Old E/W and NE/SW strips discont. (10-22)

**LITTLETON-BAR NONE ARPT: Permanently clsd. (10-9)

NUCLA ARPT: Clsd. Const. (10-23)

PARSHALL - SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)

PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)

PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to heavy acft. Men & equip. on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)

CONNECTICUT: * BRIDGEPORT-ARPT TOWER: Effect October 27, twr hrs opern 0700-2300.

NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)

SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360?-015°, 35 n mi at 2500'. (6-14) About Dec 2, VOR/DME will be shut down until approx Dec 20 - modification. (10-25)

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men & equip. on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)

**MIDDLETOWN-BAKER'S FLD: New arpt. Type "P"; lat 39-32, long. 75-43; lctd 6 mi N; elev 65'; 2 rnwys (sod)-lngst rnwy 3100'; 80-87 octane fuel; E & N blkd. (9-5)

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.

WILMINGTON-NEW CASTLE CO. ARPT-TOWER: About Nov 25, ILS LOM freq will be chgd from 251 kc to 248 kc. (10-8) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: **WASHINGTON-SPECIAL NOTICES: (1) See page 83, in Flight Information Manual, Vol. II, dated 8-5-57, for Washington, D. C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) About October 30, fixed white 60 inch searchlight of high intensity will be operd near south bank of Potomac River near Chain Bridge lat. 38-55-45, long. 77-07-02. Lgt will be operated only during hours of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac River departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (9-30)

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of major General or Rear Admiral. (b) Scheduled MATS. (c) Flights requiring customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of control tower only. Until approximately end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)

FLORIDA: ARCADIA ARPT: Arpt now mowed. Grass 24" high. Caution advised. (4-25)

**AVON PARK ARPT: 183'(293'MSL) lgtd twr erected 3 n mi NE(47°T) at lat 27-37-08, long. 81-29-27. (10-7)

**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Friday. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution on E end. (10-14)

CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)

CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance account of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF - equip acft while VOR unusable. (9-12)

CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(193°T) at lat 28-56-25, long. 81-18-33. (10-3)

FLORIDA: FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip on fld. (3-9)

FT MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

**FT PIERCE-SUNRISE ARPT: New arpt. Type "P"; lat 27-25, long. 80-22; lctd 3 mi SW; elev 25'; 1 rnwy 2642' x 125'; 80-91 oct fuel; P-line W; use rnwy. (8-20)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument apchs in progress up to 20,000'. Tfc operg in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR unusable 180°-260°, with exception apch crs 248° usable to 9 n mi. (4-27)

**JACKSONVILLE-CRAIG FLD: 215' (255'MSL) lgtd twr erected 3 n mi WSW (257°T) at lat 30-19-30, long. 81-34-15. (9-17)

**JACKSONVILLE-IMESON ARPT: 966' (1003'MSL) lgtd twr erected 6.0 n mi S (187°T) at lat 30-19-22, long. 81-38-34. (9-23)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed striaght out and pass S and E of Boca Chica NAS. Rnwy lgts avail on req to Key West Rdo. (7-23)

LAKE CITY ARPT: Fuel and services unavail. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300' (318'MSL) lgtd concrete stack being erected 9 n mi N (13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holdiays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant landings rnwys 18R-36L and 8L-26R.

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans and rcvs 121.5, 243.0, 269.0 and 291.6 mc inop. (10-21)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

**MIAMI-INTNL ARPT: 183' (190'MSL) lgtd twr erected 5 n mi NW (323°T) at lat 25-52-12, long. 80-19-17. (10-7)

MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into and out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and take-off authorized on rnwy 27 & 30 only. Take-off & lndg will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat will be as directed by twr. Tactical apchs prohibited. (10-24) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndg and take-off shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4'; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

**MIAMI-OPA LOCKA ARPT: Formerly military -now open for civilian use. (8-8)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn. (7-16) About Nov 12, LOM freq 219 kc will be changed to 221 kc. (10-18) FLD: Rnwy 28L-10R clsd for ngt lndg and take-off to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

**ST AUGUSTINE-FAIRCHILD-ST AUGUSTINE ARPT: E/W rnwy now opened. Rnwy 16-34 clsd - mrkd as ramp and taxiway. (9-10)

★SARASOTA-BRADENTON ARPT-TOWER: Hrs of opern: 0700-1830. (10-21)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LFR may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)

FLORIDA: TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument apchs in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32. (9-6)

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

**TITUSVILLE ARPT: 231' lgtd twr erected 2.8 n mi SE (153°T) at lat 28-34-43, long. 80-48-10. (10-1) N/S and E/W rnwys under const - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WAUCHULA ARPT: 220' (336'MSL) lgtd twr being erected 2 n mi WSW (263°T) at lat 27-33-05, long. 81-48-30. (9-25)

**WEST PALM BEACH-PALM BEACH CO PARK ARPT: SE rnwy designated preferential or calm wind rnwy. Use of E/W rnwy xcpt during darkness shall be held to a min.

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory infor. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down - modernization. During modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'. (5-7) Oct 22, LFR shut down until approx Oct 31 - painting tower. (10-24)

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet-caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

ATHENS-RADIO: Soon, VOR will be cmsnd. Freq: 109.2 mc. Ident: AHN. Lctd lat 33-56-51, long. 83-19-30. Monitoring category (I). Monitoring from ATCS Anderson, S.C. Class: VORW. (10-24)

ATLANTA-RADIO-SPECIAL NOTICE: Center advised high alt sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area activated. All jet type acft operg on IFR flgt plans at or above 25,000' or VFR conditions on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Wea and other info not pertinent to tfc ctl should be handled on 255.4 mc. This channel should also be used if unable to ctc Atlanta Center direct on 201.4 mc.

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with atlanta Apch Ctl on 125.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730E Mon-Fri. (5-6)

★ATLANTA-FULTON CO ARPT-TOWER: Effective Nov 1, twr hrs of opern will be 0700-2300.

ATLANTA-FULTON CO ARPT: Const on SE side of arpt. Hvy equip crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)

**AUGUSTA-BUSH FLD: 265' (692'MSL) lgtd twr erected 4.9 n mi W (278°T) at lat 33-22-50, long. 82-03-02. (10-8)

BRUNSWICK ARPT: Caution - intensive blimp training in vcnty.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution all courses LFR have moderate to severe multiples. (8-29)

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

MACON-COCHRAN ARPT: 423' (883'MSL) lgtd twr being erected 5.2 n mi ENE (80°T) at lat 32-48-19, long. 83-32-20. (10-9)

MOULTRIE ARPT: Caution - intensive Spence AB student training. Right hand tfc rnwys 4, 10, 16. (10-17)

GEORGIA: NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LFR operg as unmonitored fac. Use of LFR as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.
SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000'MSL. (3-19) FLD: No acft shall oper off of or onto field unless equipped with at least one radio rcvr in operg condition. (6-10)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and crs displacement with xcptn of arpt apch crs 003°, usable to 10 n mi.
IDAHO: BOISE-RADIO: Oct 24, VOR shut down until approx Dec 1 - for VORTAC conversion. The following arwys will be unusable during IFR conditions: V4 Baker-Burley; V4S Boise-Twin Falls.
BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
FIELD: Low-intensity apch lgts inop. (9-30) Rnwys 10L-28R and 7-25 clsd due const. All acft required to have 2-way rdo unless prior arrangement made with twr. Normal tfc pat for 28L will be left-hand; right-hand for 10R. (9-12)
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt. About Nov 16, VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. The following V arwys will be unusable during IFR conditions: V4 BYI-BOI, V4S, BYI-TWF, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD, V124 BYI-PIH. Flgts using V1500 - V1502 report to Pocatello Rdo. (10-21)
GRANGEVILLE-IDAHO CO ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg and take-off. (10-22)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOOSE CREEK-FOREST SERVICE ARPT: Open Apr to Nov. Const. Hazardous. Forest service suggests land at Grangeville or Missoula for briefing prior landing. (9-11)
STREVELL ARPT: All lgts inop. (6-29)
TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 n mi at min terrain clearance alt. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (4-4)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500-5500' MSL.
AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat with rgt or left turns depeind on tfc. (4-13) Hvy lcl tfc Mon-Sat. Use caution while in area. (9-13)
CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW crs LFR. (11-9)
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEGIS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT: 200' (790'MSL) lgtd smoke stack being erected 3 n mi NNW (359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW (349°T) at lat 41-49-23, long. 87-45-12. (9-24)
CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N termin bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St and Cicero Ave - adj to arpt). (7-17) Const will start Nov 14 of a radar twr in SE corner of arpt, atop intnl term bldg. Twr will be 48' AGL 658' ASL. Lctd lat 41-46-48, long. 87-44-35. To be marked and lgtd. (10-16)
CHICAGO-O'HARE INTNL ARPT-TOWER: Oct 28, ILS will be cmsnd on new NW/SE rnwy; (ILS on old NW/SE rnwy will be decmsnd). Lclzr freq: 109.7 mc; ident: ORD. Lctd 2100' SE of rnwy end. Glide slope freq: 333.2 mc. Lctd 400' SE of centerline of NW/SE rnwy and 1250' from apch end rnwy. Glide angle: 2.75°. LMM freq: 230 kc, ident: RD. MM lctd 3315' (0.63 s mi) from apch end rnwy. LOM freq: 394 kc, ident: OR. OM lctd 36,280' (6.9 s mi) for apch end rnwy. (10-11) FLD: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbnd acft equipped with appropriate multiple rdo freq shall make initial ctc with O-Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Lndg and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27) Hwy const 3600' NW of fld, passing thru apch to rnwy 14L. Included are lgt standards 70' AGL, 717'ASL lctd lat 42-00-56N, long. 87-55-46W; 1200' N of Ravenwood Arpt; 2 mi SW of Des Plains. Not marked, painted, or lighted. (10-16)
CHICAGO-STINSON ARPT: NE/SW rnwy perm clsd. Const in SE corner of arpt and on new NE/SW rnwy. New rnwy not usable. (10-18)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000'. (6-12)
**CHICAGO HEIGHTS-GOVERNOR'S ARPT: 180' (958"MSL) lgtd twr erected 5 n mi ESE (121° T) at lat 41-25-17, long. 87-38-36. (8-27)
DANVILLE-VERMILLION CO ARPT: Caution - men and equip on fld. (10-11)
DIXON ARPT: NE/SW rnwy clsd for const - men and equip on fld daylgt hrs. (4-18)
EAST ST LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500'-5500'MSL.
GALESBURG MUN ARPT: Caution - truck on fld. (2-25)
GILMAN ARPT: Clsd. (10-11)
HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)
KEWANEE ARPT: Men and equip on fld intermittently - caution. (6-29)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MARION-WILLIAMSON CO ARPT: Rnwys 2-20 clsd for const. Caution advised. Men and equip crossing apch end rnwy 10. (9-19)
MATTOON-COLES CO MEMORIAL ARPT: NE/SW rnwy and taxiway clsd for const. 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
**MENDOTA-FITZGERALD; Reinstated. Type "P"; lat 41-34, long. 89-08; elev 800'; lctd 1 mi NW; 1 rnwy; lngst rnwy & facs: 2400', S5, F2; p-line SE. (10-15)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOLINE-RADIO: About Oct 28, LFR will be shut down until approx Nov 18. (10-4)
MOLINE-QUAD CITY ARPT: 998' (1778'MSL) lgtd twr being erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (8-26)
**MOMENCE ARPT: 290' (960'MSL) lgtd twr erected 11.2 n mi ESE (121°T) at lat 41-02-41, long. 87-30-30. (8-8)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11) About Nov 18, VOR will be shut down until approx Jan 1, 1958 - conversion to VORTAC. During shutdown, following temp MEAs can be utilized: V116 UIN VOR-PIA LFR, 2000'; PIA LFR-JOT VOR 2000'. V48 BRL VOR-PIA LFR, 1900'; PIA LFR-PNT VOR, 2300'. V233 SPI VOR-PIA LFR, 2300'; PIA LFR - BDF VOR, 2000'. (10-23)
PEORIA-GREATER PEORIA ARPT: About Nov 3, 609' (1349'MSL) lgtd twr will be erected 6.5 n mi ESE (106°T) at lat 40-38-03, long. 89-32-21. (10-11) FLD: No transient jet mil acft permitted to land without peior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15)
PEOTONE-RADIO: VOR coverage lmtd between 39 - 43 n mi at most azimuths at MEA.

ILLINOIS: POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
**ROCK FALLS-WHITESIDE CO. ARPT: Name change. Formerly carried as Rock Falls Arpt.
★ROCKFORD-RADIO: Freq 243.0 mc cmsnd. (10-24)
ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)
**SHELDON-DISOWAY ARPT: Closed - now a restricted landing area. (10-14)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT: Touch & go lndgs not permitted rnwy 4-22 by any type acft. Rnwy 4-22 clsd to all opern 0800-1630 Mon thru Fri xcpt for taxiing or by special approval of arpt manager. At other times rnwy 4-22 open xcpt 1000' overrun & 500' of rnwy at each end. Taxiways from end rnwy 4-22 clsd from end of rnwy to first intersection. (10-18)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'.
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 112.3 mc, Ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice ident. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. DME lctd in laboratory N side fld, channel 64, mode C. Directional lclzr 110.3 mc serving E/W rnwy. One VORW on 112.9 mc testing intermittently. (12-17)
**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: Rnwys 9-27, 18-36, 4-22 clsd for const new rnwy 4-22. These rnwys may be used for taxiing at twr's discretion. Men & equip. on fld adj to rnwys. Caution advised. (9-26) All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19)
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
KNOX-STARKE CO. ARPT: Clsd to transient operns due NE/SW rnwy under const. (9-11)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE durg daylight hours Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150' (922.9'MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MONTICELLO-CONGRAM ARPT: Clsd unless prior approval obtained from owner.
MUNCIE ARPT: Clsd to all night operations due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
**PLYMOUTH ARPT: Now private arpt. (8-28)

INDIANA: ★SHELBYVILLE-RADIO: October 24, VOR cmsnd. Freq: 108.4 mc. Ident: SHB. Lctd lat 39-37-57, long. 85-49-28. Monitoring category (1). Class: VORW. (9-18)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylight hours. (3-22)
TILDEN-RADIO: See Indianapolis, Ind.
WARSAW-MEMORIAL ARPT: 126'(950'MSL) lgtd twr being erected 1.8 n mi S(180°T) at lat 41-15-20, long. 85-50-49. (8-29)
IOWA: **ALGONA-SQUEEZE ARPT: Now private arpt. (8-25)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
**BONDURANT-TUFTS ARPT: Abandoned. (9-17)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
**CENTRAL CITY-WASSMER ARPT: Now private arpt. (8-25)
DES MOINES-RADIO: About Nov 18, VOR will be shut down until approx January 2, 1958 conversion to VORTAC. Durg shutdown temp MEA's to be utilized are listed on page 5.
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
**DES MOINES-NORTH ARPT: Now private arpt. (8-29)
**IDA GROVE-NICHOLSON ARPT: Now private arpt. (9-6)
**MT. AYR ARPT: Now private arpt. (8-24)
**NEWTON MUN ARPT: 153'(1153'MSL) lgtd twr erected 14.8 n mi ENE(74°T) at lat 41-44-44, long. 92-42-36. (10-8) Clsd all transit acft xcpt prior arrangements with Newton opern until approx October 20. (9-16)
OSAGE ARPT: New arpt reported: Type "L"; lctd 0.5 mi E; elev 1150' (est); 1 rnwy (N/S) - sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)
OSKALOOSA ARPT: NE/SW rnwy clsd indef. NW/SE rnwy now 120' wide.
SHELDON ARPT: Clsd for const - machinery on fld. (5-3)
SHELDON MUN ARPT: New arpt reported. Lctd 2 NNE; elev 1422; 1 strip, NE/SW, 2350'; rnwy lgts on prior req; P-line NW; soft when wet. (10-14)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Dec 1 - relctn of lclzr. Lclzr will be relctd 1415' NW of NW/SE rnwy. Freq change to 109.3 mc and glide slope freq chg to 332.0 mc. (10-14) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg and on portions of ramp and taxiway NE of Air Force hangars. (11-29) Caution - men and equip. working all hrs. First 1000' SE end NW/SE rnwy clsd until about Nov 15 due men and equip. in apch area. (9-23)
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to night operation. (4-2)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE & E/W strips clsd const. Longest rnwy avail 2300'.
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
DODGE CITY-RADIO: About Nov 4, VOR will be shut down until approx Dec 18 - modernization. (10-9) Durg this period the following MEAs can be utilized: V105-GCK VOR to *Int R089 GCK and R240 HUT, 6000'; *Int R089GCK and R240 HUT to HUT VOR, 6000'; *(Descent can be made to 4300' NE bound after rcvg Intsxn.) V74-ANY VOR to *Int. R089 GCK and R286 ANY, 13,000'; *Int. R089 GCK and R286 ANY to GCK VOR, 6000'; *(Climb to 13,000' prior to reaching intsxn when proceeding SE bound on V74.) Direct Routes: GCK VOR to HUT VOR 6200'; **Int. R260 HUT and bear. 170/350 on GRB-H fac. to GBD-homeing facility, 6200'. **(Descent to 4000' can be made N bound.) (Route authorized for WAL only.)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29) About Nov 4, VOR will be shut down until approx Dec 18 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: V 10, V12N, V12 - HUT VOR to Florence, Kans. Int. 3000';Florence, Kans. Int. to Int HUTR068 and CNU R319 (Emporia Temp Int.), 6000';Emporia Temp. Int. via MKC R223 to Pomona, Kans. Int. 6000'; Pomona, Kans. Int. to MKC VOR, 2800'. V12 - ICT VOR to *De Graff, Kans. Int., 3000';*(MRA to rcv Int. 4800'.) De Graff, Kans. Int. to Cassoday, Kans. Int., 4000'; Cassoday Int. to Int ICT R051 and R319 CNU, 6000'.
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)

KANSAS: ESKRIDGE-CONVERSE FARM ARPT New arpt reported. Lctd 8 mi S; 1 rnwy N/S, 2400'; No facs. (9-20)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GOODLAND-RADIO: About Nov 4, VOR will be shut down until approx Dec 18 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: V4-TXC VOR to Int. TXC R087 and IML R176 (Goodland Temp. Int), 10,000'; Goodland Temp Int. to HLC VOR, 10,000'. V132 - AKO VOR to Abarr, Colo. Int., 5800'; Abarr Int. to Int. AKO R110 and IML R176, 10,000'. Direct Routes: - RSL VOR to HUT VOR, 4000'; *HLC VOR to GBD H fac, 4000'; *RSL VOR to GBD H fac, 4000' *(Routes authorized for Continental Airlines only.)
GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL.
HAYS ARPT: Ident bcn inop. (10-18)
IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.
KANSAS CITY-FAIRFAX FLD-SPECIAL NOTICE: Acrobatic area approved 7.0 miles W for certain flying shcools in Kansas City, Mo., area bounded on E by long. 94-46, on S by lat 39-07, on W by long. 94-55, on N by lat 39-15, thence SE along Mo. River to long. 94-46. This area is in use daily when ceiling and visibility exceed 4000' and 5 mi between 2500' and 5500' MSL. (4-17)
**LAWRENCE ARPT: 600' of SW end of NE/SW rnwy perm clsd due hangar const at extreme SW end of rnwy. (9-13)
PARSONS-SPECIAL NOTICE: Demolition 7.8 n mi ESE at lat 37-17-45, long. 95-07-15.
PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
RUSSELL ARPT: Caution - ditch NE of intsxn rnwy 16-34 and 3-21 - mrkd. (7-3)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const in progress. Men & equip. on fld. (7-1)
TOPEKA-PHILIP BILLARD ARPT: Two 158' (1067' MSL) lgtd steel stacks being erected 3 n mi ESE (119°T) at lat 39-03, long. 95-34. Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18)
TOPEKA-WILSON ARPT: New lndg strip reported. Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd. A&P by appointment; 80/87oct.
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. 168' 1498' MSL) lgtd twr being erected 2.1 n mi W (283°T) at lat 37-39-50, long. 97-28-30. (8-29)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads: Avoid crossing N and S apchs and take-offs lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & rcv 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)
KENTUCKY: BOWLING GREEN-RADIO: LFR has hvy multiples NE and NW courses, 30 mi from stn.
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Ky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
HARLAN ARPT: Caution - high grass. (7-3)
HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon, USAF H fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi. (4-19)
**LAFAYETTE ARPT: 500' (539' MSL) lgtd twr erected 7.9 n mi NW (330° T) at lat 30-18-56, long. 92-04-19. (7-18)
LAKE CHARLES-McFILLEN ARPK: 199' (213' MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW (291°T) at lat 30-11-20, long. 93-19-45.
LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)
**LEXINGTON-BLUE GRASS ARPT: 553' (1624' MSL) lgtd twr erected 7 n mi ENE (89°T) at

KENTUCKY: lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE Taxi and parking area SE end SE hangar apron unsafe. (2-24)
LONDON ARPT: Gas avail. on call daylgt hrs - expect delay. (7-25)
LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. Oct 23, VOR shut down until approx Nov 11 - freq chg from 112.1 mc to 114.8 mc and conversion to VORTAC. Durg shutdown temp MEA's to be utilized are listed on page 5. About Nov 13, FM will be emisnd at 2.24 s mi from end rnwy 32 at Bowman Fld on VOR 331° mag radial. Lat 38-11-44, long. 85-38-23. Ident: dot dash. Elev: 510' MSL. Mag var. 1° E. (10-25)
★LOUISVILLE-BOWMAN FLD-TOWER: Effect. Oct 27, twr hrs opern: 0700-2300. FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD: Due to non-visibility twr unable to ctl tfc last 1 '2 mi of apch to rnwy 1 and 750' of rnwy 1.
SOMERSET-PULASKI CO. ARPT: Clsd to ngt opern. (10-11)
YORK-RADIO: DME coverage 35 n mi at 2500' MSL.
LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'; Apch from E with caution - jet acft operg in vcnty. (6-26)
BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy.
LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)
**LAKE CHARLES-McFILEEN ARPK: Lngst rnwy 2400'. (9-11)
MANY-HART ARPT: Use with caution. (7-18)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at alts below 2000'. (12-20)
MONROE-RADIO: VOR/DME min reception alt revised as follows: V18 Shreveport, to Monroe 2000' MSL; V18N Shregeport to Monroe 2500' MSL; V18 Monroe to Jackson, Miss. 1600' MSL; V18S Monroe to Jackson, Miss. 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28) About Nov 1, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23) Durg this period LF rng may be substituted for VOR on adj V arwys. (9-30)
NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.
NEW ORLEANS ARPT-TOWER: Effect. Oct 24 - Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans 382 kc and rcvr 3023.5 kc not avail. (10-24) FLD: Hvy acft use rnwys only. Lgt acft tk-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
WELSH ARPT: E/W rnwy clsd ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.
BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. DME coverage 235°-260°, 35 n mi at 2500'. (8-14)
HOULTON ARPT: Lumber piles ESE end of ESE/WNW strip. First 100' rnwy 5 closed due broken surface. (10-17)
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 270° to 360° and up to 4.3° in SW quad from 110°-140°. Final apch radial of 001 is 3-1/2° off mag course. (5-27)
MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.
PORTLAND ARPT: Rnwy 2-20 clsd until about Nov 14. Avail. as taxiway as directed by twr 20' enbankment 200' from apch end rnwy 33 mrkd by obstn lgt 250' from apch end and in line with S edge rnwy 33. (10-11)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
WATERVILLE-LA FLEUR ARPT: Rnwy 14-32 rough, not maintained. Use at own risk.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
BALTIMORE-MARTIN ARPT: Const - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. Two-way rdo required. (3-20) Rnwys 18-32 and 10-28 closed. Ditching thru rnwys at intsxn 18-36 and 10-28. (8-15)

MARYLAND: **BALTIMORE-PIER 6 HELIPORT: Clsd. (10-22)

**BALTIMORE-PIER 4 HELIPORT: 39-18N, 76-36W; lctd Pier 4, Pratt St; elev 10'; size 100' x 72'; air marked; no lgts; no service. (10-22)

CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45, services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'.

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy avail at pilots' discretion. W end E/W rnwy being extended. Use caution. Const equip operg close to end of rnwy. (9-20)

LAYTONSVILLE-DAVIS ARPT: Caution - const extending rnwy 500' at ENE end. (7-11)

RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct.; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)

WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct.; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.

ACUSHNET ARPT: New arpt reported; 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel and oil; remarks - rdo rcvr only. (5-16)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)

BOSTON-BEDFORD (HANSCOM) ARPT: New tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800'MSL. Rnwy 11-29 under extensive const until about Nov 30. (9-13)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-off in NE direction rnwy 4L and lndg in SW direction rnwy 22 R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndg and take-off rnwy 4L-22R and take-off rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwys widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Standard rnwy lgts entire length of pavement. (2-27) Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft ** xcpt emerg use. Transmissometer cmsnd. Twrs 13' high. Obstn lgts 14' above gnd at each lctn. Dist btwn twrs 750'. Projector twr lctd 500' S of ASR-3 and 480' WNW of rnwy 4R. Rcvr twr lctd 75' SSW of S parallel taxiway and 620' WNW of touchdown on rnwy 4R.

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

FALMOUTH-COONSMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18mc prior entering Otis RAPCON area. (8-28)

FALMOUTH-OTIS AFB-RADAR APPROACH CONTROL: About Nov 3, RAPCON will be cmsnd. Freqs: 121.5, 137.88, 136.8, 134.1, 142.02, 126.18, 243.0, 236.6, 363.8, 389.4, 335.8, 275.8, 379.4, 270.6, 305.4, 260.7 mc Radar Facilities: ASR-PAR. Remarks: Arrival and Departure Control Service for Otis AFB, Hyannis, Nantucket and Martha's Vincyard Arpts. ASR apchs not avail. PAR apchs avail rnwys 5 and 23 only. IFF operg but not cmsnd. Gds: 122.5 mc, does not gd 3023.5 kc. Normal clearance limits for arriving acft will be Hyannis H fac, Martha's Vineyard H fac or Nantucket VOR. Normal clearance limits for departing acft will be arpt of destination. (10-7)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip on all fld areas during daylgt hrs. Equip or hazards obstn lgtd at ngt. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (9-19)

**MARTHA'S VINEYARD ARPT: 640' (700'MSL) lgtd twr erected 7.8 n mi WSW (251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: Sept 30, HH fac shut down until approx Nov 30 - conversion to consolan. (10-25)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

NANTUCKET SHOALS OFFSHORE-SPECIAL NOTICE: Effective 0001 EST, Nov 21, 1957, Warning Area W-506 will be revised as follows: Beginning at lat 41-12-30, long. 69-40-00; thence to lat 41-08-00, long. 68-00-00; thence to lat 41-00-00, long. 68-00-00; thence to lat 39-53-30, long. 68-57-00; thence to lat 40-48-10, long. 69-40-00; thence to lat 41-12-30, long. 69-40-00; the point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass. (10-18)

★WORCESTER ARPT-TOWER: Oct 28, CAA ctl twr cmsnd. Hrs opern:0700-2300. Trans 281kc; 120,1,121.5, 257.8mc. Rcvs: 3023.5 kc;122.5, 120.1, 121.5, 257.8mc. Tr and rcvr 121.5 mc for ctl mobile gnd tfc. Class: C(g). Voice call: Worcester Two. Combined with stn. Concurrently with twr cmsng ILS LOM voice feature decmsnd. (10-28) FLD: Caution. Taxiway const. Men and equip on fld. Obstn lgtd. (9-16)

MICHIGAN: ANN ARBOR MUN ARPT: N half of fld restricted due new rnwy const. Hvy equip, stakes, and men on fld. Bndry, obstn and rng lgts inop. (10-1)

BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)

BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and ngts. (8-30) Men and equip on fld days. 126' (1056'MSL) water twr under const on fld will be mrkd, painted, and lgtd. (5-6) Trees above obstn lgts on SE edge fld. (3-29)

BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above gnd being erected 1/2 mi SW. Twrs just under glide path to NE rnwy. (6-13)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi at all azimuths at min en route alt.

★DETROIT-AIR ROUTE TRAFFIC CONTROL CENTER: Oct 21, trans and rcvr 119.8 mc cmsnd.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request.

DETROIT-METROPOLITAN WAYNE CO ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32 and old arpt clsd to all lndgs and take-offs. Sod area to the NE of rnwy 14-32 to the W of rnwy 5-23 old arpt perm clsd to all lndg and take-off. (9-23) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at ngt. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main term bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags and flares. Men and equip on or adj to ramp and rnwys. (6-24) Four 70' twrs being erected 400' E & N of Goddard Rd inside of W bndry. (8-14)

DETROIT-WILLOW RUN ARPT-TOWER: About Oct 21, TVOR shut down until approx Nov 4 - modernization. (10-3) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)

GRAND RAPIDS-KENT CO ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L & 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.

HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake under const. (9-16)

INIDAN RIVER-CAMPBELL ARPT: 308' (1174'MSL) lgtd twr being erected 5.9 n mi SE (153°T) at lat 45-19-30, long. 84-32-43. (8-24)

**JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 corsses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. Short N/S taxiway lctd SE corner arpt, connecting rnwy 13-31 with ramp, perm clsd. Mrkd with large white X. (10-17)

MICHIGAN: KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 and connecting taxiway. NE/SW rnwy now 4000'. (10-8)
**MANISTIQUE-SCHOOLCRAFT CO. ARPT: 308'(1053'MSL) lgtd twr erected 2.1 n mi WSW (248°T) at lat 45-57-30, long. 86-13-51. (8-22)
MARQUETTE-COUNTY ARPT: Caution - const. (7-15) Clsd to ngt opern due unlgtd obstn.
**MARQUETTE-SAWYER ARPT: Clsd to all civilian acft xcpt emerg - now military arpt. 80' (1260"MSL) unlgtd ctl twr const 2800' E of N/S rnwy. 50' unlgtd silo 300' S of bcn.(9-28)
MT. CLEMENS-MACOMB ARPT: Caution - const W end of fld. 2200' E end rnwy 9-27 open.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF/ VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying.(11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
**NEWPORT-MARSHALL ARPT: 205'(575'MSL) lgtd water twr erected 2 n mi ENE (77°T) at lat 41-57-37, long. 83-15-26. (8-9)
NORTH MANITOU ISLAND-SPECIAL NOTICE: April 24 thru Oct 31, 1957, control firing area as follows: lat 45-12, long. 86-01; lat 45-39, long 86-35; lat 45-50, long. 86-12; lat 45-17, long. 85-46. Max ceiling 35,000' MSL. Firing bi-weekly Wednesday or Thursday daylgt hrs VFR wea conditions. Mission: Surface Naval Gunnery. (4-1)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (3-4) Taxiway W end rnwy 9-27 clsd. Trucks on fld. (8-17)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)
PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S. (4-20)
PRUDENVILLE-ROSCOMMON CO. ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
★SAGINAW-RADIO: Oct 24, VOR cmsnd. Freq: 112.9 mc. Ident: MBS. Lctd: lat 43-31-54, long. 84-08-38. Monitoring category (1). Class: BVOR. (10-23)
SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45, long. 83-51-45. (9-25)
**SAGINAW-TRI-CITY ARPT: Use rnwys only. Extremely rough sod & chuck holes adj to & off rnwys. (9-12) Caution-men & equip on rnwys daylgt hrs. (9-12)
SAULT STE MARIE-RADIO: About Dec 19, VOR will be cmsnd. Freq: 112.2 mc, ident: SSM. Lctd lat 46-24-41, long. 84-18-52. Monitoring category (1). Class: BVOR. (10-25)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
**STURGIS-KIRSCH ARPT: Longest rnwy 3200'. (9-25)
★TRAVERSE CITY-RADIO: VOR cmsnd. Freq: 112.4 mc. Ident: TVC. Lctd lat 44-40-07, long. 85-33-01. Monitoring category (1). Class: BVOR. (10-23)
WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150' (1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
**DEER RIVER ARPT: 308'(1598"MSL) lgtd twr erected 1.2 n mi SSE (159°T) at lat 47-19-48, long. 93-47-02. (8-22)
DULUTH ARPT: Ra mp const W of admin bldg. Men and equip on fld days. Caution crossing arpt perimeter roads lndg rnwys 3-21. Maj portion of NE/SW rnwy N of E/W rnwy intsxn clsd every Sun. 1200-1700C thru Oct due to auto races.
**DULUTH-SKY HARBOR ARPT: New arpt. Lctd 5 mi SE; elev 602'; 1 rnwy; lngst rnwy & facs 21-85; F3 fuel; remarks-skis winter. ARPT OF ENTRY.
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**FAIRMONT MUN ARPT: 500'(1710"MSL lgtd twr erected 2 n mi SW (240°T) at lat 43-38, long. 94-28. (7-18)
MINNESOTA:
FERGUS FALLS ARPT: N/S rnwy clsd for const. (8-29)
MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22)
MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution - men & equip. on fld. (7-22)
**MINNEAPOLIS-ST. PAUL INTNL(WOLD-CHAMBERLAIN FLD)-TOWER: ASR-2 shut down until approx Nov 19 - relctn. (9-10) FLD: First 1000' rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance estabd standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. E/W rnwy and associated taxiways discontinued. Const area & equip. hazard mrkd day & ngt. (10-10)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 -unmrkd day or ngt.
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
**ST. PAUL-HOLMAN ARPT: NE/SW rnwy discontd. To be used as taxi strip only. (9-20)
TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)
WILLMAR ARPT: About Oct 20, 500' (1648'MSL) lgtd twr will be erected 3.8 n mi NE (57°T) at lat 45-08-25, long. 95-00-50.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)
CORINTH ARPT, 7, MEM-TPA: Clsd until further notice. (7-22)
CROSBY MUN ARPT: Men and equip. resurfacing rnwy. Land to one side of fresh material.
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and tk-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No.4 for tk-off on rnwy 32 and 36.
INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR radials 330°-352° out of tolerance due to roughness. (10-2)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution-all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published.
MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope inop until approx Nov 15.
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 center rough-use with caution. Men & equip. on fld days.(7-5)
**OXFORD-UNIVERSITY-OXFORD ARPT: New arpt. Type "P"; 34-23N, 89-32W; lctd 1 mi N; elev 445'; 1 rnwy(E/W) 4000' x 100' asphalt; BL4; remarks-unattended.
RIPLEY ARPT: Clsd - construction. (5-16)
**STARKVILLE ARPT: Use rnwys only. (9-9)
MISSOURI: BUFFALO ARPT: Rnwy under const - use of fld at pilot's risk. (8-19)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DESOTO ARPT: New arpt reported: Lat 38-08, long. 90-33; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)

MISSOURI: DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnways clsd. About Nov 4, 929' (1773' MSL) lgyd twr will be erected 6.8 n mi NNE (35° T) at lat 38-41-28, long. 92-05-43. (10-11)

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable xcpt for rgt side opern.

**KANSAS CITY ARPT: 146' (1186' MSL) elevated water tank erected 7 n mi NW (335°T) at lat 39-13-55, long. 94-39-25. (9-10) Due to non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri Riv 700' SSE lat 39-07, long. 94-35. Rdo rcvr rqrd. Taxiway on W side of fld beginning at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution.

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)

★MACON-RADIO: Oct 21, VOR class chgd to BVOR. Controlled from ATCS Kirksville, Mo. Monitoring category (1). (10-21)

MALDEN-RADIO: Oct 10, VOR shut down until approx Nov 18 - modernization. (10-14)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. Two-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA.

PROTEM-CLARK ARPT: New arpt reported lat 36-30, long. 92-48; lctd 3.5 mi SE; elev: 800' 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by lat 38-51, long. 93-45; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long, 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOESPH-RADIO: About Nov 18, VOR will be shut down until approx Jan 2, 1958 - conversion to VORTAC. Durg shutdown following temp MEAs can be utilized: V77 TOP VOR to Int. MKC R331 & R021 TOP, 2500'; Int MKC R331 and R021 TOP - LMN VOR, 2500'; V 15 OMA VOR - Int. LMN R221 and OMA R144 (St. Joseph Temp Int.), 2500'; St. Joseph Temp Int. - Camden, Mo. Int. 2800'; Camden, Mo. Int. - MKC VOR 2400'.

✱ST. JOSEPH-ROSECRANS MEML ARPT-TOWER: April 29, ILS lclzr and glide slope shut down until approx Feb 15, 1958 - relctn of lclzr. Oct 21, CAA Ctl twr cmsnd. Trans only: 281 kc, trans & rcvs 119.9, 121.5, 243.0, 257.8 mc. Rcvs only: 3023.5 kc, 122.5 mc. Freq 121.9 mc cmsnd for ctl mobile gnd tfc. Voice Call: "Rosecrans Tower". Hrs opern: 0700-2300. Class: C(g). Twr/ATCS combined. FLD: Due to non-visibility twr unable to ctl tfc in following areas: beginning 260' SE from the center intsxn of the diagonals on rnwy 13, for a dist of 340' and beginning 300' SW from the center intsxn of the diagonals on rnwy 22 for a dist of 560'. (10-22) Rnwy 17-35 and 1600' apch end rnwy 22 clsd - const. All const areas flagged and lgtd day and ngt. Caution. Apch lgts rnwy 35 inop. (10-28)

ST. LOUIS-LAMBERT FLD: 311' (1000' MSL) lgtd twr being erected 5 n mi SSW (206°T) at lat 38-40-36, long. 90-24-09. (7-19) Rnwys 6-24 clsd. Taxiway lgtg installation along side all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution, men and equip. Taxiways 7 & 25 clsd from McDonnell taxiway to rnwy 24. Silos and grain elevator 1700' from apch end rnwy 30, obstn lgtd. Shoulders soft. Caution. Rnwy apchs rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. (9-26) 1152' (1649' MSL) lgtd twr will be erected 10.5 n mi SSE (169°T) at lat 38-34-08, long. 90-19-51. (8-30)

ST. LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'. MSL. When glider operns are in progress, large "G" will be placed next to segmented circle.

MISSOURI: SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers.

MONTANA: **BILLINGS-LOGAN FLD: Name change. Formerly carried as Billings Municipal Arpt. Rnwy 7-25 discontinued as rnwy. Used as taxiway and ramp area during constr of new administration building. Ramp area and section of E/W taxiway immediately N of present administration building permanently closed. (4-8) Configuration "A" apch light system on rnwy 9 cmsnd. Do not land short of threshold lights.

BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

DILLON-RADIO: VOR radial 146° usuable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi, 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

**GREAT FALLS INTERNATIONAL ARPT: Formerly carried as Great Falls Municipal Arpt. F5 fuel available. (5-15) Rnwy 02-20 closed for repairs.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MILES CITY-RADIO: About Nov. 12, VOR will be shut down until approx Nov 22 - modernization. (10-21)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 closed. Rnwy 2-20 closed. Rnwy 7-25 closed to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

**ST. IGNATIUS ARPT: Rnwy lgts abandoned. (9-11)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'

NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BRUNING-STATE ARPT: NE/SW taxiway closed.

CENTRAL CITY-SILVER T ARPT: About October 25, two 349' (2049' MSL) lgtd towers will be erected 2.8 n mi SSE (171° T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260' (1860' MSL) lgtd tower being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)

NORTH PLATTE-RADIO: About Nov 18, VOR will be shut down until approx Jan 2, 1958 - conversion to VORTAC. During shutdown, the following temp MEA's can be utilized: V6 SNY VOR to *Int. R077 SNY and IML R335 (Ogallala Temp. Int.), 10,000'. *(Descent to 6100' authorized after passing Int. W-bound). Ogallala Temp Int. to Int. R077 SNY and IML R035 (North Platte Temp. Int.), 10,000'; North Platte Temp. Int. to GRI VOR, 10,000'. V 148 IML VOR to *Int. R035 IML and R077 SNY (North Platte Temp. Int.), 10,000'; *Descent to 4500' authorized after passing Int. SW bound.). Direct Routes: SNY VOR - LBF LF rng, 6100'; LBF LF rng - GRI VOR, 4800'; IML VOR - LBF LF rng, 4500'; SUX VOR - LBF LF rng, 10,000'.

**NORTH PLATTE-LEE BIRD FLD: 211' (3016' MSL) lgtd twr erected 4 n mi W (285°T) at lat 41-08-14, long. 100-45-33. (8-16)

NEBRASKA: ★OMAHA-OFFUTT AFB-RADAR APPROACH CONTROL: Oct 18, radar arrival and departure ATC service provided Omaha Mun Arpt and Offutt AFB. (10-17)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern. (9-11)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway avail to lgt acft only. (11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon-Fri. Area hazardous within a radius of 3000' to an alt of 10,000'MSL.
SIDNEY-RADIO: Oct 1, VOR shut down until approx Nov 15 - modernization. (10-1)
SIDNEY ARPT: NW/SE rnwy clsd for major const. Rnwy mrkd with X's on both ends. 2200' x 300' NNE/SSW rnwy remains open but unlgtd. 3800' x 300' E/W rnwy remains open and lgtd xcpt that 1/2 the width of the E/W at the intsxn of E/W and NW/SE rnwy clsd, flagged and mrkd. Caution - men and equip on fld daylgt hrs. (8-23)
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
BATTLE MOUNTAIN ARPT, 35, SFO-SLC: Unlgtd oil derrick 60' high 1/2 mi from end rnwy 12 on right side of apch lane. (9-5)
**BEATTY ARPT, 20, RIV-TDL: Elev: 3170'.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
FALLON NAAS-RADIO: About Nov 1, Navy LFR ident will be changed from FFN ot NSV.
LAS VEGAS-SPECIAL NOTICE: Frequent voilations have been reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8)
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'. June 17, VOR/DME shut down until approx Nov 10. During this period the following V arwys will be unusable. V200 Sutter Buttes Int - RNO, V6 Tahoe Int-LOL, V6N, AUN Int -RNO, V28, V113, V150 West Point Int - RNO. (10-23)
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbnd bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14)
**WILSON SUMMIT-BCN SITE 23B LAX-SLC: Bcn operg normally. Changed from 6 to 12 rpm. Crs lgts inop. (10-16)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri., (tel Concord, Capital 5-6611, ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)
NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11)
BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const
NEW JERSEY: work NW extension suspended. (10-11)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)
MILLVILLE ARPT: Non-military glider operns week-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16) Trenching paralleling portions N/S NW/SE rnwys in sod area - mrkd. Use rnwys. Taxiways thru trench area clsd - mrkd. (8-6)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LFR, vcnty New York Metropolitan Area.
NEWARK-RADIO: LFR has strong multiples 3°- 4° SW of SE crs. Lgt multiples other courses.
**NEWARK ARPT: ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active in taxiway area immediately adj to site. Taxiway N open from old runup block to apch end rnwy 11. New runup block constructed at extreme W end taxiway N. New taxiway between hangar 6 and 7 to hangar 8 open. New taxiway between Brewster hangar and terminal ramp open. Const - taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warmup block on NE taxiway and E hangar line clsd. Taxiway from Brewster hangar to hangar 12 clsd. Men, equip on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A, serving rnwy 22 will be cmsnd. (1-11) Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80'crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25) MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, C-47 type acft based at Newark Arpt.
READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
STILLWATER-RADIO: May 10, VOR monitor category temp changed to (3). (5-10)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndg. Rnwy 14-32 avail ngts only on special req. Equip on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) Helicopter lndg area now lctd on hard stand approx 500' N of control twr and 50' E of W taxiway. Unlgtd. (10-4)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)
★TRENTON-MERCER COUNTY ARPT-TOWER: Effect Oct 27, twr hrs of opern: 0830-2330 Mon-Fri; 0830-2130 Sat and Sun. (9-30) FLD: Acft using rnwy 24 on take-off cont straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF 305.4 mc and ILS lclzr voice fac 110.3 mc out of service pending cmsng RAPCON fac. (3-12) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

NEW MEXICO: COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. Sept. 19, VOR shut down until approx Nov 19 - modernization and relctn. Durg this period the following arwys will be unusable for IFR opern: V60 San Jose Int-Conchas Dam Int. V19 Santa Fe-Raton. V19E Las Vegas-Raton. V190 Las Vegas-Dalhart. Will be relctd to lat 35-39-26, long. 105-08-06. (9-19)
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)
RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)
SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)
TAOS-ZIA ARPT: Fuel unavail. until April 15, 1958. (10-8)
**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)
NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)
★BETHPAGE-GRUMMAN ARPT-TOWER: Hrs of opern: 0800-1630 Mon-Fri. (10-22)
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)
BUFFALO ARPT-TOWER: ILS lndg mins straight in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9) About Nov 4, ASR will be shut down until about Nov 18- antenna modernization. (10-22)
COHOES-LOUDON ARPT: New fld. Type P, Lat 42-48, long 73-43. Lctn: 1 mi NW. Elev: 280'. No. of rnwys: 2. Lngst rnwy & facs: 22-S5. Fuel: 80. Rems: P-lines S, W. Ditch N.
DE LANCEY-RADIO: October 3, VOR monitor. category temp chgd to (3), class VORW.
**DEPEW-BUFFALO SKY HARBOR ARPT: Abandoned. (9-6)
DOLGEVILLE ARPT: Closed. (12-31)
DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)
EAST AURORA-PRONER ARPT: Reported abandoned. (9-6)
★FARMINGDALE-REPUBLIC ARPT-TOWER: Effect October 28, hrs of opern: 0700-1530 Mon-Fri. (10-25) FLD: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. (4-5) 2 rnwys avail. (9-12)
GLEN FALLS-WARREN CO. ARPT: 91 octane not available. (6-11)
HEMPSTEAD-RADIO: About October 14 - LF rng will be shut down until approx October 28 - modernization. Concurrently, SW course will be realigned counterclockwise from 40° to 35°, to be on the Lido MHW". (9-30)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor, category temp changed to (3). (5-10)
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14) About Nov 25, DME will be shut down until approx Dec 16 - modification and VOR freq change from 117.2 mc to 115.9 mc and conversion to VORTAC. (10-25)
ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 14-32, men and equipment along side and on rnwy Mon thru Sat between 0800-1700 EST. Acft to ctc MOH 129.7-130.0mc or ELM twr or ELM rdo for lndg instructions. (6-4)
JAMESTOWN ARPT: Rnwy 7-25 csd to all tfc due major rehabilitation project. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'. (5-17)
LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)
MASSENA-RADIO: Sept. 19, J fac temp converted to BMH indef. Freq: 242. kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (10-24)
MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted durg daylgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)
NEW YORK: NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.
NEW YORK INTNL (IDLEWILD) ARPT-SPECIAL NOTICE: About Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR -holding E one min left turn pattern, Lido rng in lieu of Long Beach and Scotland rdo bcn. (10-17)
★NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230°-055°, 2000' at 40 n mi. (9-9) Chg ILS remarks column: Only alternate opern of either ILS rnwy 4 or 22. Simultaneous opern not avail. (10-28) FLD: Lndgs and tk-offs prohibited unless acft equip. with functionioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy sustem in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow center-line all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10) Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L, and 13L-31R. (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)
NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: About October 15, acft enroute to La Guardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR-holding SE one mi n. left turn pat. in lieu of the Oradell Holding Pattern. (9-27)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc
** regardless of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd -flags days, lgtd nights. Equip. parked 250' from centerline of rnwys when not in use. Caution-use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13, & 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day & lgtd at night. (7-30) High intensity left lane and 3600' left lane neon apch lgt system serving rnwy 4 decmsnd. Standard 3000' high intensity center line configuration A apch lgt system serving rnwy 4 cmsnd. The center line systems will not be operd at an intensity greater than intensity NR2 pending removal of obstn lgts & poles in apch area.
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No night flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

NEW YORK: **NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice. (tel. Longacre 4-2073). Direct commun by 2-way rdo on 122.8 mc rqrd before apch and takeoff. Caution - ship tfc in area. (9-27)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will not enter Plattsburgh ctl zone unless ceiling is 2500' and visibility 3 mi. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. Sept. 24, VOR/DME shut down until approx Oct 28 - modification and freq change to 112.2 mc. S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (10-11)

**POUGHKEEPSIE-DUTCHESS CO. ARPT: 305' (465' MSL) lgtd twr erected 19.8 n mi SSE (163° T) at lat 41-56-11, long. 74-00-30. (9-16)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA.

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

✱ROME-GRIFFISS AFB-RADAR APPROACH CONTROL. Oct 21, CAA assumed jurisdiction of RAPCON and implemented radar apch ctl serv at Griffiss AFB and Oneida Co. Arpt. Freqs: 118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8 mcs. Normal clearance limits are Starkville, Sherrill, Fly Creek, Taberg Intsxns, RME HW and UTI MHW. (10-21)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp and portions of taxiway serving rnwys 22 and 33. Caution - landing jet acft using left hand pat at 1879' MSL.

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SURACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

ULSTER CO.-SPECIAL NOTICE: Effect. Oct 25, Caution Area C-216 is rescinded.

UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA-ONEIDA CO. ARPT-TOWER: About Nov 19, CAA ctl twr will be cmsnd. Trans & rcvs: 118.1, 121.5, 243.0, 257.8, 348.6 mc. Trans only: 332 kc. Rcv only: 3023.5 kc, 122.5 mc. Freq 121.9 mc for ctl gnd tfc. Class: C(g). (10-21)

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Light acft operg in vcnty of Marcy durg daylgt hrs. (10-22)

WATERTOWN-RADIO: DME coverage 35 n mi at MOCA. (6-14) About Nov 11, VOR/DME will be shut down until approx Nov 29 - modification and freq change from 116.1 mc to 108.6 mc. About Nov 5, J fac will be temp converted to BMH, freq 224 kc, ident ART. Lat 43-59-22, long. 76-01-12. To be returned to J fac on completion of VOR modification.

WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes. (10-25)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" clsd. (10-21)

WURTSBORO-MAMAKATING ARPT: Glider and soaring pperns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: CHARLOTTE-RADIO: About Nov 4, freq 284 kc will be changed to 307 kc.

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have oper transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office (1-20)

NORTH CAROLINA: CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

ELIZABETH CITY-RADIO: VOR/DME shut down - relctn to lat 36-15-27, long. 76-10-33.

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360°, out of tolerance due to excessive roughness and bends. (6-10)

**KINSTON-STALLINGS FLD: Formerly carried as Stallings Air Base. (10-2)

LAURINRURG-MAXTON ARPT: New arpt reported: lctn 3.5 n mi NNW; elev: 220'; no. of rnwys 1; lngst rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

LUMBERTON-RADIO: About Nov 8, trans & rcvrs 255.4 and 243.0 mc will be decmsnd.

MANTEO ARPT: Rnwy lgts inop. (1-30)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL, V3 RDU-LBT H fac 3300' MSL, V3W RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (9-8)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

RICH SQUARE ARPT: New arpt reported: 36-15N, 77-17W; elev: 78'; 1 strip, turf, 2900', NW/SE; no facs. P-line NW. (10-7)

**SALISBURY ARPT: Unicom 122.8 mc cmsnd. Arpt clsd for const xcpt with prior approval during daylgt hrs by use of Unicom. (9-12)

WILMINTGON-SPECIAL NOTICE: Effect Oct 24, Warning Area W-523 will be established as follows: Beginning at lat 34-15-00, long. 77-39-00; thence SW to lat 34-05-00, long. 77-43-00, SE to 32-20-00, 77-20-00; SE 32-15-00, 77-00-00; NE to 33-04-00, 75-51-00; thence NW to point of beginning. Altitude: Surface to 50,000' MSL. Time of Use: Daylgt hrs only during VFR. Activities Conducted: Air-to-air rocketry. Controlling Agency: Seymore Johnson AFB, Goldsboro, N.C.

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)

WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: DICKINSON-RADIO: About Oct 23, VOR will be shut down until approx Dec 13 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: Direct Routes: MLS VOR to BIS VOR, 10,000'; MLS VOR to DIK LF rng, 4500'; DIK LF rng to BIS VOR, 4100'.

FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.

**FARGO-HECTOR FLD-RADIO: About Oct 14, ILS glide slope and MM will be inop until approx Dec 14 - relctn. (10-7) Lngst rnwy 7150' x 150'. (9-27)

MINOT INTNL ARPT: 1053' (3123' MSL) lgtd twr being erected 12.1 n mi S (191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440' (2200' MSL) lgtd twr being erected 2 n mi SSW (222°T) at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 perm U.S. NAS Akron, Ohio acrobatic -- camera gunnery area from surface to 20,000 durg daylgt hrs VFR conditions only. (11-28)

**BEACH CITY-AMES ARPT: New aept: Type "P", lat 40-39, long. 81-34; lctd 1 mi E; RR W elev: 1000'; 1 rnwy 1800' x 125' - turf; 80/87 oct fuel. (4-21)

CANTON-MARTIN ARPT: Clsd until further notice. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30, 82-52; lctd 1.5 ENE, elev: 1030'; 1 rnwy 2000' x 100' sod; 80/87 fuel; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

OHIO: ✱CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 045° radial V5 out of tolerance due hvy visual and aural interference. (7-26) Oct 15, LFR ident changed to LUK. (10-16)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (9-26) FLD: 2-way rdo capable communicating Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW take-off and SE lndg. Const of N concourse in progress 800' N from main term. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L. Taxi signs now installed all taxiways. W taxiway reads letter R, NW taxiway reads S, N taxiway reads T. Rnwy 9L-27R clsd for W lndg only. Commissioning of standard hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems to replace the existing flash-blaze and neon apch lgt systems on rnwy 5L indefinitely deferred. (10-21)

CLEVELAND-LAKEFRONT ARPT: New rnwy const in progress 200' N of present rnwy. Ctc CLE rdo or CEL unicom for lndg instructions. (11-29)

CLEVELAND-LAKEFRONT SEAPLANE FACILITY: Clsd for season, effective Nov 1.

**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 and proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Airway V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-off: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of arpt control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for landing apch. VFR Multi-engine Rules - Take-off: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final apch. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: About Nov 4, radar departure control will be implemented. (10-1) FLD: Due to non-visibility twr unable to ctl tfc on E taxi strip between hangars 1 and 4. Rnwy 18-36 clsd for lndg and take-off between 0700E and 1800E. Taxiing permitted on rnwy. Taxiway D clsd from rnwy23 to new ramp from 0700E-1800E.

** 2900' hi-intensity centerline apch lgtg system, configuration "A" serving rnwy 27 cmsnd. (9-19) Excavation 2' deep, 150' wide, in extension N taxiway between 6500'-8000' mark. Men and equip working 0700-1700E daily. Men and equip also working 30' N of rnwy 12-30 0730-1600E. (10-10)

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON ARPT-TOWER: About Oct 30, ILS glide slope, MM and LMM will be shut down until approx Nov 30 - relctn and conversion, acct extension rnwy 6. Glider slope will be relctd 1050' NE of SW end extended rnwy and 400' NW centerline. MM and LMM will be relctd centerline 3540' SW of SW end extended rnwy. Glide slope angle will be 2.6°. Alt over MM 1210' MSL; over OM 2040' MSL. (9-30) FLD: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on

OHIO: taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26) Rnwy 6-24 being extended 1000' SW end and 500' NE end; total length to be 7000'. On or about Oct 30 neon apch lgt lane to be shut down for approx 30 days for relctn to rnwy 6 and conversion to standard 3000' hi-intensity centerline configuration A apch lgt system. (9-30)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

**FREEMONT-SLAGER AIRPARK: Perm clsd. (9-26)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13) May 10, VOR monitor category temp changed to (3). (5-10)

LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet.

MANSFIELD-RADIO: VOR out of tolerance from 3-5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15) All fld lgts and beacon inop. Fld clsd between sunset-sunrise. (8-14)

MIDDLETOWN-RADIO: June 6, H fac operg test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

**NORWALK AIRPARK: Abandoned. (4-26)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long. 81-13, elev: 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const. Men and equip on fld. N end N/S rnwy unusable. Contact fld unicom for conditions prior lndg. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)

**PORTSMOUTH-RAVEN ROCK ARPT: Abandoned. (9-9)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

**SANDUSKY-GRIFFING ARPT: Formerly carried as Sandusky Arpt. (4-21)

SIDNEY-RADIO: VOR out of tolerance beyond 35 n mi 60°-100° at MOCA. (9-9)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

STADIUM-RADIO: Soon, MHW fac will be cmsnd. Freq: 219 kc. Ident: SUM. Lctd lat 41-29-29, long. 81-43-33. (8-16)

TOLEDO-EXPRESS ARPT: Paved extensions each end rnwy 7-25 completed but not yet opened. Const rnwy lgt extension areas. Threshold lgts temp placed on rnwy to provide 5200' usable rnwy. Taxiways serving extensions not yet opened. Do not lnd short of threshold lgts. (9-19)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) About Nov 11, VOR/DME will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (10-25)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600'; 344°-010°, 35 n mi at 2400'; About Nov 18, VOR/DME will be shut down until approx Dec 6 - modification.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500', (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW qad Youngstown Rng. Due non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE-RADIO: About Nov 21, VOR will be cmsnd. Freq: 111.4 mc. Ident: ZZV. Lctd 39-56-28, long. 81-53-28. Mag var: 2°W. Elev: 899' MSL. Monitor category (1). Voice and monitoring from ATCS. Class: BVOR. (10-11)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BEAVER CITY ARPT: Clsd due men and equip on fld and rnwys unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt & arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

OKLAHOMA: DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, 1958 -conversion to VORTAC. (9-23) Durg shutdown VOR fligts will be authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft. AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG) 11,000'. (10-1)
GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy open - Caution - equip. on fld. (6-14)
**IDABEL ARPT: Unattended. No fuel or services avail. (9-10)
McALESTER-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (5-16)Bcn inop.
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OLLAHOMA CITY-COUNTRY CLUB ARPT: 138'(1388'MSL) lgtd twr being erected 1.2 n mi NNW(350°T) at lat 35-23-00, long. 97-31-00 & being removed approx 18 November.
OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429'MSL) water tank being constructed W side of fld(lat 35-24-04, long. 97-36-58). Mrkd and lgtd. (9-13)
PAULS VALLEY ARPT: Temp const of drilling derrick lctd adj NW fld 140' AGL 1107' MSL. Mrkd and lgtd. (8-28)
PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd for drag racing. Use N/S rnwy. (10-21)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous-deep holes.
TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800'MSL.(5-20) About Dec 2, VOR will be shutdown until approx Feb 1, 1958 -conversion to VORTAC. (9-26) During shutdown flights authorized to utilize LFR fac in lieu of VOR on all arwys. Bearings and MEA's remain as charted except bearings from LFR to following intsxns: Adair Int. 054°, Pryor Int. 081°, Wagoner Int. 110°, Mazie Int. 110°, Shell Lake Int. 247°, Sand Springs Int. 225°, Mounds Int. 194°, Sapulpa Int. 211°, Drumright Int. 233°, Yale Int. 250°, College Int. 041°. MEA for VOR equipped aircraft V14 7500'. MEA for V74 7500'. (10-3)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) About Oct 29-Nov 2, ILS lclzr and glide slope will be shut down for major maintenance. (10-15) FLD: Rnwys 17R and 21R clsd for tk-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns-drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: ALBANY ARPT: NE/SW rnwy clsd. Fld clsd to ngt operns due hi-way const and hvy equip. on fld. Caution daylgt hrs. (9-10)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: ILS rnwy 16-34 clsd to all operns until about Nov 1 for new const 1500' extension. Half of taxiway 12 from admin bldg to SE end of fld clsd and hazard mrkd. (8-26)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40;W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
**MEMALOOSE USAFS ARPT: Fld elev 6790'. (12-56)
NEWBERG-RADIO: VOR fligt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island,usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface -lctd 21' W of ctr intsxn, max depth 100'.
OREGON: NORTH BEND-RADIO: VOR fligt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. Oct 8, VOR shut down until approx Nov 8 - modernization. Durg shutdown the MEA on V27 between Crescent City and Newport is 13,000'; The MEA on V121 between North Bend and Eugene is 9000'. North Bend Int. (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable. (10-7)
PENDLETON ARPT: 108' test twr-lgtd and painted -erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)
**PILOT ROCK-ELKRIDGE ARPT: Perm clsd. (9-27)
✱PORTLAND INTNL ARPT-TOWER: Oct 15, Freq 238.2 mc decmsnd and 363.8 mc cmsnd. About Oct 31, freq 284.6 mc will be changed to 299.2 mc. (10-14) FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd-not day mrkd. (1-29)
**PORTLAND-SEAPLANE BASE: Closed. (9-30)
PORTLAND-TROHS SKYPORT: Caution-trucks crossing N end rnwy intermittenly. (7-30)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Fligt-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500'; 80°-110°, 32 n mi at 9000'; 228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000'; 352°-354°, 35 n mi at 7500'. (10-28)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.(5-2)
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy; 3200' gravel; remarks-Ctn-fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES-RADIO: About NOv 15, VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. Following V arwys unusable durg IFR: V112 PDX-PDT, V182 PDX-BKE, V25 YKM-RDM, V25E YKM-DLS. (10-22)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. About Nov 4, DME will be shut down for approx two days - modernization. (10-8)
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19)
BEABER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme ctn advised when using N/S rnwy due men & equip. on fld. (9-17)
**BEAVER FALLS-PATTERSON HEIGHTS ARPT: Perm clsd. (10-17)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due to hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N boundry-lat 40-01-00;S-lat 39-59-30; E-long.77-47-00; W-long. 77-49-00.
DOWNINGTON ARPT: New arpt reported: 39-58N, 75-43W; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; S2 facs; F1 fuel. (9-27)
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd- const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

PENNSYLVANIA: HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2.
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
LEESPORT-MARELLO ARPT: Unattended. (10-24)
MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)
NEW LONDON ARPT: New arpt reported. 39-47N, 75-53W; lctd 1/4 mi NW. 1 rnwy 2550'; S5 facs; F1 fuel. (9-20)
PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Jet penetration JA - JAL - 320 ADF via Newcastle OM suspended due shutdown Philadelphia Radar. Jet tfc operg on IFR flgt plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or lndg Newcastle Arpt. (9-30)
PHILADELPHIA INTNL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 & 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 & 9.- flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 & 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail., load and unload stops at Pier C only avail. for 3 min. Acft requiring customs serv use Pier C, then move to executive term for static parking.
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 1116' (1364' MSL) lgtd twr being erected 11 n mi WSW (257°T) at lat 40-02-38, long. 75-14-26. (9-13) 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Exten const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp & rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men and equip. on fld daily. (9-13)
PHILIPSBURG ARPT: Until approx Nov 15 rnwy 6-24 clsd for const. Men and equip. at both ends of rnwy. (10-24)
★PITTSBURGH-RADIO: Oct 14, ATCS relctd to Pittsburgh-Allegheny Arpt. Trans & rcvg 121.5, 255.4, 243.0 mc. Gds: 3023.5 kc, 122.1 mc. Monitors PIT LF rng, & VOR, Ellwood City VOR, Butler, Cecil, Clinton, New Alexandria and McKeesport H facs.
**PITTSBURGH-ALLEGHENY CO. ARPT: 842' (2042' MSL) lgtd twr erected 7.5 n mi NW (336° T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards aroung fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500'; 40 mi. About Dec 1, radar departure contrbl will be implemented. Short clearance limits will be utilized as follows: Ford, Scottdale, Millsboro, Old Concord and Palestine Intsxns, Wheeling and Bergholz rdo bcns and Ellwood City VOR. 7000' MSL max alt. (10-25) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do no land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)
POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)
PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)
READING-GENERAL SPAATZ ARPT-TOWER: About Nov 25, ILS LOM freq 230 kc will be changed to 251 kc. (10-8) FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)
SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.
**SHIPPENVILLE-RHEA ARPT: Name change. Formerly carried under Clarion. (11-19)
SLATINGTON ARPT: New arpt reported: 40-46 N, 75-36W; lctd 1 mi N; elev: 200'; 1 rnwy S1 facs; F1 fuel. (7-19)
PENNSYLVANIA: STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)
TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)
TOWER CITY-RADIO: VOR shut down. (10-17)
**WASHINGTON ARPT: E/W rnwy, hard surfaced, 3000' long, 75' wide, open for use. Use hard surface only. Shoulders soft. NE/SW rnwy clsd. (10-25)
WEST CHESTER-RADIO: Oct 7, VOR/DME shut down - modification and freq changed from 112.3 mc to 108.6 mc. (10-7)
★WILKES-BARRE-RADIO: Oct 14, LF rng power reduced to 20 watts. (10-16)
WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy.
WILLIAMSPORT-LYCOMING-SUSQUEHANA ARPT: New arpt reported. Lat 41-13. long. 77-05; lctd 3.5 n mi W; elev: 538; one strip, sod, 2500'; Major repairs & F2 fuel avail.
YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.
ZELIENOPLE-TASA ARPT: New arpt reported. 40-48N, 80-10W; lctd 3/4 mi WNW; elev: 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)
RHODE ISLAND: NARRAGANSETT BAY-SPECIAL NOTICE: Effect. 0001 EST, Nov 21, Warning Area W-105 will be revised as follows: Beginning at lat 40-40-00, long. 72-30-00; to lat 40-41-30, long. 72-07-00; to lat 41-09-30, long. 70-13-00; to lat 39-52-00, long. 69-34-00; to lat 39-52-00, long. 71-01-30; to lat 39-07-00, long. 71-53-00; to lat 39-34-00, long. 72-30-00; thence to point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass. (9-13)
PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited.
**WOONSOCKET ARPT: Formerly Personal Use Arpt. Type "P"; lat 71-28, long. 42-01; lctd 2 mi E; elev: 400'; lngst rnwy & facs: 19-S5; F2 fuel; E, NE, S bkd. P-line N. Caution rough.
SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.
CHARLESTON-RADIO: VOR/DME shut down. Durg shutdown the following temp flgt operns procedures are estab: MEA V1 SAV to MYR 3000'; V3 FLO to CHS LFR direct 2000'; V18 North Int. CHS- LFR 5000'; Jamestown Int. - FLO 183, MYR 236; Lake Mountrie Int - FLO 198, MYR 247; Holly Hill Int CAE 138, ALD 075 Flag MRA 2000', St. George Int. ALD 81, CAE 144 Flag MRA 2000'. Following Intsxns unusable: Bull Point, Isle of Palms, Tybee and Azalea. (10-21)
CHARLESTON AFB/MUN ARPT-TOWER: ILS MM and LMM will be shut down until approx Oct 31 - relctn. ILS lclzr back course unusable. (9-6) FLD: Rnwys 3-21 and 15-33 alternately clsd during daylgt hrs - extensive const. all areas adj to rnwys. Men and equip. installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods during const. Contact twr for current info. Apch lgts rnwy 15 inop. First 1000' NW end rnwy 15-33 clsd until approx Nov. 18. Threshold lgts relctd to indicate open portion of rnwy. (10-18)
CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)
COLUMBIA ARPT-TOWER: About Nov 1, ILS LOM freq 308 kc will be chgd to 356 kc.
DARLINGTON ARPT: Drag racing on taxi strip in front of hangar from 1300E until dark each Sat. Rnwys not affected.
FLORCENE-RADIO: VOR radials 225° thru 250° out of tolerance - roughness and bends.
GEORGETOWN-COUNTY ARPT: Bcn, obstn all lndg area lgts inop.
GREENVILLE-SPECIAL NOTICE: Intensive activity by C124 type acft within 25 mi of GRL rnw. All pilots exercise extreme caution and if possible avoid flight in proximity of the Donaldson AFB. (6-6)
GREENWOOD CO ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.
MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.
MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked.
SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)
SOUTH DAKOTA: ABERDEEN SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all pperns. (7-3)
CLARK ARPT: About Oct 21, 310' (2209' MSL) lgtd twr will be erected 3.7 n mi W (276°T) at lat 44-52-39, long. 97-48-57. (10-7)

SOUTH DAKOTA: EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-RADIO: About Nov 12, LF rng will be shut down until approx Nov 28. (10-28)

RAPID CITY-ARPT-TOWER: Effect. Nov. 4, Ellsworth AFB will activate apch ctl for IFR tfc Ellsworth AFB and Rapid City Mun. Primary freqs: mil 137.88, 363.8 mc. Air carrier and civil 119.5, 121.1 respectively and rcvr 3023.5 kc. Secondary freqs: Mil 136.8, 335.8 mc. Civil acft not equipped with above freqs contact Rapid City rdo for clearance. FLD: 393' (4173' MSL) twr being erected 8.8 n mi W (280°T), lat 44-04-17, long. 103-15-07.

SIOUX FALLS-RADIO: About Nov 18, VOR will be shut down until approx Jan 2, 1958 - conversion to VORTAC. Durg shutdown, following temp MEAs can be utilized: V15 HON VOR - Int. HON R115 and SUX R335 (Sioux Falls Temp. Int), 7000'; Sioux Falls Temp Int - SUX VOR, 7000'. V181 ATY VOR-Oakwood, S.Dak. Int. 3000'; Oakwood Int.- Int. ATY R160 & HON R115 FSD Temp- Int., 7000'. V80 RWF VOR - Int. RWF R228 & SUX R335 (SUX Temp. Int.), 3000'. Direct Routes: HON VOR-FSD LFR, 3000'; FSD LFR-SUX VOR, 3000'; FSD LFR - RWF VOR, 3000'; ATY VOR - FSD VOR, 3000'. (10-23)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Apch proced res and lclzr alignment not affected.

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

CHATTANOOGA-LOVELL FLD-TOWER: ILS lclzr back course usable for holding and en route tfc only. FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a trans and rdo rcvr capable of receiving instructions from ctl twr. All acft operg into and out of this fld durg daylgt hrs shall be equipped with a rcvr capable of recvg instructions from ctl twr at all times while operg within lmts of arpt tfc ctl zone.

DYERSBURG-RADIO: About Dec 1, VOR will be shut down until approx Mar 1, 1958 - conversion to VORTAC. Durg this period H fac may be substituted and following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH-Milan Int. as charted, Milan Int-McEwen Int. 7000'; V11 DYR MH-PUK VOR as charted, DYR MH-MEM VOR via DYR MH 225 mag MEM VOR 355° as charted; V140S DYR MH-GHM VOR as charted. Following arwys & ints unusable: V11E LaGrange, Williston, Fisherville, Union City, Randolph and Joiner.

EMMETT-RADIO: About Nov 1, H fac freq 308 kc will be changed to 320 Kc. (10-9

KNXOVILLE-RADIO: LF rng has moderate to severe multiples on N and NE course. Ctn - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: VHF/DF shut down. ILS glide slope operg—test basis only. FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS ARPT: Const in progress - men and equip. on fld - caution.

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 180°-270°, 35 n mi at MEA.

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indef period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as taxiway. (12-28)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400' MSL. Will be mrkd & lgtd. (9-25)

TEXAS: **ABILENE-HUGHES ARPT: Perm clsd. (10-15)

ABILENE MUN ARPT: Due non-visibility twr unable to ctl tfc on taxiway from large hangar N including T-hangar area.

ALICE ARPT: Rnwy lgts inop. (10-22)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants beacuse of the possible release of natural gas. Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo; Exell Helium Plant on S.F RR about 30.3 n mi N.

AMARILLO AIR TERM-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. FLD: Neon apch lgt system removed due const.

TEXAS: AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: Effect. Nov. 22, apch control will implement radar arrival ctl procedures. Radar separation standard will be applied as specified in the MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to the following fixes: Round Rock, Butler, Bergstrom, Manchaca, Oak Hill, Lake Travis, Austin VOR, Austin H fac, Bergstrom H fac and Austin ILS LOM.

AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alts. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown pnts ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13) Const with men and equip. in clear zone NW of arpt & apch end rnwy 11.

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNSVILLE-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, 1958 - con version to VORTAC. Durg shutdown, LF rng may be substituted for the VOR on adj civil arwys. (9-30)

★CLARENDON-RADIO: LF rng perm decmsnd.

COLLEGE-STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'.

**DALHART-RITA BLANCA ARPT: Name change. Formerly carried as Ingram.

**DALLARDSVILLE-BIG SANDY ARPT: No facs. Emerg use only. Land at own risk.

★DALLAS-RADIO: Radial 325°-345° out of tolerance due to severe scalloping. (2-21) Oct 24, Waxahachie and Duncanville FMs perm decmsnd. About Nov 12, VOR will be shut down for approx 4 days - major overhaul. (10-24)

DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; elev: 644'; rnwys 2, lngst 4500' asphalt surface; Fuel F4; Facs S-5; Lighting BL4, Attended 24 hrs.

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make inital contact with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail. freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Contact ctl twr for detailed taxi instructions.

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: About Nov 1, RAPCON will be cmsnd. Trans & rcvr 118.1, 118.7, 119.1, 126.18, 121.5, 134.1, 136.8, 137.88, 138.42, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Trans only: 114.5; rcvg only: 122.7, 3023.5 kc. IFF operg but not cmsnd. (10-1)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on landing lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip. avail.

FORT STOCKTON-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, 1958-conversion to VORTAC. (9-23) Durg shutdown, following arwys unusable: V198 Rocksprings to Hudspeth; V211 Rocksprings to Ft. Stockton; V222 Junction to Culberson. (9-30)

FT. WORTH-CARTER FLD-TOWER: About Oct 30, trans & rcvr 120.7 mc will be changed to 118.9 mc. Freq: 123.9 mc will be cmsnd. (9-30) FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Equip. is 19' high, flagged days & lgtd ngts. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (9-12)

FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Nov 4. (10-24)

FT. WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men and equip. working durg daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr light signals. Ngt lndgs not advisable. (8-13)

TEXAS: **HARLINGEN-HARVEY RICHARDS ARPT: 994' (1049'MSL) lgtd twr erected 5 n mi SW (255°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holdiays xcpt emerg or prior approval. Approval obtained during normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120°-140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.

HOUSTON-CLOVER ARPT: Caution on lndg and take-off. 80' (AGL) oil derricks erected on arpt and adj to bndrys. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

**HOUSTON-INTNL ARPT: Tetrahedron replaced by lgtd wind sock-lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for take-off to E only, no lndgs. (3-11) Old apch lgt system changed to new centerline system, configuration A to rnwy3. Flgt checked and opern normal. (9-12)

**HOUSTON-LINDA SUE ARPT: Abandoned. No facs. Fld dangerous. (10-24)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)

LAMESA-ADCOCK ARPT: New arpt reported. 32-48N, 101-36W; lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000'; Fl fuel. (8-27)

LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640', E/W 1620 1620'; 91 oct fuel. (10-7)

LAREDO-SPECIAL NOTICE; Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on crs. (8-3)

LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK ARPT-TOWER: ILS glide slope, MM, LMM, shut down until approx Dec 1 - relctn. FLD: S 6300' rnwy 17-35 open & lgtd. N 2200' including 2000' of new extension clsd. New taxiway to rnwy 17 clsd. Men & hvy equip working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (9-26)

LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)

MARFA-RADIO: Auto. rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sun. Fld will be clsd by a white X both ends of strip. Acft desiring to lnd circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-off and lndg. (11-26)

MIAMI-CLARK ARPT: New arpt reported: 35-45N, 100-45W; lctd 10 n mi NW; elev 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)

MIDLAND-RADIO: VOR/DME flight-checked, opern normal. (10-25)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'. (6-15) About Dec. 1, VOR will be shut down until approx Mar 1, 1958 - conversion to VORTAC. During shutdown, flights authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int - MWL H fac by MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int by ABI 055; to MWL H fac by MWL 262; to HTT H fac by MWL 062; to McKinney Int by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int by ABI 085; to MWL H fac by MWL 231; to Russell Int by MWL 091. Ints as follows: for Breckenridge Int use radials ABI VOR 055, MWL H 262; Russell Int use MWL H 091 FTW ILS; Mill Int use ACT VOR 306, BRT VOR 255; Cisco Int use ABI VOR 085, MWL H 231; Newark Int use FTW VOR 128, MWL H 059; Lake Worth Int use FTW VOR 149, DAL VOR 257; Saginaw Int use DAL VOR 257, FTW ILS; Chapel Int use MWL H 332, FTW VOR 239; Haslet Int use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)

**ODESSA-ECTOR CO. ARPT: 500' (3444'MSL) lgtd twr erected 5.5 n mi SSW (220°T) at lat 31-50-50, long. 102-27-15. (9-19) Rnwy 7-25 clsd. (5-16)

ORANGE-BROWN ARPT: 767' (787'MSL) lgtd twr being erected 10 n mi WNW (297°T) at lat 30-08-59, long. 93-58-54. (10-3)

PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE (113°T) at lat 27-51-46, long. 97-15-41. (9-18)

ROCKPORT-ARANSAS CO.ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025°-045° beyond 35 n mi at MEA 10,800'. (5-9) About Nov 18, LF and VOR will be shut down until approx Nov 23. (10-16)

**SAN ANTELO-MATHIS FLD: 130' drilling derrick erected 2.5 n mi E has been removed. (9-10) 420' (2870'MSL) lgtd twr erected 19.6 n mi NNW (353°T) at lat 31-41-30, long. 100-31-45. (10-2)

SAN ANTONIO-RADIO: About Nov 1, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23) During shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163 direct to next VOR; V163W, V222 SAT LFR 328 to Fredericksburg; V163 SAT N crs and MTA 163 to MTA VOR; V17W SAT N crs to Spring Branch Int; V222 SAT LFR direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LFR 158 and CRP 312. MEAs remain as charted. Reporting points remain as charted with following substitution: Blanco Int SAT LFR 188 bearing and AUS VOR 228, Sattler and Kyle Ints use SAT LFR direct. CMK rbn crs use CMK rbn for Bergstrom Int. (10-3)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted and lgtd. (10-8)

SOMERSET-RADIO: About Oct 28, H fac will be shut down until approx Nov 4, maintenance.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LFR.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev: 320'MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: Lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men and equip on fld 0800-1700C every Fri. (7-31)

★WACO-CONNALLY AFB-RADAR APPROACH CONTROL; Oct 24, RAPCON cmsnd. Freqs: 119.3, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 143.64, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8 mc. Rcvg only: 3023.5 kc; 122.7 mc.

WEATHERFORD-GAARE ARPT: Clsd until further notice. (7-9)

WINK RADIO: About Oct 28, VOR will be shut down for modernization. (8-23)

UTAH: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys and taxiways.

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Oct 22, VOR shut down until approx Feb 15, 1958 - conversion to VORTAC. During this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (10-22)

**MILFORD ARPT, 45, LAX-SLC: Fld unsuitable for acft over 12,500 lbs. (3-13)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO. ARPT: NE/SW rnwy clsd - const. (11-1)

UTAH: SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. About Nov. 1, until approx Dec 15, radar departure ctl will be inop. (9-30)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40°-thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flight call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VIRGINIA: BLACKSTONE (CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21, 12-30, & 8-26 clsd & mrkd with white X. (10-16)
**BRIDGEWATER-SHEN-MYER ARPT: Converted to pvt fld. Use at own risk. Unattended.
BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 octane gas. (4-15)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
**DANVILLE MUN ARPT: 175' twr erected 2.2 n mi WNW(294°T) at lat 36-35-08, long. 79-23-26 dismantled and removed. (9-13) 139'(599'MSL) lgtd twr erected 2.8 n mi SW(240°T) at lat 36-34-03, long. 79-22-50. (9-26)
FLAT ROCK-RADIO: About October 28, VOR/DME will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-27)
**FREDERICKSBURG-SHANNON ARPT: Night opern prior req basis only. Const completed. Rnwy 4-22 open, total length 3000' width 300', hard surfaced 2600' width 100'. (10-24)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men & equip. on fld.
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)
INDEPENDENCE-COX ARPT: Closed until further notice. (7-1)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flight plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-ARPT-TOWER: About Nov 26, CAA ctl twr will be cmsnd. Trans & rcvg: 118.7, 121.5, 243.0, mcs. Trans only: 287 kc. Rcvg only: 3023.5 kc, 122.5 mc. Freq 121.9 mc for ctl of gnd tfc. Class: C(g). (10-21)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, nights.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)
NEWPORT NEWS-P: HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)
NORFOLK AIR ROUTE TRAFFIC CONTROL CENTER: About October 29, ARSR will be

VIRGINIA: inop until approx Nov 2. (10-1)
NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at night. Men and equip. on fld daylight hours. (4-26)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (6-14)
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)
RICHMOND-BYRD FLD-TOWER: About October 31, freq 119.0 mc will be cmsnd; freq 120.1 mc. will be decmsnd. (10-24) FLD: Rnwy 6-24 clsd during daylight hours. Durg hrs of darkness opened full length & width xcpt last 1000' NE end; opened 150' width in ctr only. Const area and threshold NE end mrkd by flares at night. Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2 way rdo for night opern and at least functioning rdo rcvr for daylight opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only-all other soft. Lndg FEE for multi-eng executive and non-scheduled acft. (9-17)
ROANOKE-RADIO: VOR out of tolerance beyond 15 n mi 270°030° - interference. V103, 260 and 258 unusable for IFR tfc. (10-22)
*ROANOKE-WOODRUM FLD-TOWER: October 18, trans & rcvr 119.3 mc decmsnd; trans & rcvr 118.3 mc cmsnd. (10-7) October 21, TVOR freq 108.6 inop indef. (10-21) FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution. No 180° turns on rnwys. Lndg FEE for multi-eng acft. All acft rqrd to have operg 2-way rdo for day and night opern. (8-21)
WAVERLY ARPT: Unattended until further notice - no services avail - land at own risk.
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt-shale); remarks - telephone line parallel to rnwy 100' to one side. (3-8)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (10-11)
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 276°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about March 15, 1958, const in progress-use rnwys & taxiways only.
SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30(short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flight Ctr. W taxiway clsd to tfc until further notice. (3-15)
SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

WASHINGTON: SEATTLE-TACOMA-INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto apch. (3-15) VHF/DF inop. (10-19) FLD: Taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt system end rnwy 16-34. First row lgts at N end of system perm discontd. Second and third w lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
ANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi 00'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)
NE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy.
E-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-reliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS glide slope shut down for an indefinite period - relctn and rnwy extension.
e 24, ILS LOM and LMM shut down - relctn. (7-3) FLD: Rnwy 16-34 clsd for Interim taxiway to apch end rnwy 25 clsd to 4-eng acft. (7-16)
LOKC ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced anent basis. (2-14)
HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 121-32-00W; nwy (E/W) 1700' x 70'; remarks - trees E. (8-29)
VOR flgt-checked for en route Victor Arwys use only at min instr alts, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. °-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 40 n mi at 10,000'MSL. (9-20)
Const completed. Rnwy 9-27 extended 500' at W end to total length 5500' nal overrun to W. High intensity lgts installed rnwy 9-27. (10-16)
LUEFIELD-MERCER CO. ARPT: Caution - const of new taxi strip and (8-8)
N-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at
KANAWHA CO. ARPT-TOWER: ILS glide slope 335 mc operg on test basis. l and servg avail. 0600-2400E daily. Ohter hrs by prior arrangement.
: LFR has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 00'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (8-2)
HUNTINGTON-TRISTATE ARPT: Men, equip S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
**MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip on rnwy 17-35. Factory bldg 1000' E side S end rnwy 35 const completed and obstn lgtd. (4-15)
MORGANTOWN-RADIO: LFR has multiples and fades all courses.
WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution - extension soft following rainy periods. Ctc Greenbrier Unicom for info. (7-15)
WISCONSIN: **BELOIT-PRAIRIE ARPT: Four 186' (956'MSL) lgtd twrs erected on a N-S plane 6.2 n mi S (189°T) at lat 42-27-34, long. 89-01-43. (8-12)
**DEPERE-NICOLET ARPT: City name change. Formerly carried under Green Bay. (5-7)
**FOND DU LAC ARPT: Rnwy lgts perm discontd. (10-17)
GREEN BAY-RADIO: Oct 22, VOR will be shut down until approx Dec 12 - conversion to VORTAC. (10-8) During this period, the following MEAs can be utilized: V26, V55, V1500 - AUW VOR to Int R103 AUW VOR and R001 MKE VOR, 9000'; Int R103 AUW VOR and R001 MKE VOR, via R300 HIC VOR to Pentwater, Mich. Int, 9000'. V7 - MKE VOR to Int R001 MKE VOR and R103 AUW VOR, 9000'. Direct Routes (authorized for NCA only AUW VOR to NOR H fac, 2400'; NOR H fac to HIC VOR, 4000'; NOR H fac to MKE VOR, 2600'. (10-22)
LA CROSSE-RADIO: VOR radials 320°-335° have crs roughness beyond tolerance but flyable. (8-13) About Oct 28, DME will be shut down until approx Jan 27, 1958 - relctn. (10-11) About Nov 18, TVOR will be cmsnd. Freq: 108.4. Ident: LSE. Lctd lat 43-52-34, long. 91-15-23, on fld. (10-25)
LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

WISCONSIN: **MADISON-TRUAX FLD: 253' (1238'MSL) lgtd twr erected 4 n mi NE (57°T) at lat 43-11-00, long. 89-15-13. (7-29) Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe.
**MANITOWOC-MUNICIPAL ARPT: Formerly carried as Kakuk. (9-19)
MERRILL ARPT: Clsd due const. (10-3)
MILWAUKEE-RADIO: Oct 14, LFR shut down until approx Nov 4. (9-10)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to lndg will, during VFR conditions and if equipped with multiple rdo freq, make the first ctc with Milwaukee apch ctl on 124.9 mc. This ctc should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500'MSL at 40 n mi all azimuths. (6-7) ILS glide slope unusable below 400'. (9-5) FLD: Rnwy 7L-25R clsd. Const. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities limited; itinerant military acft on unofficial business may find parking facilities unavail. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwy 13-31 clsd to jet acft. (8-21)
OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)
**PORTAGE-PORTAGE-MANLEY ARPT: Longest rnwy 2000'. (9-16)
**WATERTOWN ARPT: 316' (1350'MSL) lgtd twr erected 4.8 n mi NNE (31°T) at lat 43-14-25, long. 88-39-49. (7-29)
**WEST BEND-SKY RANCH ARPT: 184' (1217'MSL) lgtd twr erected 3.2 n mi E (107°T) at lat 43-27-18, long. 88-15-06. (7-29)
WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. FLD: Two 200' fences SW end of ramp not obstn lgtd. (11-16)
GILLETTE ARPT: 50' - 75' W shoulder 1500' from N end N/S strip soft - clsd to hvy acft.
GREYBULL ARPT: Hvy const. Men and equip on fld at all times. Rnwy lgts and bcn turned off. Use extreme caution. (8-27)
LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
LUSK ARPT: E/W rnwy clsd, const. Shorter rnwy graded out in the dirt S of original rnwy for temp use. Use caution especially during wet wea. (10-8)
NEWCASTLE-MONDELL ARPT: Caution - men and equip working on rnwy 14-32. (8-9)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept 30, VOR shut down until approx Jan 15, 1958 - conversion to VORTAC. During this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. V6 between FBR and CKW will be usable at 11,000'. (9-26)
SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area mrkd by red flags. (8-16)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150°-280°. Moderate crs roughness exists in mountainous area.
**SHERIDAN COUNTY ARPT: 135' lgtd twr erected 3.5 n mi NNW.
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy.
PUERTO RICO: SAN JUAN-RADIO: LFR inop, xcpt as homing fac indef. - repairs. Following rdo fixes redefined to show ADF bearings in addition to and which may be used in lieu rng courses. Greenwater Int 073 radial Ramey VOR or 075M bear. BQN H fac and N crs SJU LFR or 345M bear. SJU LFR. Dolphin Int N crs SJU LFR or 345M bear. SJU LFR and 048M bear. BQN H fac. Fajardo Int - 290M bear. STT and E crs SJU LFR or 090M bear. SJU LFR. Point Tuna Int - SE crs SJU LFR or 157M bear. SJU and 292M bear. STX. Guaynabo Int - SE crs SJU LFR or 157M bear. SJU LFR and 191M bear. SJP H fac. Isla Verde Int - E crs SJU LFR or 090M bear. SJU LFR and 056M bear. SJP H fac. (10-16)
SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)
SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from tower - caution. (6-7) Lighted temporary steel tower, 110' MSL, located approximately 3500' off N boundary runway 7-25. (5-20)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
0	360	within 25 mi	3000	Precision approach			
				S-dn 9	200-½	200-½	200-½ ←
070	290	within 15 mi	2200	A-dn 9	600-2	600-2	600-2 ←
				Surveillance approach			
				T-dn	300-1	300-1	200-½
			→	C-dn*	400-1	500-1	500-1½
				C-dn-15	500-1	500-1	500-1½ ←
				S-dn*	400-1	400-1	400-1
			→	S-dn-15	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.

→ *Runways 27, 33, 3, 9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
9R & 3, climb to 3000 and proceed to Conyers Int via E crs ILS or climb to 3000 on NE crs ATL LFR within 20 mi.
15 R, climb to 2200, turn right and proceed to ATL VOR or proceed on SE crs of ATL LFR within 20 mi.

→ 27L, 33L, climb to 3000' and proceed to Chattahoochee Int via W crs ILS, or turn left and proceed on SW crs of ATL LFR within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Atlanta, Ga	Atlanta 1024'	Atlanta Radar	1, Amdt 3, 7 Dec 57	2, 2 Nov 57

		within		Precision approach			
All directions	Radar site	25 mi	2500	S-dn-4*	200-½	200-½	200-½ ←
E of NE-SW crs of LGA-LFR	radar site	15 mi	1500	C-dn-all	400-1	500-1	500-1½
				A-dn-4	600-2	600-2	600-2
				A-dn-all	800-2	800-2	800-2
				T-dn#	300-1	300-1	200-½ ←

→ *Runway 4 only - 200-½ or runway visual range of 2600'; provided, that approaches conducted on the basis of
→ reported runway visual range shall be governed by the following: (1) All components of the approach lights and
→ high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum
→ altitude of 212' msl shall not be made unless (a) visual contact with the approach lights has been established
→ or (b) the aircraft is clear of clouds. (3) Both compass locators required to be operative for RVR 2600'.
→ #Runway 4 only - runway visual range of 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ climb to 500' on heading of 043, make a climbing right turn to 1500' and proceed to Lido MHW and hold SW.
→ Contact Idlewild approach control for further instructions.
CAUTION: Ceiling minimums do not provide standard clearance over 278' stack 1.7 mi SSE of Runway 4R and 165' airport control tower.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New York, N.Y.	International 12'	Idlewild Radar	1, Amdt 9, 7 Dec 57	8, 12 Oct 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

→ Mustang FM	OKC-LFR (Final)	Direct	2000	T-dn	300-1	300-1	200-½
→ Bethany Int	OKC-LFR	Direct	2500	C-dn	400-1	500-1	500-1½
→ Oklahoma City VOR	OKC-LFR	Direct	2500	A-dn	800-2	800-2	800-2

Radar transition altitudes within 20 mi of Will Rogers Field - 0-90 3800; 90-180 2700; 180-360 2800.

→ Procedure turn S side crs, 255 Outbnd, 075 Inbnd, 2500 within 10 mi. Beyond 10 mi. NA.
Minimum Altitude over facility on final approach crs, 2000'
→ Crs and distance, facility to airport, 091-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 1.4 miles, climb to 2700 on E crs of OKC LFR within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Oklahoma City, Oklahoma	Will Rogers 1283'	SBRAZ OKC	1, Amdt 8, 30 Nov 57	7, 28 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Int AVP VOR R-215 & 285° brng to HZL MH	HZL MH (Final)	Direct	2500	T-dn	300-1	300-1	
				C-d	600-1	600-1	
				C-n	600-2	600-2	
				S-d-27	600-1	600-1	
				S-n-27	600-1½	600-1½	
				A-dn	NA	NA	

Procedure turn North side of crs, 105 Outbnd, 285 Inbnd, 3500' within 10 mi.
Minimum altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 285-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi, make 180° left climbing turn to 4000', return to MH and hold on 105° brng from MH.
AIR CARRIER NOTE: NE-SW runway not authorized.
NOTES: Local weather and voice communications on 122.8 available 08:00 - Sunset.
ATC communication with Wilkes-Barre Approach Control.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Hazleton, Pa.	Hazleton 1602'	MH HZL	1, Orig, 7 Dec 57	None

Lake Charles VOR	LCH RBn	Direct	1300	T-dn	300-1	300-1	200-½
Radar vectoring position	LCH RBn (Final)	352-5.0	800	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude 1500' within 25 mi. Radar may be used to position aircraft for final approach within 5 miles of LCH RBn with the elimination of a procedure turn.

→ Procedure turn East side of S crs, 172 Outbnd, 352 Inbnd, 1300' within 10 mi. Beyond 10 mi. NA.
Minimum altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 003-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.7 mi, climb to 1500' on crs of 340° within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Lake Charles, La.	Lake Charles AFB 19'	MH LCH	2, Amdt 2, 30 Nov 57	Amdt 1, 12 Oct 57

→ RFD LFR	RKF RBn	direct	2500	T-dn	300-1	300-1	200-½
→ JVL VOT	RKF RBn	direct	2500	C-dn	400-1	500-1	500-1½
Int JVL VOR 223 R & 090 Brng				S-dn-36	400-1	400-1	400-1
→ to "H"	RKF RBn	direct	2000	A-dn	800-2	800-2	800-2
Int 054 Brg to RFD LFR & 090							
→ Brg to "H"	RKF BBn	direct	2000				
Int 314 Brg to RFD LFR & 270							
→ Brg to "H"	RKF RBn	direct	2000				

Procedure turn E side of crs, 182 Outbnd, 002 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 002-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 miles, make right turn, climb to 2000' proceed to RFD "H"

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Rockford, Ill	Greater Rockford 734'	"H" RKF	1, Amdt 1, 7 Dec 57	1, 11 Jul 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

BTR-LFR	Creole Int#	Direct	1500	T-dn	300-1	300-1	200-½
→ BTR-VOR	Creole Int#	Direct	2000	C-dn	400-1	500-1	500-1½
Int SE crs ILS & BTR R-114	Amite Int*	Direct	1500	S-dn-31	400-1	400-1	400-1
Amite Int	Creole Int#(Final)	Direct	900	A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 126 outbnd, 306 inbnd, 1400' within 10 mi of Creole Int. NA beyond 10 mi.
No glide slope.
Minimum altitude over Creole Int, 900'
Crs and distance. Creole Int to airport. 306-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 mi after passing Creole Int, climb to 1300' on NW crs ILS within 10 mi of LOM, or when directed by ATC, turn right, climb to 1600' on R-040 within 20 mi, or turn left, climb to 1500' to BTR VOR on R-064.
#Creole Int: Int. SE crs BTR ILS & 085 Rad. BTR VOR.
*Amite Int: Int SE crs BTR ILS & 095 rad. BTR VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Baton Rouge, La.	Ryan 70'	ILS IBTR	ILS-31, Amdt 1, 30 Nov 57	Orig, 7 Sept 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
BIL VOR	LOM	direct	5300	*T-dn	300-1	300-1	200-½
BIL LFR	LOM	direct	5300	C-dn	400-1	500-1	500-1½
Park City FM	LOM	direct	5300	S-dn-9# ILS	200-½	200-½	200-½ ←
Lavina FM	LOM	direct	6000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

*Takeoff below 300-1 prohibited on all runways except 9-27.
400-1 required with glide slope inoperative.

Procedure turn S side of crs, 275 Outbnd, 095 Inbnd, 5300' within 10 miles. NA beyond 10 miles.
Minimum altitude at G.S. int inbound, 5000 ILS; minimum altitude over LOM inbnd final 4800 ADF.
Altitude of G.S. and distance to approach end of rny at OM 4965-4.0; at MM 3815-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles of LOM, climb to 5200' on E crs BIL-LFR within 20 miles.
CAUTION: Standard clearance over obstructions not provided on ADF final approach (terrain 3805' MSL at BIL VOR). 4183' msl tower 2.7 mi SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Billings, Mont	Logan Field 3612'	ILS-BIL, LOM-BI	ILS-9, Amdt 3, 7 Dec 57 Comb ILS-ADF	2, 7 Sept 57

Evanston Int*	LOM	Direct	2500	T-dn	300-1	300-1	200-½
NBU-LFR	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Dundee Int via crs 056				S-dn-14R			
(ILS only)	NW crs ILS (Final)	Direct	2500	ILS	200-½	200-½	200-½
Int E crs RFD LFR & NW crs ILS				ADF	400-1	400-1	400-1
(ILS only)	LOM (Final)	Direct	2500	A-dn ILS	600-2	600-2	600-2
Int R-338 API & NW crs ILS	LOM (Final)	Direct	2500	ADF	800-2	800-2	800-2
Midway LOM	LOM	Direct	2500				
Int R-270 OBK & NW crs ILS							
(ILS only)	LOM (Final)	Direct	2500				
O'Hare VOR	LOM	Direct	2500				
Northbrook VOR	LOM	Direct	2500				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from LOM. Refer to radar procedures for O'Hare if sector altitude information desired.

*Evanston Int: Int R-075 ORD and R-135 OBK.
Procedure turn West side of crs, 318 Outbnd, 138 Inbnd, 2500' within 10 miles.
Minimum altitude over LOM, 2500' ILS, 2000' ADF
Distance, LOM to airport, 6.0 miles.
Altitude of G.S. and distance to approach end of runway at OM, 2466 - 6.07; at MM, 884 - .5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make immediate left (north) turn, climb to 2500' or higher altitude specified by ATC and proceed to Northbrook VOR via O'Hare TVOR R-030 and Northbrook VOR R-135, or if directed by ATC (1) Make immediate left turn, climb to 3500', proceed to *Evanston Int via R-075 ORD TVOR; (2) Make immediate left turn, climb to 2500', proceed to NBU LFR via 030° crs and SE crs NBU LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chicago, Ill	O'Hare Int'l 657'	ILS-IORD, LOM-OR	ILS-14R, Orig, 30 Nov 57 or date of commissioning of facility.	None

→ Haslet RBn	North crs ILS	Direct	2000	T-dn	300-1	300-1	200-½
Ft.Worth LFR	OM	direct	2000	C-dn	#500-1	600-1	600-1½
				S-dn-17#	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2

→ Radar Terminal Area Transition Altitude 2000' within 20 miles of Radar site. Radar control must provide 3 mi.
→ or 1000' vertical separation; or 3 to 5 mi. and 500' vertical separation from radio towers 1743' msl 6 mi. SE; 1679' 7 mi. SE.
#600-¾ required when G.S.not utilized.

→ Procedure turn W side N crs, 354 Outbnd, 174 Inbnd, 2000 within 10 mi. Beyond 10 mi. NA.
Minimum Altitude at G.S. int inbnd, 2000
Altitude of G.S. and distance to appr end of rny at OM 2000-3.5, at MM 950-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000 on S crs ILS within 20 miles.
NOTE: Take-off on runways 9-27 & 13-31 NA with less than 300-1.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo or ferry flights.
CAUTION: 956' bldg 2.1 mi S of OM. 1743' tower 4.8 mi E of ILS S crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ft. Worth, Tex	Meacham 692'	ILS IFTW	ILS-17, Amdt 10, 30 Nov 57	9, 10 Oct 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Duncanville RBn	Hensley Int (Final)	Direct	1500	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
Britton VOR	Hensley Int	direct	3300	S-dn-31	300-1	300-1	300-1
				A-dn	800-2	800-2	800-2

Radar transition altitude within 20 mi, 2000'. Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi & 500' vertical separation from radio towers 2349' msl 15 mi SSE, 1743' msl 12 mi WSW, and 1221' msl 6 mi N.
Procedure turn E side SE crs, 129 Outbnd, 309 Inbnd, 2000' within 10 mi of Hensley Int. Beyond 10 mi NA.
→ No glide slope. Final approach altitude over Hensley Int, 1500'; distance to approach end of Rnwy 31, 4.6 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.6 mi of Hensley Int, climb to 1900' on NW crs of ILS within 20 mi or, when directed by ATC, proceed to Ft. Worth LFR via NW crs of ILS & E crs LFR, climbing to 2000'
CAUTION: Radio tower located 4.3 mi ENE of outer marker.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ft. Worth, Tex	Amon Carter 568'	ILS LACF	ILS-31, Amdt 6, 30 Nov 57	5, 26 Sept 57

Russell Int	Rockwood FM (Final)	direct	1500	T-dn	300-1	300-1	200-½
Int 246° crs DAL-RBn &				C-dn	500-1	600-1	600-1½
S crs ILS	Rockwood FM (Final)	direct	1500	S-dn-35*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Radar Terminal Area transition altitude 2000' within 20 mi of radar site. Radar Control must provide 3 mi or
→ 1000' vertical separation: or 3 to 5 mi, and 500' vertical separation from radio towers 1743' msl 6 mi SE;
→ 1679', 7 mi SE.
*660 FPM descent required at 110K
→ Procedure turn W side S crs, 174 Outbnd, 354 Inbnd, 2000 within 10 mi. Rockwood FMW. Beyond 10 mi NA.
#Procedure turn non-standard due obstruction
No Glide Slope. Final approach altitude and distance 1500 at Rockwood FM, 2.3 mi to appr end of rny 35.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi of Rockwood FM, climb to 2000 on N crs ILS within 20 mi
NOTE: Take-off on Runways 9-27 and 13-31 NA with less than 300-1.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo and ferry flights.
CAUTION: Tank 864' MSL located 1.3 mi W of crs between Rockwood FM & airport. TV Tower 1743' MSL located 4.8 mi E of S crs ILS.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ft. Worth, Tex.	Meacham 692'	ILS IFTW	ILS-35, Amdt 7, 30 Nov 57	6, 5 Sept 57

→ FNO LFR	LOM	direct	1700	T-dn	300-1	300-1	200-½
FNO VOR	LOM	direct	1700	C-dn	500-1	500-1	500-1½
Bowles Int (LFR)	LOM	direct	1700	S-dn-29#ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
→ Fowler Int (VHF)	LOM	direct	1700	A-dn ##ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#400-¾ required with glide slope inoperative. 400-1 required when only localizer and either the outer marker or outer compass locator operative
800-2 alternate landing minimums with any regular component of ILS inoperative.
Procedure turn S side of crs, 109 Outbnd, 289 Inbnd. 1700 within 10 miles of LOM. Beyond 10 mi NA.
(Nonstandard for more favorable terrain)
Minimum Altitude at G.S. int inbnd, 1700 ILS, minimum altitude over LOM inbnd final 1000 ADF
Altitude of G.S. and distance to approach end of rny at OM 1400-3.8, at MM 535-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM (ADF), climb to 1500' on course of 289, turn left and climb to 2000' on W crs of FNO LFR within 20 miles, or climb to 2000' on R-270 FNO within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fresno, Calif	Air Terminal 331'	ILS-FNO, LOM-FN	ILS-29, Amdt 7, 19 Dec 57 Comb ILS-ADF	6, 16 Mar 57

LAN VOR	Grand Ledge Int	direct	2000	T-dn	300-1	300-1	200-½
LAN LFR	Grand Ledge Int	direct	2200	C-dn	400-1	500-1	500-1½
Int W crs LAN ILS & LAN R-293	Grand Ledge Int (Final)	direct	1500	S-dn-9	400-1	400-1	400-1
LAN LOM	Grand Ledge Int	direct	2400	A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 273 Outbnd, 093 Inbnd, 2000 within 10 miles
No Glide Slope, Altitude over Grand Ledge Int 1500
→ No Outer Marker, distance to appr end of rny 093-4.3; No Middle Marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles of Grand Ledge Int, climb to 2400' on Front crs ILS, proceed to LOM or, when directed by ATC: (1) make left turn climbing to 2000' on NW crs LAN LFR within 20 miles.
NOTE: Grand Ledge Int: Int W crs LAN ILS & R-360 LAN. Procedure NA unless aircraft equipped to receive ILS & VOR simultaneously. 300-1 required for take-off on NW-SE runway.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Lansing, Mich	Capital City 858'	ILS ILAN	ILS-9, Amdt 2, 7 Dec 57	1, 29 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Monroe LFR	LOM	Direct	1300	T-dn	300-1	300-1	200-½
Monroe VOR	LOM	Direct	1400	C-dn	400-1	500-1	500-1½
				S-dn-4 #ILS	300-¾	300-¾	300-¾
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

400-¾ required when glide slope not utilized.

Procedure turn S side of SW crs, 218 Outbnd, 038 Inbnd, 1400' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 1300' ILS; over LOM inbnd final 800' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1300-4.2; at MM 275-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.2 mi after passing LOM (ADF), climb to 1400' on NE crs ILS (038) within 10 mi.
CAUTION: 850' TV antenna 3.5 mi WNW of airport. No approach lights.
AIR CARRIER NOTE: No reduction in take-off minimums on cargo and ferry flights authorized on runway 4, 9, 13, 31 and 35.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✈ Monroe, La.	Selman Field 79'	ILS-IMLU, LOM-ML	ILS-4, Amdt 2, 7 Dec 57	1, 29 Jan 55
			Comb. ILS-ADF	

Scotland MHW	LOM (Final)	Direct	1000	T-dn#	300-1	300-1	200-½ ←
Colts Neck VOR via R-063	ILS SW crs	Direct	1400	C-dn	500-1	500-1	500-1½
Radar terminal area transitions:				S-dn-4* ILS	200-½	200-½	200-½ ←
	All directions	within		ADF	400-1	400-1	400-1
		25 mi.	2500	A-dn ILS	600-2	600-2	600-2
	E of NE-SW crs of LGA-LFR	15 mi	1500	ADF	800-2	800-2	800-2

→ *Runway 4 only - 200-½ or runway visual range of 2600'; provided, that approaches conducted on the basis of
→ reported runway visual range shall be governed by the following: (1) All components of the approach lights and
→ high intensity runway lights shall be in normal operation and (2) descent below the authorized landing minimum
→ altitude of 212' msl shall not be made unless (a) visual contact with the approach lights has been established
→ or (b) the aircraft is clear of clouds. (3) Both compass locators required to be operative for RVR 2600'.
→ #Runway 4 only - runway visual range of 2600' may be utilized in lieu of 200-½ when 200-½ is authorized.

Procedure turn S side SW crs ILS, 223 Outbnd, 043 Inbnd, 1200' within 10 mi of LOM.
Minimum altitude at glide slope int inbnd, 1000'. Minimum altitude over LOM inbnd final, 700' ADF.
Altitude of glide slope & distance to approach end of rny at LOM - 770-2.5; at MM - 230-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 miles (ADF), climb to 500' on NE crs ILS or bearing 043° from the LOM, make a climbing right turn
→ to 1500' and proceed to the Lido MHW and hold SW. Contact Idlewild approach control for further instructions.
CAUTION: Circling landing minimums do not provide std clrnc over arpt cont twr and stack 278' 1.7 mi SSE rny 1R.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✈ New York, N Y	International 12'	ILS IDL	ILS-4, Amdt 15, 7 Dec 57	14, 31 Aug 57
		OM-H — IDL	Comb ILS-ADF	

Ontario VOR	LOM	Direct	3200*	T-dn	300-1	300-1	200-½
Fontana FM	LOM	Direct	5000*	C-dn	600-1	600-1	600-1½
Riverside LFR	LOM	Direct	4000*	S-dnry25			
Downey RBN	LOM	Direct	3200#	ILS	300-¾	300-¾	300-¾
→ Riverside LFR	Colton RBn	Direct	4000%	ADF	600-1	600-1	600-1
Corona Int	ONT VOR	Direct	6700	A-dn	800-2	800-2	800-2
→ Colton RBn	LOM (Final)	Direct	2700**				

* must be on top with tops not above 7000' MSL for ADF approach.
# must be on top with tops not above 7000' MSL for either ILS or ADF approach.
→ % Must be on top with tops not above 5000' for ADF approach.
→ ** After intercepting glide slope, descent to cross LOM at 2120' is authorized.

Procedure turn S side of crs, 075 Outbnd, 255 Inbnd, 3200' within 10 mi of LOM. Beyond 10 mi NA (Nonstandard due to terrain)
Minimum altitude at glide slope int inbnd - 2700' ILS. Min. alt. over LOM inbnd final - 2700' ADF.
Altitude of glide slope and distance to approach end of runway at LOM, 2120-3.7; at MM, 1140-.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.7 mi of LOM, ILS: Climb to 3000' on W crs ILS not beyond Fairgrounds Int; ADF: Climb on 255° crs from
→ LOM to Fairgrounds Int, then reverse crs to left, climb to on top on 075° crs to LOM.
CAUTION: High terrain North.
NOTE: Shuttle to 4000' between LOM and Fairgrounds Int. All turns South.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✈ Ontario, Calif	International 952'	ILS-ONT LOM-ON	ILS-25, Amdt 6, 30 Nov 57	5, 12 Nov 55
			Comb. ILS-ADF	

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
San Antonio VOR via R-143	Wetmore Int	direct	2400	T-dn	300-1	300-1	200-½
San Antonio LFR via crs 084	Wetmore Int	direct	2400	C-dn-	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
Bracken Int	Wetmore Int (Final)	direct	1800	A-dn	800-2	800-2	800-2

Procedure turn W side NE crs, 031 Outbnd, 211 Inbnd, 2400 within 10 mi of Wetmore Int. Beyond 10 mi NA.
Minimum altitude over Wetmore Int 1800
No Glide slope, no outer marker, distance Wetmore int to rny 21, 3.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi after passing Wetmore Int, climb to 2200 on S crs SAT LFR or R-174 SAT within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ San Antonio, Tex	International 800'	ILS-ISAT, NE crs ILS	ILS-21, Amdt 5, 30 Nov 57	4, 10 Mar 56

Syracuse LFR	LOM	direct	1900	*T-dn		300-1	300-1	200-½
Syracuse VOR	LOM	direct	1900	C-dn		#600-1	700-1	700-1½
→ Sherrill VHF Int via crs 310	E crs ILS	direct	2500##	S-dn-28	ILS	200-½	200-½	200-½ ←
Int E crs Syracuse LFR and brng					ADF	#600-1	700-1	700-1
335° to LOM	LOM	Direct	1900	A-dn		800-2	800-2	800-2
Munnsville Int via crs 328°	E crs ILS	direct	3000##					
Fabius Int	LOM	direct	3000					

*600-1 required for take-off to SE
#Standard clearance not provided over 836' radio mast 1.1 mi SE of airport.
##After interception of localizer crs inbnd, descent on glide slope to cross the outer marker at 1600 on final approach is authorized.

Procedure turn N side E crs, 098 Outbnd, 278 Inbnd, 1600 within 10 miles.
Minimum Altitude at G.S. int inbnd 1600 ILS, minimum altitude over LOM inbnd final 1100 ADF
→ Altitude of G.S. and distance to appr end of rwy at OM 1600-4.1; at MM 610-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles after passing LOM (ADF), climb to 2000' on W crs ILS or crs of 278 from LOM within 20 mi
AIR CARRIER NOTE: No reduction in minimums or sliding scale authorized for take-off to the SE.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Syracuse, N Y	Hancock 419'	ILS-SYR, LOM-SY	ILS-28, Amdt 15, 7 Dec 57 Comb ILS-ADF	14, 13 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
LaGuardia LFR	IDL-VOR	direct	1500	C-dn	600-1	600-1	600-1½
New Rochelle RBn	IDL-VOR	direct	1500	S-dn-4	600-1	600-1	600-1
Glen Cove RBn	IDL-VOR	direct	1500	A-dn	800-2	800-2	800-2
Mitchel LFR	IDL-VOR	direct	1500				
Paterson RBn	IDL-VOR	direct	2500				
Scotland RBn	IDL-VOR	direct	1500				

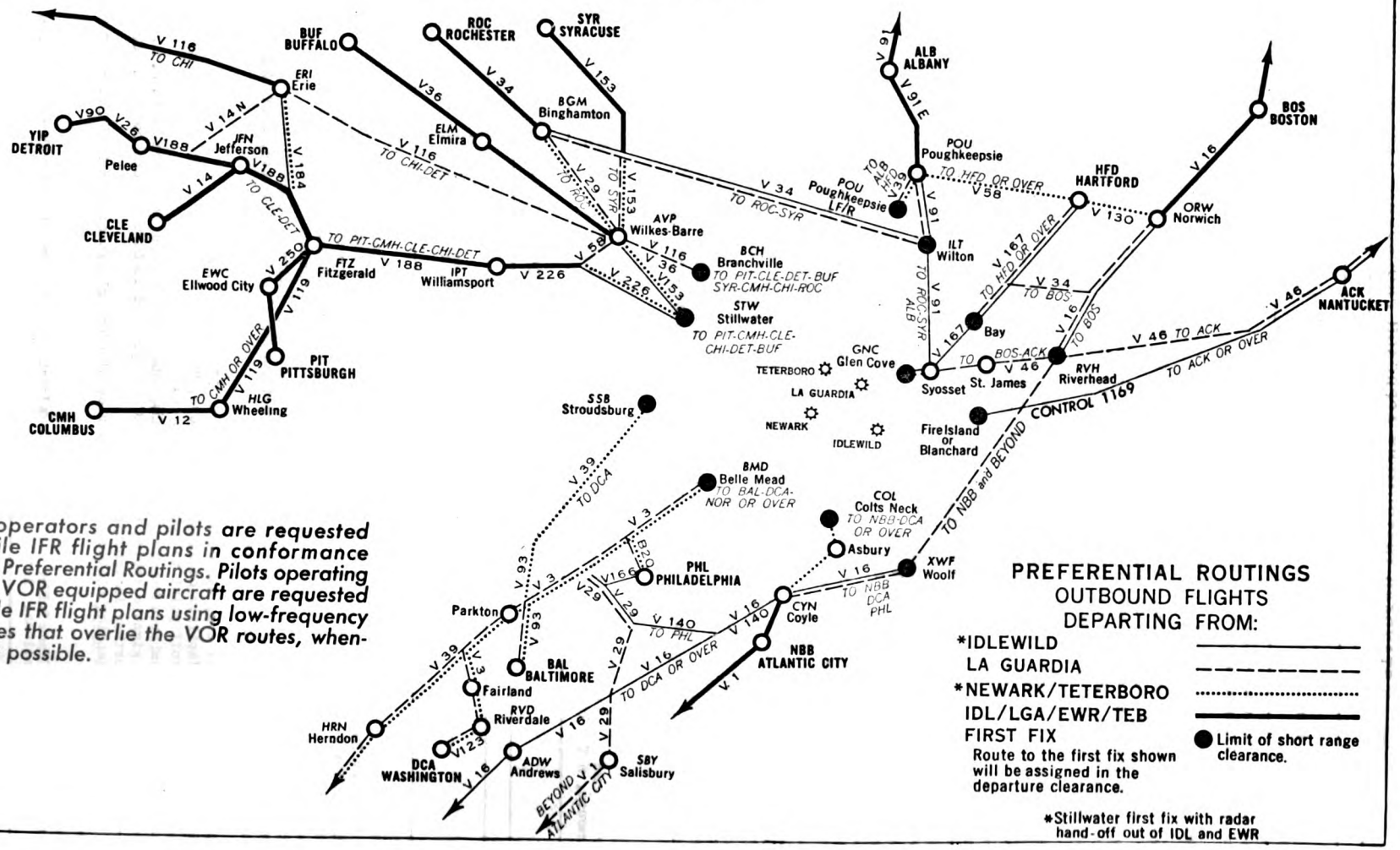
Terminal Area Radar Transition Altitudes: all directions 2500' within 25 miles, E of the NE-SW crs of the LaGuardia LFR, 1500' within 15 miles.

Procedure turn E side of crs, 240 Outbnd, 060 Inbnd, 1300 within 10 miles
Minimum Altitude, over facility on final approach crs, 600
Crs and distance, breakoff point to app end rny 4, 043-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0 miles, make a right climbing turn to 1500' and proceed to Lido RBn and hold SW. Contact Idlewild Approach Control for further instructions.
CAUTION: Straight-in landing minimums do not provide standard clearance over 278' stack 1.7 mi SSE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ New York, N.Y.	International 12'	VOR IDL	TerVOR-4, Amdt 4, 7 Dec 57	4, 11 May 57

NEW YORK ARTC CENTER
PREFERENTIAL ROUTES

Published at Washington, D. C. by the
Coast and Geodetic Survey
AUGUST 7, 1957



All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.

PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:

*IDLEWILD
LA GUARDIA
*NEWARK/TETERBORO
IDL/LGA/EWR/TEB

FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.

● Limit of short range clearance.

*Stillwater first fix with radar hand-off out of IDL and EWR

(29 October 1957)
U. S. GOVERNMENT PRINTING OFFICE : 1957

SPECIAL NOTICE
Flight Operating Procedures within Continental Control Area. Page 43

SPECIAL NOTICE
Flight Information Manual Additions & Changes. p 42

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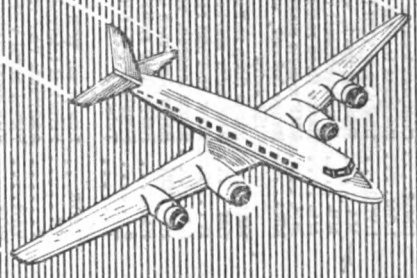
AIRMAN'S GUIDE



SPECIAL NOTICE
Civil Air Regulations Part 60 Change. p. 42

SPECIAL NOTICE
ARMY EXERCISE "ALL AMERICAN" See page 33

How to use this Guide - page 32

Radio Facility Data - page 2
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VOL. 12, NO. 18 **NOVEMBER 12, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:
Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
➔ New or revised data
* = Automatic voice identification
■ Information deleted.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR . . . . Air Route Surveillance Radar
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, CAA
CI . . . . . Control Tower, (City, County, Private, etc.)
CM. . . . . Control Tower, (Military, listing only civil frequencies available)
D . . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
➔ MA. . . . . Range (adcock, vertical radiators), power less than 50 watts
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . . VHF middle marker
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype

TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 35 cents.

RADAR AVAILABLE: How and Where

(12 November 1957)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment) ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON), page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2, 000 to 18, 000 kc and receive any frequency from 1, 500 to 9, 050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See Page 4.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc; 122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 118.1, 119.1, 121.9, 126.18, 119.5, 125.7, 338.2, 343.6, 257.8, 348.6, 271.2, 290.8, 243.0	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR - PAR	Runway 4R. Arrival & Departure Control
Buffalo Arpt., N.Y.	278, 260; 110.3, 1198, 1237, 12618, 12 65, 2430, 2578, 3198	ASR	
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.7, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.3, 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival & Departure Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8, 312.6	ASR	Arrival & Departure Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278., 344; 110.3, 118.3, 120.7, 126.18 243.0, 257.8	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 116.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 123.9	ASR	Arrival & Departure Control
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 123.8, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	Arrival Control
Los Angeles Intnl Arpt., Calif.	278; 109.9, 118.1, 119.3, 119.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6, 250.2, 289.0	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	236; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Rnwy 4 Gds 122.7mc Arrival & Departure Control. Trans TEB ILTF 109.3 mc.
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR - PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
New York-La Guardia Fld., N. Y.	362; 109.9, 118.1, 118.7, 119.9, 125.7, 243.0, 257.8, 274.3, 338.2	ASR-PAR	Rnwy 4. Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 119.9 120.7, 122.2, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 348.6	ASR	Limited Arrival & Departure Control. Guards 122.1 mc. Does not guard 122.2, 135.0 ASR apchs unavailable to Runways 22, 31 and 13.
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2 284.6, 290.3, 305.4	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival & Departure Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	201; 109.5, 118.5, 119.1, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 119.4, 126.5 134.64, 257.8, 291.6, 269.0, 311.6	ASR	Rnwy 36 Arrival & Departure Control ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

(12 November 1957)

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9; 120.7, 121.5, 124.3, 125.5; 132.3; 137.88; 243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0	ASR	Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Phillip Billard Arpt & Forbes AFB. Does not gd 3023.5 kc.
Wichita-McConnell AFB, Kans.	332; 113.8, 120.1, 121.5, 124.5, 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd. Does not gd 3023.5 kc.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 121.5, 126.18, 123.9, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4 (on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8,		IFF operg. but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 126.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 363.8, 289.4, 270.6, 275.8, 335.8, 298.9	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3, 21 & 34 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Dayton-Wright Patterson AFB, Ohio	379; 118.4, 121.5, 126.18, 134.1, 136.8, 139.32, 137.88, 142.02, 151.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR-PAR	Arrival & Departure Control ASR apchs not avail. IFF operg but not cmsnd.
Omaha-Offutt AFB, Nebr.	120.1, 121.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4		Does not gd 3023.5 kc. Arrival and Departure Control
Rome-Griffiss AFB, N. Y.	118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8		
Waco-Connally AFB, Texas	119.3, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 143.64, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8		Gds: 3023.5 kc; 122.7 mc.
Albuquerque-Kirtland AFB, New Mexico	121.5, 120.7, 137.88, 142.02, 243.0, 270.6, 363.8		Gds: 3023.5 kc; 122.5
Lake Charles AFB Louisiana	119.1, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8, 379.4		Arrival & Departure Control ASR apch avail. rnwy 15 & 33. Rcvg only: 122.5 mc

STATION	TRANSMITS	RADAR FACS.	REMARKS
RADAR APPROACH CONTROL (RAPCON) Cont'd.			
Riverside-March AFB, California	113.4, 121.5, 124.7, 125.5, 126.5, 134.1, 136.8, 137.88, 138.42, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8 Req. 126.18, 142.74, 236.6, 275.8, 305.4, 327.4		Gds: 3023.5 kc; 122.5 mc. Arr. & Depart ctl. Norm clearance lmts TRM & March VORs, RIV L/FR. Apch serv Norton AFB - norm clear lmts RIV L/FR, ONT LOM & VOR.
Falmouth-Otis AFB, Mass.	121.5, 137.88, 136.8, 134.1, 142.02, 126.18, 243.0, 236.6, 363.8, 289.4, 335.8, 275.8, 379.4, 270.6, 305.4, 260.7	ASR-PAR	Arr. & Depart ctl HYA, MVY & ACK arpts. ASR apchs unavail. PAR apchs avail rnwy 5 & 23. Norm clear lmts arriving acft HYA & MVY H facs or ACK VOR. Gds: 3023.5 kc; 122.5 mc.

RADAR WEATHER ADVISORY SERVICE - continued from page 3.

RADAR WEATHER ADVISORY SERVICE: Pilots may be aided in avoiding hazardous weather by obtaining Radar Advisory Service from radar facilities of the Air Defense Command through use of the following procedures:

1. Using the frequency 133.2 mc. (or 121.5 mc if 133.2 mc not available) transmit:
   "STARGAZER THIS IS (aircraft identification), POSITION (_____), HEADING (_____), IFR (or) VFR FLIGHT PLAN, OVER"
   The word "STARGAZER" is a special call sign which automatically indicates a request for radar advisory service. After contact is established the pilot will use the call sign of the radar station which responds.
   (a) If the aircraft has dual radio installation the pilot on an IFR flight plan should maintain a guard on the normal ATC frequency while in contact with the radar facility.
   (b) If the aircraft does not have dual radio installation the pilot on an IFR flight plan shall, prior to leaving the normal ATC frequency, advise the ARTC Center (direct or via appropriate communication station), "CHANGING TO RADAR ADVISORY SERVICE".

2. The radar director will answer the "STARGAZER" call:
   "(aircraft identification) THIS IS (name of radar site), (instructions)"
   The instructions will normally consist of one of the following:
   (a) "UNABLE" (This is a procedural word used by ADC radar facilities when radar advisory service cannot be furnished for any reason. Upon receipt the pilot shall terminate the contact immediately and return to the normal enroute frequency.)
   (b) General information concerning the storm area and, if appropriate, "STANDBY FOR ATC CLEARANCE". (This instruction is for pilots on IFR flight plans only. It signifies that the radar director will obtain approval from the ARTC Center for the new flight path before giving vectors. The pilot shall standby on the radar advisory frequency).
   (c) General information concerning storm area and a suggested flight path or specific vectors to avoid the storm. (This is for pilots on VFR flight plans. Pilot may take action at his own discretion).
   (d) "UNABLE - SUGGEST YOU CONTACT (call sign of adjacent ADC radar)". (The radar director will make this statement if he determines from observation of the aircraft's position on his radar that another radar site can better serve the pilot's needs).
   (e) "NO CIRCUITS FOR ATC CLEARANCE, OBTAIN YOUR OWN CLEARANCE - SUGGESTED FLIGHT PATH IS....." (This signifies that the radar site does not have a communication circuit with the ARTC Center and, therefore, the pilot must obtain his own ATC clearance if a deviation from current clearance is indicated by the suggested flight path).

3. The pilot shall immediately return to the normal enroute frequency when:
   (a) radio contact with the director is lost.
   (b) notified by the radar director that radar contact has been lost.
   (c) the advisory service is completed.

4. In all cases the information furnished by the radar facility is advisory in nature and the responsibility for safe operation of the aircraft rests with the pilot.

RADAR BEACONS - (continued from page 3)

ATCRBS - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Example: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic area will comply with (3) above. Aircraft entering the domestic control area will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control center.

INSTRUMENT LANDING SYSTEMS

(12 November 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	139	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi.
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Monterey-Peninsula	110.1W	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	251 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	219 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.9	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.9	SUX	333.8	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW fac.
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. Voice on LOM
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	223	0.64		5.5		rnwy 4 or 22. Simultaneous opern not avail.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock (L5)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	BC-restricted
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Beaumont-Jefferson Co.	109.5	BUJ	332.6	113	0.4	206 UJ	4.8	236 BU	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	212 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;243.0, 255.4; 212	(3), #	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0	(3), #	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 305.4, 385.6	(2), #	
Dothan	SBRAZ-DTV	DHN	368;V;243.0, 255.4	(3), #	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;243.0, 255.4; 382	(3), #	
(1)Huntsville	BVOR	HSV	112.3;V;243.0, 255.4,	(3), #	
"	AC(g)		278;119.7, 125.3, 257.8, 348.6	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;255.4, 243.0	(3), #	
" Bates	AC(g)		385;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;255.4, 243.0; 317	(3), #	DME
" Dannelly	AC(g)		302;119.7, 126.18, 257.8, 137.88, 243.0, 348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
" " "	CM		362		
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;255.4, 243.0	(3), #	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	109.6		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
" "	MHW	SYC	296		
" "	CM		272		
Tuscaloosa	BMH-DTV	TCL	206;V;255.4, 243.0	(3), #	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379	(3), #	
Ft. Huachuca-Libby AAF	HW	FHU	410		
" " "	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4	(3), #	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219		Clsd sunset Mon-Fri durg VFR
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4	(3), #	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7, 126.18, 257.8, 348.6, 118.1	(2), #	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 301.4, 243.0	(3), #	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3)San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0	(3), #	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3, 243.0, 257.8 348.6	(2), #	
Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0	(3), #	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4	(3), #	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" Vincent AFB	MH	VNT	344		
" " "	CM		344;119.1, 126.18, 236.6, 243.0, 275.8, 305.4	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;255.4, 243.0	(3), #	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;243.0, 255.4; 206	(3), #	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;243.0, 255.4; 212	(3),	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;243.0, 255.4	(3), #	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;243.0, 255.4	(3), #	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4	(3), #	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;243.0, 255.4	(3), #	DME
CALIFORNIA					
(1)Agnew ATCS-Oakland	BVOR-DTXV	AGW	117.6;V;243.0, 255.4	(3), #	DME
Arcata	SBMRLZ-DTV	ACV	209;V;243.0, 255.4	(3), #	4 A 94 N 184 A 274 N
"	VHF/DF			122.1, 126.7 135.9	
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9, 126.18, 243.0 257.8	(2), #	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4 243.0, 255.4	(3), #	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;243.0, 255.4	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6	(1), #, 122.7	
Calistoga (A)	MH	CST	206		
Camarillo	*SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;243.0, 255.4; 272	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4	(3), #	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4	(3), #	68 A 165 N 248 A 345 N
(1)El Centro	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;255.4	(3), #	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4	(3), #	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7, 126.18, 257.8,	(2), 126.18	(07-1530 Mon-Fri)
Hawes (A)	HW	HAZ	376		
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;243.0, 255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1	(1), 122.6, #	
"	VHF/DF		Gds: 118.5, 119.3, 119.5, 119.9, 120.5, 121.1, 122.5, 126.18, 132.0		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4	(3), #	
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1, 118.9, 119.3, 121.1, 126.18, 243.0, 250.2, 257.8, 291.6, 348.6, 269.0, 307.0	(1), #, 122.7	
"	Center		120.3, 124.1, 124.5, 125.1, 125.9, 301.4, 243.0 311.8, 353.9, 318.2, 323.2 340.6	#	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
"	(twr)VHF/DF		Gds: 118.1, 118.9, 119.3, 119.5, 120.3, 121.1, 122.1, 122.5, 122.7, 126.17, 135.9		
Marysville	TVBJ		305;V;243.0, 255.4	(3), #	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(1)Modesto ATCS-Stockton	BVOR-DTV	MOD	116.6;V;243.0, 255.4	(3), #	
Montague	BH-DTV	SIY	388;V;243.0, 255.4	(3), #	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
" Peninsula	CM		356;119.9	(1), #	
Mountain View, Moffett NAS	SMRLZ	NUQ	379;126.18, 233.8, 142.74, 243.0	(1), #	21 A 111 N 201 A 291 N
" " "	CM		121.3	#, 122.5	
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2; 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4	(3), #	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 250.4, 257.8, 269.2, 274.3, 305.4, 348.6	(2), #	
"	Center		118.9, 119.7, 120.3, 124.3, 124.9, 243.0, 301.4, 317.5 326.2, 335.6, 355.8	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.3, 120.3, 120.7, 122.1, 122.5, 122.7, 126.18, 126.7, 140.22		
"	UHF/DF			255-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;243.0, 255.4	(3), #	DME
" Intnl	AC(g)		215;120.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4	(3), #	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
" Arpt	C(g)		281;120.5, 126.18, 243.0, 348.6, 257.8	(2), #	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;243.0, 255.4; 278	(3), #	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;126.18, 142.74, 243.0, 256.6	(1), 233.8, #	
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4	(3), #	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			122.1, 126.7, 135.9	(Test-basis)
Richmond (A)	MHW	RMN	265		
Riverside	SBMRAZ-DTV	RIV	388;V;243.0, 255.4	(3), #	76 A 144 N 256 A 314 N
ATCS-Ontario					
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4	(3), #	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
"	AC(g)		278;119.5, 121.1, 126.18, 243.0, 257.8, 312.6	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;243.0, 255.4	(3), #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	TVOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3, 126.18, 257.8, 348.6, 243.0, 363.1,	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;255.4	(3), #	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;118.5, 119.1, 120.5, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 120.9	(1), #, 122.7	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
"	VHF/DF		Gds: 118.5, 119.1, 120.5, 120.9, 122.7, 126.18 Req: 120.1, 120.3, 122.1, 126.7, 135.9		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3, 121.5	(2), #	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;126.18, 233.8, 142.74, 243.0	(1), #	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4	(3), #	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1, 126.18, 243.0, 257.8	(2), #	(0700-2300)
" (P)	TVORW	SMO	110.8		
Santa Monica	C(g)		353;119.1, 126.18, 243.0 257.8	(2), #	
Stockton	BMRLZ-DTV	SCK	212;V;243.0, 255.4	(3), #	65 A 147 N 245 A 327 N
"	C(g)		278;118.7, 126.18,	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;243.0, 255.4	(3), #	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;243.0, 255.4; 278	(3), #	DME
Van Nuys	C(g)		227;120.1, 126.18, 243.0 257.8,	(2), #	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS-Marysville	*BVOR	ILA	113.1;V;243.0, 255.4	(3), #	
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4	(3), #	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(3)Alamosa	VORW	ALS	116.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;255.4	(3), #	
" Peterson	AC(g)		272;119.9, 126.18, 243.0 257.8	(2), #	
Denver	SBMRAZ-DTXV	DEN	379;V;243.0, 255.4	(3), #	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3, 119.5, 120.5 126.18, 137.88, 257.8, 243.0, 271.2, 343.6 348.6	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 124.7, 243.0, 290.8, 301.4, 307.9, 319.2, 324.7, 338.2	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 122.1, 126.18, 135.9, 137.88		
Eagle	TVBJ	EGE	V;243.0, 255.4;391	(3), #	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;243.0, 255.4 278	(3), #	DME
(3)Hugo	VORW	HGO	108.2		
(1)Kiowa ATCS-Denver	BVOR-DTV	IOC	112.6;V;243.0, 255.4	(3), #	
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391	(3), #	
La Junta	SBMRLZ-DTV	LHX	281;V;243.0, 255.4	(3), #	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;243.0, 255.4	(3), #	
Pueblo	SBRAZ-DTV	PUB	302; V-122.2, 255.4	(3), #	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
Arpt	AC(g)		396;119.1, 126.18, 243.0, 257.8	(2), #	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4	(3), #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;120.9, 257.8, 243.0	(2), #, 126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford ATCS Windsor Locks	SBMRAZ-DTV	HFD	329;V;243.0, 255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich ATCS-Providence, R.I.	BVOR-	ORW	117.9;V;243.0, 255.4	(3), #	DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;255.4	(3), #	DME
CONNECTICUT					
Windsor Locks-Bradley	AC(g)		284;119.5, 124.2, 126.18, 257.8, 243.0, 348.6	(2), #	
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(3)Kenton	VORW	ENO	114.8		DME
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.1, 126.18, 136.8, 243.0, 257.8, 305.4	(1), #, 122.7	
"	VHF/DF			100-156	
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;126.7, 122.2	(3)-135.9, #	32 A 140 N 214 A 309 N
	Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)				
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		
"National Arpt	AC(g)		278;118.1, 118.3, 119.1, 119.4, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		119.7, 120.3, 120.5, 125.1, 124.0, 124.4, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4, 301.4, 318.2, 353.9 362.3, 378.8, 380.4	#	Call Washington Center
" " "	VHF/DF		Gds: 118.1, 118.3, 119.1, 121.5, 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4	(3), #	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.18, 126.7, 135.9, 136.8, 137.88		
Cross City	SBMRAZ-DTV	CTY	269;V;243.0, 255.4	(3), #	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;243.0, 255.4	(3), #	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	209		
Fleming Island(N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3	(2), #	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;243.0, 255.4	(3), #	
(1) "	BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville ATCS-Cross City	BVOR-DTV	GNV	116.2;V;243.0, 255.4	(3), #	
Homestead AFB	MHW	HST	326		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	359;V;243.0, 255.4	(3), #	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6	(2), #	
"	Center		119.7, 120.5, 243.0, 263.0 274.3, 301.4, 317.5, 326.2	#	
" NAS	SMRLZ	NIP	215		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	VORW	NZC	117.4		
" " "	HW	NZC	414		
" " "	CM		396		
" Mayport NAS	HW	NI-1	332		
" " "	CM		323		
Key West	SBRAZ-DTV	EYW	332;V;243.0, 255.4	(3), #	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	BVOR	LEL	117.8		
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;243.0, 255.4; 275	(3), #	
Melbourne	SBRAZ-DTV	MLB	257;V;243.0, 255.4	(3), #	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;243.0, 255.4,	(3), #	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.1, 118.3, 119.7, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.9, 243.0, 269.0, 291.6, 301.4, 311.8	#	
" Marine Master Master	HW	NIG	382		
" NAS	CM		396		
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;243.0, 255.4	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SBMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" "	VORW	PAM	112.4		
" " "	CM		233;119.1	(2), #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4	(3), #	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9, 132.3, 243.0, 126.18 req, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS	VOR	NAS	117.2		
" Chevalier NAS	CM			(1)	
" Corry NAS	CM			(1)	
" Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAS	CM			(1)	
Perrine IATCS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
St. Augustine Fairchild	CI		272;126.18	(2), #	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3, 257.8	(1), #, 122.7 121.5, 126.18	(0600-0200)
Sanford NAS	HW	NRJ	296		
Sarasota (P)	MH	SRQ	263	126.18	
"Bradenton	CI		121.3	#, 122.5, 121.5	(0700-1830)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4	(3), #	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;243.0, 255.4	(3), #	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4	(3), #	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
" Palm Beach Intnl/AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4	(3), #	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
"Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4	(3), #	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4	(3), #	50 A 154 N 235 A 324 N
"	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.5, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: 120.7, 122.5, 126.18, 126.7, 119.5, 122.7, 125.7, 135.9, 118.1, 119.1		
"	Center		118.9, 120.3, 120.9, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7	#	
Atlanta Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8 348.6	(2), #	(0700-2300)
" NAS	MRLZ	NCQ	323; 126.18, 233.8, 142.74, 243.0	(1), #	108 A 177 N 267 A 357 N
" "	CM			(1)	Sunrise-Sunset
" Dobbins AFB	CM		120.5	#	
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4	(3), #	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	206; V; 243.0, 255.4	(3), #	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N 239 A 322 N
" "	HW	NEA	275		
(1) Columbus	BVOR-DTV	CSG	117.1; V; 243.0, 255.4	(3), #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Lawson AAF	CM			(1)	
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6; V; 243.0, 255.4; 230	(3), #	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209; V; 243.0, 255.4	(3), #	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1) Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6; V; 243.0, 255.4	(3), #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1) Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3; V; 243.0, 255.4	(3), #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278; 119.1, 126.18, 257.8 348.6	(2), #	
" "	UHF/DF			257.8, 348.6 305.4	
Valdosta	BMH-TV	VLD	224; V; 243.0, 255.4	(3), #	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		45 A 135 N 225 A 315 N
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4	(3), #	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
"Air Term.	AC(g)		278; 118.3, 126.18, 257.8 305.4, 348.6	(2), #	
" "	UHF/DF			225-400 req	
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4	(3), #	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4	(3), #	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215; V; 243.0, 255.4	(3), #	
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4	(3), #	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4	(3), #	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4	(3), #	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(3) Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
(1) Bradford	BVOR-DTV	BDF	114.7; V; 243.0, 255.4	(3), #	DME
(3) Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350; V; 243.0, 255.4	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C		206; 121.3, 126.18	(2), #	(0600-2200)
"Midway	AC(g.7)		278; 118.7, 119.5, 119.9, 123.7, 126.18, 126.5, 243.0 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		119.7, 120.5, 120.9, 123.6, 123.9, 124.3, 124.5 124.7, 125.1, 125.5, 125.9, 126.5, 243.0, 250.2, 301.4, 320.7, 323.2, 323.4, 340.6, 362.0, 353.9, 355.2, 362.3, 378.8, 379.9, 385.4	#	
" O'Hare	AC(g)		332; 118.1, 118.3, 125.4, 125.7, 126.18, 236.6, 243.0, 348.6, 360.8, 383.8	(1), #, 122.6	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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ILLINOIS					
(1)Chicago Heights ATCS-Chicago	BVOR-DTV	CGT	114.2;V;243.0, 255.4	(3), #	DME
Effingham	MRLWZ	EFF	275		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;243.0, 255.4	(3), #	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBMRAZ-DTV	MLI	224;V;243.0, 255.4	(3), #	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;243.0, 255.4	(3), #	DME
(1)Northbrook ATCS-Chicago	BVOR-DTV	OBK	116.2;V;243.0, 255.4	(3) #	
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4	(3), #	89 N 182 A 254 N 358 A
(1) "	BVOR	PIA	115.2		
" Arpt	C(g)		278;119.1, 126.18, 257.8	(2), #	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;243.0, 255.4	(3), #	
"	BMH	UIN	293		
Rantoul Chanute AFB	HW	RAN	281		
(3)Roberts	VORW	RAN	114.0		
Rockford	MHW	RBS	116.8		
"	SBRAZ-DTV	RKF	275		
(1) "	BVOR	RFD	338;V;243.0, 255.4	(3), #	93 A 132 N 273 A 314 N
Springfield	SBMRAZ-DTV	SPI	239;V;243.0, 255.4	(3), #	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3, 257.8, 305.4 348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;243.0, 255.4	(3), #	DME
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3; V;243.0, 255.4	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4	(3), #	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA		114.6	
" Baer	AC(g)		278;119.1, 126.18, 257.8	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4	(3), #	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;243.0, 255.4	(3), #	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,118.5,119.9,121.1, 126.18, 243.0, 257.8, 269.4, 284.6, 390.3,	(2), #	
"	Center		119.3,119.7, 120.1, 124.1, 124.9,125.3, 301.4, 307.2 312.6, 319.8, 338.6, 353.7, 358.6	#	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1,122.1, 122.5, 125.3, 126.7, 126.18, 132.0, 135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0;V;243.0, 255.4	(3), #	
Madison AAF	CM		126.3	#	
McCool	MHW	MCL	359		
(1)Nabb ATCS-LouisvilleKy	BVOR DTV	ABB	113.5;V;243.0, 255.4	(3), #	
Richmond	MHW	RID	385		
(3) "	VORW	RID	116.1		
(3)Scotland	VORW	SCJ	117.8		DME
(1)Shelbyville	VORW	SHB	108.4		
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4	(3), #	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5, 243.0, 257.8	(2), #	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;243.0, 255.4	(3), #	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3, 126.18, 257.8 243.0	(2), #	(0700-2300)
IOWA					
(1)Burlington	BVOR DTV	BRL	111.4;V;243.0, 255.4	(3), #	DME
Cedar Rapids	BMH-DTV	CID	248;V;243.0, 255.4	(3), #	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4	(3), #	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Dubuque ATCS-Cedar Rapids	BVOR-DTV	DBQ	117.4;V;243.0, 255.4	(3), #	
(1)Fort Dodge ATCS-Mason City	BVOR-DTV	FOD	114.1;V;243.0, 255.4	(3), #	
(1)Iowa City ATCS-Cedars Rapids	BVOR-DTV	IOW	116.1;V;243.0, 255.4	(3), #	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275	(3), #	
(1)Mason City	BVOR-DTV	MCW	114.9;V;243.0, 255.4	(3), #	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,	(3), #	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7, 126.18, 243.0, 257.8, 305.4, 348.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	BVOR DTV	ALO	116.4;V;243.0, 255.4	(3), #	
" Arpt	AC(g)		278;119.3, 257.8	(2), #	
KANSAS					
(1) Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;243.0, 255.4	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4	(3), #	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1) Dodge City	BVOR-DTV	DDC	116.4;V;243.0, 255.4	(3), #	
(1) Emporia	BVOR-DTV	EMP	112.8;V;243.0, 255.4	(3), #	
Ft. Riley - Marshall AAF	CM		126.3	#	
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4	(3), #	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1) Goodland	BVOR-DTV	GLD	115.1;V;243.0, 255.4	(3), #	DME
Great Bend NAS	CM		251;121.3, 151.2, 243.0, 250.6	(2), #	(0730-1700 Mon-Fri xcpt holidays)
(1) Hill City	BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 299	(3), #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4	(3), #	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5, 236.2	(2), #	
" NAS	HW	NEP	404		
" "	CM		293	(1)	
Kansas City Fairfax	C(g.7)		278;119.1, 126.18, 243.0 257.8	(2), #	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ-	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1) Russell	BVOR-DTVBJ	RSL	114.5;V;243.0, 255.4; 278	(3), #	DME
(1) Salina	BVOR-DTVBJ	SLN	115.3;V;243.0, 255.4; 278	(3), #	DME
" Schilling AFB	CM		118.3	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
(1) Salina - Smoky Hill AFB	MHW	PBH	233		
(1) Topeka	BVOR-DTV	TOP	117.8;V;255.4	(3), #	DME
"	MHW	TOP	304		
"Philip Billard	C(g)		278;118.7, 126.18, 243.0 257.8	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4	(3), #	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5, 137.88, 243.0, 257.8, 120, 124.5, 1368, 2630, 3358, 3486, 3794	(2), #	
"Beech	CI(g)		239;119.9, 121.5, 126.18	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V-122.2, 243.0, 255.4	(3), #	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1) Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;243.0, 255.4	(3), #	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
(1) Lexington	BVOR-DTV	LEX	112.4;V;243.0, 255.4	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1, 243.0, 257.8	(2), #	(0700-2300)
London	BMH-DTV	LOZ	263;V;243.0, 255.4	(3), #	
Louisville	SBMRLZ-DTXV	LOU	359;V;243.0, 255.4	(3), #	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	112.1		
" Bowman	C(g)		278;119.5, 126.18, 243.0, 257.8	(2), #, 121.9	(0700-2300)
" Standiford	AC(g.7)		317;119.0, 124.5, 126.18, 120.3, 243.0, 257.8, 319.2, 381.6	(1), #, 122.7	
Owensboro-Daviess Co. (P)	TVOR	OWB	109.6		(0800-2000)
(1) Paducah	BVOR-DTV	PUK	117.3;V;243.0, 255.4	(3), #	
"	BMH	PUK	215		
(1) York	VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4	(3), #	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4	(3), #	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge - Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Fort Polk AAF	MHW	POK	224		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4	(3), #	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;243, 255.4	(3), #	
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4	(3), #	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4	(3), #	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 243.0,	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 136.18, 243.0, 250.4, 257.8, 269.2	(1), #, 122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;255.4	(3), #	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	(2), #	
" Downtown	C(g.7)		293;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4	(3), #	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4	(3), #	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4	(3), #	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	108.2		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;255.4	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4	(3), #	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;255.4	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 255.4, 257.8	(2), #	
Presque Isle	SRAZ-DV	PQI	388;126.18, 236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl frm Presque Isle AFB Twr)	SMLZ-DV	SPR	371;126.18, 236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C.	SBMRAZ-DTXV	ADW	379;126.7, 122.2	(3)-135.9, #	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;243.0, 255.4	(3), #	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3, 126.18, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 120.4, 257.8, 360, 8, 381.4	(2), #	
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(07-16 M, F, S & Sun 07-2230 T, W & Th)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2), #	(0730-2400 Mon-Fri.)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;243.0, 255.4; 326	(3), #	DME
Shadyside	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;243.0, 255.4	(3), #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3, 124.4, 124.9, 125.2, 132.3, 301.4, 307.9, 319.2, 324.7, 353.7	#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston	AC(g)		278;123.7, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
Bedford (Hanscom)	VHF/DF			100-156	
" "	UHF/DF		Gds: 233.8, 243.0, 257.8, 305.4 348.6		
" Logan	AC(g)		278;118.1, 118.3, 120.5, 126.18, 126.5, 137.88, 243.0 257.8, 263.0, 271.2, 290.8, 343.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.3, 120.5, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-WindsorLocks, Conn	BVOR-DTV	CTR	108.6;V;243.0, 255.4	(3), #	
Chicopee Falls, AFB	SBMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		(on req)
Ft Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;243.0, 255.4; 254	(3), #	DME
Hayannis	MHW-DV	HYA	239;V;	#, 122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;	#, 122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;243.0, 255.4; 278	(3), #	
"	HHW	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	CI		254;121.3	(2), #	(0630-2330)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, ATCS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230;V;243.0, 255.4	(3), #	23 A 113 N 203 A 293 N
Westfield, Barnes	CI		212;121.3, 126.18, 275.8, 257.8(req)	(2), #	(0700-1800)
Worcester	TVJ		254;V;243.0, 255.4	(3), #	
"	C(g)		120.1, 257.8	(2), #	(0700-2300)
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4	(3), #	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3, 257.8	(2), #	
(1)Carleton ATCS-Detroit	BVOR-DTV	CRL	114.9;V;243.0, 255.4		DME
"	SBRAZ-DTV	RML	388;V;243.0, 255.4	(3), #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
Detroit City	AC(g)		278;118.7, 120.0, 243.0, 257.8	(2), #	
" Metropolitan-Wayne Co.	C(g.7)		245;121.1, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 123.9, 125.3, 243.0, 250.4, 269.2, 301.4, 317.5, 326.2, 335.6, 343.8, 126.4, 119.8	#	
" Willow Run	AC(g)		332;118.4, 123.7, 121.3, 124.9, 243.0, 257.8, 263.0, 126.18, 381.4, 355.8, 290.3	(2), #	
(1) " " "	TVOR	YIP	111.4		
Flint	TV		V;255.4	(3), #	
" Bishop	AC(g)		278;119.5, 243.0, 257.8	(2), #	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;243.0, 255.4	(3), #	
Grand Marais	BRL-DTV	GMI	341;V;243.0, 255.4	(3), #	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3, 257.8	(2), #	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227;V;243.0, 255.4	(3), #	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;243.0, 255.4	(3), #	
(1)Keeler-ATCS-South Bend, Ind.	BVOR-DTV	ELX	115.1;V;243.0, 255.4	(3), #	
Lansing	SBMRAZ-DTV	LAN	206;V;243.0, 255.4	(3), #	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9, 243.0, 257.8	(2), #	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		
Marquette-Sawyer(A)	HW	SAW	359		
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1, 257.8	(2), #	(0730-2330)
Pellston	BMH-TV	PLN	332;V;243.0, 255.4	(3), #	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;243.0, 255.4	(3), #	
(1) "	BVOR	MBS	112.9		
(1)Salem ATCS-Detroit	BVOR-DTV	SVM	116.9;V;243.0, 255.4	(3), #	
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;243.0, 255.4	(3), #	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4	(3), #	34 A 139 N 214 A 319 N
(1) "	BVOR	TVC	112.4		
(3)White Cloud	*VORW	HIC	114.5		
Wurthsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4	(3), #	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	TVOR	BJI	111.2	122.1	
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-05-23 wkdays 05-1915Sat;09-23Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4	(3), #	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
"Arpt	AC(g)		278;118.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
Eveleth (S)	TVOR	EVM	108.2		V=08-17
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4	(3), #	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(2), #	
"	Center		120.3, 124.7, 125.5, 243.0, 301.4, 319.2, 324.7, 343.6	#	
"	VHF/DF			100-156	
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;243.0, 255.4	(3), #	
Rochester	SBMRLZ-DTV	RST	236;V;243.0, 255.4	(3), #	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3, 257.8	(2), #	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4	(3), #	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Gulfport	CM		121.3, 126.18, 236.6, 243.0, 305.4	#	(0600-2100)
" -Keesler AFB	CM			(1)	
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4	(3), #	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	BVOR-DTV	MCB	116.7;V;243.0, 255.4	(3), #	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;243.0, 255.4	(3), #	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4; 391	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4	(3), #	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;243.0, 255.4; 272	(3), #	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4	(3), #	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 119.5, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(2), #	
"	Center		1188, 1189, 1197, 1236, 1251, 125.9, 2430, 301.4, 317.5, 326.2, 335.6, 355.8	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;243.0, 255.4	(3), #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	BVOR-DTV	MCM	112.9;V;243.0, 255.4	(3), #	ATCS-Kirksville
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;243.0, 255.4; 278	(3), #	
(1)Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;243.0, 255.4	(3), #	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;243.0, 255.4	(3), #	DME
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	(0700-2300)
St. Louis	SBRAZ-DTXV	STL	209;V;243.0, 255.4	(3), #	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3, 118.5, 119.5, 126.18, 243.0, 257.8, 290.8, 338.2, 348.6, 360.6, 379.1	(2), #	
" "	Center		120.3, 124.5, 125.5, 125.7, 243.0, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 119.5, 122.1, 122.5, 120.3, 126.7, 126.18, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4	(3), #	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	BVOR-DTV	VIH	117.7;V;243.0, 255.4	(3), #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Logan	AC(g)		278;118.3, 243.0, 255.4 257.8, 348.6	(2), 126.18	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4	(3), #	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;243.0, 255.4	(3), #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4	(3), #	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4	(3), #	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4	(3), #	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Intnl	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		120.3, 301.4	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4	(3), #	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4	(3), #	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	BH-DTV	LVM	224;V;243.0, 255.4	(3), #	
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4	(3), #	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4	(3), #	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	111.8		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;243.0, 255.4	(3), #	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	116.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;243.0, 255.4	(3), #	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;243.0, 255.4	(3), #	
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 301.4	(3), #	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;243.0, 255.4	(3), #	DME
Kearney (S)	TVOR	EAR	111.2	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;243.0, 255.4	(3), #	71 N 170 A 251 N 350 A
" AFB	CM		272;118.5	(2), #	
McCook (S)	TVOR	MCK	110.0	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 06-23)
" "	TVOR	OFK	109.6,	121.5, 122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;243.0, 255.4	(3), #	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4	(3), #	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
"	AC(g)		278;119.1, 126.18, 243.0, 257.8	(2), #	
" Offutt AFB	MH	OFF	296		
" " "	CM		296	(1)	
Scottsbluff	SBMRLZ-DTV	SCT	341;V;243.0, 255.4	(3), #	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;243.0, 255.4	(3), #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 301.4	(3), #	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4	(3), #	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	NSV	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4	(3), #	23 A 112 N 208 A 282 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3, 137.88, 257.8 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4	(3), #	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4	(3), #	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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NEVADA					
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;243.0, 255.4; 296	(3), #	
Tonopah	SBRAZ-DTV	TPH	221;V;243.0, 255.4	(3), #	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;243.0, 255.4	(3), #	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4	(3), #	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	108.2		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;243.0, 255.4	(3), #	
Manchester (S)	MHW	MHT	338		
" Grenier	CI		126.18, 137.88, 236.6 243.0	#, 122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	532		
" "	CM		272;119.1	(1)	
Beachwood	MHW	BWQ	203		
Belmar-Ft. Monmouth	CM		281;121.3, 126.3	(1), #	
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;255.4	(3), #	DME
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;255.4	(3), #	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Millville	SBRAZ-DTV	MIV	365;V;243.0, 255.4	(3), #	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4	(3), #	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;118.3, 119.2, 120.6 126.18, 126.5, 257.8	(1), #, 122.7	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.6, 243.0, 257.8	(2), #	
Trenton-Mercer County Arpt	CI(g)		121.5, 119.3, 126.18	#, 122.5	(0830-2330 M-F 08-2130 Sat&Sun)
Trenton (P)	*TVOR		111.6		Monitor category (1) twr hrs opern
(1)Woodstown ATCS-Millville	BVOR-DTV	OOD	114.3;V;243.0, 255.4	(3), #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
" Hollman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3, 120.7, 121.1, 123.9, 126.18, 134.1, 136.8, 137.88, 142.02 243.0, 257.8, 270.6, 289.4, 348.6, 355.8, 363.8	(2), #	
"	Center		119.7, 120.3, 123.7, 243.0 269.4, 284.6, 301.4, 307.2	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
Cannon	HW	CVS	272		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;243.0, 255.4	(3), #	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4	(3), #	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
(1)Farmington	BVOR-DTV	FMN	115.3;V;243.0, 255.4	(3), #	
Frazier (A)	HW	FZR	407		
(1)Grants	BVOR-DTV	GNT	116.5;V;243.0, 255.4	(3), #	
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4	(3), #	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V-122.2, 243.0, 255.4	(3), #	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Pinon	VORW	PIO	110.4		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4	(3), #	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;243.0, 255.4	(3), #	
(3)Texico	VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4	(3), #	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4	(3), #	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Zuni	BMRLZ-DTV	ZUN	353;V;243.0,255.4	(3), #	78 N 168 A 258 N 348 A
(1) Zuni	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0,255.4	(3), #	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7,123.8,137.88, 243.0,257.8,383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3,126.18,142.74, 233.8	(2), #	(0800-1630 Mon-Fri)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;243.0,255.4	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1,243.0,257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0,255.4	(3), #	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;123.7,126.18,119.8, 257.8,126.5,243.0, 319.8	(2), #	
Calverton, Peconic River	CI(g)		323;121.3,126.18,142.74 233.8	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;243.0,255.4	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;243.0,255.4	(3), #	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;119.1,243.0,257.8	(2), #	(0700-2300)
Farmingdale Republic	CI		371;121.3;126.18,257.8	(2),126.18, 257.8	(0700-1530 Mon - Fri)
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0,255.4	(3), #	
Glenville	MHW	GVI	284		
Hempstead, L.I.	SBMRAZ-DTXV	HEM	227;V;255.4	(3), #	40 A 121 N 248 A 301 N
ATCS-Idlewild					
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18,121.5,119.3	(2), #	(0800-2400)
Lido	MHW	LDO	239		
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;243.0,255.4; 243	(3), #	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;255.4	(3), #	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.1,118.7,119.9, 120.4,125.7,243.0, 257.8,274.3,338.2, 381.4	(1), #, 122.7	
New York	Center		118.9,119.6,119.8,120.0 120.8,120.9,121.0,1202 121.1,123.6,123.8,123.9, 124.1,124.3,124.5,124.7, 124.8,124.9,125.1,1253, 125.4,125.5,125.6,1258, 125.9,126.0,126.4,132.3, 137.88,243.0,250.4, 269.6,285.4,301.4, 306.3,310.4,335.6, 343.8,355.8,363.1,381.6	#	
" Idlewild	MHW	IDL	353		
(1)" "	BVOR-DTXV	IDL	117.2;V;255.4	(3), #	DME
"Intnl(Idlewild)	AC(g)		119.1,121.1,123.7,123.9 132.3,134.1,134.64, 136.8,137.88,142.74, 243.0,257.8,269.2, 285.6,290.3,313.4, 348.6	(1), #,122.7	
" (Idlewild)	VHF/DF		Gds: 119.1,121.1,122.7,123.9 132.3,134.1,134.64,142.74		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5,126.18, 142.74,243.0,257.8, 236.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 243.0,257.8,305.4		
Peconic	SRAWZ	PIC	341		53 A 129 N 234 A 321 N
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7, V;255.4	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0,255.4	(3), #	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	112.2		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	114.5		DME
"Arpt	AC(g)		278;118.3,243.0,257.8	(2), #	
(3) Rockdale	VORW	RKA	108.4		
Rome-Griffiss AFB	MHW	RME	212		
" "	VORW	RME	112.4		
Schenectady Co.	CI		284;121.3,126.18,263.0	(2), #	(0700-2300& req)
Syracuse	SBRAZ-DTV	SYR	350;V;255.4	(3), #	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9,126.18, 243.0,257.8,348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8,243.0,255.4,305.4		
Utica	BMRLZ-DTV	UCA	359;V;243.0,255.4	(3), #	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;243.0,255.4; 224	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Wellsville ATCS-Elmira	BVOR-DTV	ELZ	108;V;243.0, 255.4	(3), #	
White Plains Westchester Co.	AC(g)		260;118.5, 126.18, 148.32 257.8, 243.0	(2), #	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4	(3), #	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		268;121.1, 243.0, 257.8, 348.6	(2), #	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	307;V;255.4	(3), #	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;118.1, 123.7, 126.18 243.0, 257.8, 335.6, 348.6	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
"	BVOR	NKT	115.4		
"	CM			(1)	
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;243.0, 255.4, 320	(3), #	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
Ft. Bragg	H	FTB	338		
Pope AFB " "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4	(3), #	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1)Hickory	BVOR-TVJ	HKY	113.1;V;323	(3), #, 255.4	
Lumberton	BMH-TV	LBT	359;V;243.0, 255.4	(3), #	
"	BVOR	LBT	117.0		Test-basis
Murphy	HW	MUY		230	
New Bern	BMH-DTV	EWN	391;V;243.0, 255.8	(3), #	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3, 126.18, 243.0 257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;243.0, 255.4; 317	(3), #	
Weeksville NAF	MRLWZ	NFG	254		64 A 139 N 244 A 319 N
NORTH CAROLINA					
Wilmington	BMH-TV	IMN	368;V;243.0, 255.4, 301.4	(3), #	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7, 126.18,	(2), #	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4	(3), #	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4	(3), #	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4	(3), #	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;243.0, 255.4	(3), #	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 301.4	(3), #	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
(3) Williston	VORW	ISN	116.3		
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4	(3), #	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5, 142.74, 243.0 257.8	(1), #, 122.7	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 305.4, 255.4, other freq on req.		
" Canton	AC(g)		278;118.3, 126.18, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton ATCS-Columbus	BVOR-DTV	APE	116.7;V;255.4	(3), #	
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
(1)Chardon ATCS-Cleveland	BVOR-DTXV	CXR	117.5;V;243.0, 255.4	(3), #	
Cincinnati	SBRAZ-DTV	LUK	335;V;243.0, 255.4	(3), #	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3, 126.18, 124.7, 257.8, 243.0, 285.6	(1), #, 122.7	
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4	(3), #	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;118.1, 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0, 291.6, 307.0, 348.6	(2), #	
"	Center		120.5, 124.2, 124.3, 124.7, 125.5, 125.9, 243.0 257.8, 301.4, 311.8, 318.2, 323.2, 340.6, 284.6	#	
" "	VHF/DF		Gds: 118.1, 118.5, 119.9, 122.5, 126.18		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4	(3), #	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;109.5, 116.7, 121.1, 121.3, 126.18, 126.5, 136.8, 142.02, 243.0, 257.8, 263.0, 274.3, 348.6	(2), #	
" "	UHF/DF			225.0-399.9	
(1) Dayton	BVOR-DTV	DAY	115.0;V;243.0, 255.4	(3), #	DME
" Arpt	AC(g)		278;118.4, 119.5, 120.7, 125.7, 126.18, 243.0, 257.8, 313.4	(2), #	
" Wright-Patterson AFB	SBMRAZ	FFO	379		16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Findlay	BMH-TV	FDY	209;V;243.0, 255.4	(3), #	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	VORW	JFN	115.2		
Mansfield	BMH-TV	MFD	329;V;243.0, 255.4	(3), #	
(1) "	BVOR	MFD	113.9		
"	AC(g)		278;118.7, 257.8	(2), #	(0700-2300)
Perry	MHW	PEX	332		
(1) Sidney ATCS-Dayton	BVOR-DTV	SIE	108.2;V;243.0, 255.4	(3), #	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(3) Tiverton	VORW	TVT	110.2		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3, 126.18, 243.0, 257.8	(2), #	
(1) Waterville	BVOR	VWV	113.1		DME
(3) Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4	(3), #	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;125.5, 126.18, 243.0, 257.8, 275.8	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-TV	ZZV	275;V;243.0, 255.4	(3), #	
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;243.0, 255.4	(3), #	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4	(3), #	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1) Hobart	BVOR-DTVBJ	HBR	114.7;V;243.0, 255.4; 206	(3), #	
(1) Lawton	VOR	LAW	112.2		
" Post AAF	MHZ	PFL	308		
" " "	CM		308	122.5	
Mannsville (A)	MHW	MVI	299		
(1) McAlester	BVOR-DTVBJ	MLC	112.3;V;243.0, 255.4; 206	(3), #	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4	(3), #	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;243.0, 255.4	(3)#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4	(3), #	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7, 119.1, 126.18 243.0, 257.8, 338.6, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4	(3), #	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 301.4	(3), #,	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;255.4	(3), #	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;255.4	(3), #	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278	(3), #	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4	(3), #	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4	(3), #	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.1, 118.7, 119.2, 126.18, 243.0, 257.8, 284.6, 290.3, 348.6, 363.8	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4	(3), #	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4	(3), #	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBRAZ-DTV	ABE	320;V;255.4	(3), #	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5, 243.0, 257.8	(2), #, 126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4	(3), #	23 A 88 N 203 A 281 N
(1)Bradford	BVOR-DTV	BFD	114.4;V;243.0, 255.4	(3), #	DME
"	BMH	BFD	224		
Brookville	BH-TV	BKL	356;V;243.0, 255.4	(3), #	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City ATCS-Pittsburgh	BVOR-DTV	EWC	114.2;V	(3)	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4	(3), #	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		
(1)Fitzgearld	VORW	FTZ	108.2		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4	(3), #	07 A 104 N 194 A 298 N
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5, 126.18, 243.0 257.8, 382.2	(2), #	
PENNSYLVANIA					
Hazleton	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;243.0, 255.4	(3), #	
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;243.0, 255.4	(3), #	58 A 148 N 238 A 328 N
" Arpt	C(g)		326,121.3,126.18,243D, 3578	(2), #	
Philadelphia ATCS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4	(3), #	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.5, 119.0, 121.7, 126.18, 142.74, 243.0, 257.8, 263.0, 312.6, 348.6	(2), #	
Philadelphia - Mustin NAS	CM		356	(1)	
Phillipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4	(3), #	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4	(3), #	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3, 126.18, 243.0 257.8	(2), #	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7, 119.3, 121.1 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 379.1	(2), #	
"	Center		118.9, 120.1, 120.9, 125.1 137.88, 243.0, 255.4, 290.8, 301.4, 319.2 324.7, 343.6	#	
" "	VHF/DF		Gds: 118.9, 119.3, 121.1, 122.5, 126.18, 126.7, 132.3, 135.9		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1)Pottstown ATCS-N. Phila.	BVOR-DTV	PTW	110.8;V;243.0, 255.4	(3), #	
Reading, General Spaatz Arpt	AC(g)		281;126.18, 119.1, 243.0, 257.8	(2), #	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(3)Tower City	VORW	TWR	108.2		
(1)Tyrone	VORW	TON	110.0		
(1)West Chester ATCS-N. Phila.	BVOR-DTV	ESR	112.3;V;243.0, 255.4	(3), #	DME
Westover	MHW	ESV	329		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4	(3), #	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;243.0, 255.4	(3), #	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SBRLZ	NXX	391;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "					
" "	CM		356	(1)	
(1)Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;243.0, 255.4	(3), #	47 A 106 N 205 A 291 N
" Green	AC(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;243.0, 255.4	(3), #	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4	(3), #	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3, 119.3, 126.18 257.8, 263.0, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
Columbia	SBRAZ-DTV	CAE	227;V;255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5, 126.18, 243.0 257.8, 348.6	(2), #	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4	(3), #	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4	(3), #	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9, 125.9, 126.18 257.8, 348.6	(2), #	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;243.0, 255.4	(3), #	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4	(3), #	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
" "	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4	(3), #	110 A 162 N 290 A 342 N
(1)Aberdeen	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4	(3), #	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1)Philip	BVOR-TV	PHP	115.7;V;243.0, 255.4	(3), #	
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4	(3), #	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 301.4	(3), #	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4	(3), #	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Watertown	BVOR DTV	ATY	116.6;V;243.0, 255.4	(3), #	
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	BVOR-DTV	CHA	112.8;V;255.4	(3), #	
" Lovell	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	BVOR-TV	CSV	113.4;V;243.0, 255.4	(3), #	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;243.0, 255.4	(3), #	
"	BMH	DYR	245		
Emmett	MHW	EME	320		
Gainsville (N)	MHW	NQ4	263		
(3)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4	(3), #	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4	(3), #	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.1, 118.7, 123.9, 126.18, 257.8, 305.4, 348.6, 382.2	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF			243.0, 255.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4		
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3, 119.1, 126.18 243.0, 257.8, 291.6, 340.6, 348.6	(2), #	
"	Center		119.3, 120.1, 120.5, 243.0, 250.2, 301.4, 311.8, 318.2 323.2	#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 236.6 243.0	(1), #	63 A 145 N 243 A 325 N
" "	CM		396	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4	(3), #	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 383.8	(2), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.1, 120.3, 122.1, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4	(3), #	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18 257.8, 348.6	(2), #	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4	(3), #	01 A 71 N 181 A 248 N
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18, 257.8, 348.6, 363.8	(2), #	
Alice	SBRAZ-DTV	ALI	224;V;255.4	(3), #	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;243.0, 255.4	(3), #	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
Austin	BH-DTV	AUS	281;V;243.0, 255.4	(3), #	
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BUJ	368;V;243.0, 255.4	(3), #	70 A 160 N 250 A 340 N
(1) "	BVOR	BUJ	114.9		
" Jefferson Co.	AC(g)		272;119.5 257.8, 348.6	(2), #	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4	(3), #	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	114.3		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4	(3), #	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7, 126.18, 118.1, 250.2, 257.8, 348.6	(2), #	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;243.0, 257.4	(3), #	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;243.0, 255.4; 206	(3), #	
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;243.0, 255.4	(3), #	DME
" Easterwood	AC(g)		272;118.5, 126.18 243.0, 257.8, 347.0	(2), #	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;243.0, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 141.84, 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	VORW	NGP	114.0		
" "	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;243.0, 255.4	(3), #	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;243.0, 255.4	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4	(3), #	
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;243.0, 255.4	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 137.88 243.0, 250.4, 269.2, 301.4, 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft. Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0, 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1, 120.7, 126.18 236.2, 243.0, 257.8, 263.0, 307.9, 324.7, 363.8	(1), #, 122.7,	
" Meacham	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	(0600-2200)
"	Center		120.3, 120.9, 125.5, 243.0 301.4, 353.7, 360.6, 379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;243.0, 255.4	(3), #	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	BVOR-DTVJ	GGG	117.4;V;243.0, 255.4; 236	(3), #	
"	C(g)		118.1, 257.8, 348.6	#	
Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4	(3), #	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1, 118.3, 118.7, 120.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #, 141.3	
	VHF/DF		Gds:118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;243.0, 255.4	(3), #	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4	(3), #	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan-Bay)	HW	NG1	356		
"	HW	NQI	335		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ-DTV	LRD	206;V;243.0, 255.4	(3), #	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
(3)Leona	VORW	LOA	108.4		
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4	(3), #	79 N 174 A 259 N 354 A
(1)Lubbock	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9, 126.18, 257.8, 348.6	(2), #	
(1)Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;243.0, 255.4	(3), #	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;243.0, 255.4	(3), #	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;243.0, 255.4	(3), #	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;243.0, 255.4	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4	(3), #	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
(1)Rocksprings	VORW	RSG	109.0		
Salt Flat	BMRLZ-DPTV	SFL	335;V;243.0, 255.4	(3), #	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
San Angelo	BMRLZ-DTV	SJT	227;V;255.4	(3), #	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
" Mathis	AC(g)		272;118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4	(3), #	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;123.9, 124.3, 243.0 257.8, 348.6, 381.4	(2), #, 126.18	
"	Center		119.7, 120.1, 120.5, 137.88, 243.0, 263.0, 301.4, 319.8, 363.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" " "	CM		335		
Smithville	MHW	SIH	203		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Snook (A)	MHW	SOK	371		
Somerset	MHW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH DTV-	TYR	320;V;255.4	(3), #	
" Pounds Fld	AC(g)		272;119.1, 243.0, 257.8, 348.6	(2), #	
Van Horn	HW	VHN	353		
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV		385;V;243.0, 255.4	(3), #	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9, 126.18 257.8, 260.6, 348.6	(2), #	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;243.0, 255.4	(3), #	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 348.6	(2), #	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;243.0, 255.4	(3), #	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278	(3), #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4	(3), #	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;243.0, 255.4	(3)	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;243.0, 255.4; 278	(3), #	
Lucin	MRLWZ	LCU	302		62 A 157 N 261 A 337 N
(3) "	*VORW	LCU	115.6		
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;243.0, 255.4	(3), #	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promotory Pt	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4	(3), #	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18, 243.0, 257.8, 305.4, 348.6	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City	Center		118.9, 119.2, 120.3, 243.0 269.2, 274.3, 301.4, 326.2	#	
"	UHF/DF			305.4	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;243.0, 255.4	(3), #	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;255.4	(3), #	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6, 363.8	(2), #	
"	VHF/DF			100-156	
"	UHF/DF			257.8, 305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4	(3), #	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash., D. C	SBRAZ-DTXV	ARV	233, 126.7, 122.2	(3)-135.9, #	41 A 135 N 222 A 316 N
Bacon Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4	(3), #	64 A 178 N 272 A 358 N
Brooke	VORW	BRV	109.2		
(3)Cape Charles	VORW	CCV	112.4		
Chincoteague NAAS	SBMRLZ	NKZ	221;V;126.18, 142.74 233.8, 243.0	(1), #	36 A 99 N 216 A 279 N
"	CM		278	(1)	
Dahlgren NAF	CM		375	(1)	
Danville	BMH-TV	DAN	344;V;243.0, 255.4	(3), #	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;243.0, 255.4	(3), #	DME
Fentress ALF	HW	NTU	404		
Ft Eustis, Felker AAF	CM		126.3	#	
Front Royal	SBMRAZ-DTV	FRR	359;V;243.0, 255.4	(3), #	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4	(3), #	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash., D.C.	*BVOR-DTXV	HRN	114.0;122.2, 126.7	(3)-135.9, #	DME
(1) Hopewell ATCS-Richmond	BVOR-DTV	HPW	109.4;V;243.0, 255.4	(3), #	
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;243.0, 255.4	(3), #	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4	(3), #	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;243.0, 255.4	(3), #	DME
Newport News Patrick Henry	C(g)		317; 118.7, 243.0, 257.8	(2), #	(0700-2300)

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AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Norfolk	SBMRLZ-DTV	ORF	281;V;243.0, 284.6, 301.4, 319.8, 381.6	(3), #	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;118.9, 121.1, 123.7 137.88, 132.3, 257.8	(2), #	
"	Center		108.7, 118.1, 118.5, 119.9 120.7, 122.2, 124.1, 126.7 132.3, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	(3), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" NAS	CM		329	(1)	
" Chambers Fld (N)	SMRLZ-	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5, 126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;243.0, 255.4	(3), #	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	20 A 110 N 200 A 290 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4	(3), #	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.0, 119.5, 126.18 257.8	(2), #	
Roanoke	SBRAZ-DTV	ROA	371;V;255.4	(3), #	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278, 118.3, 243.0, 257.8	(2), #	
(1) "	TVOR	ROA	108.6		
(1) South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4	(3), #	40 A 115 N 220 A 320 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;243.0, 255.4	(3), #	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4	(3), #	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
Everett Paine AFB	HW	EV	396		
"	CM		374	(1)	
(1) Hoquiam	BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278	(3), #	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1) Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18, 121.3	(2), 126.18	(0900-1700)
Richland	CI		126.18, 121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 120.7, 125.3 132.3, 243.0, 285.4, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 118.5, 119.5, 119.9, 120.3 122.1, 122.5, 126.18, 135.9, 137.88		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" "	HW	MWG	404		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4	(3), #	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 363.8, 348.6	(2), #	
"	Center		120.5, 301.4,	#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
"	CM		272	(2)	(Ctc ctl zone)
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4	(3), #	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2 243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		

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AIR NAVIGATION RADIO AIDS

(12 November 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4	(3), #	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1, 257.8, 348.6	(2), #	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;243.0, 255.4	(3), #	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha Co.	AC(g)		317;118.5, 119.8, 125.9, 126.18, [illegible]257.8 383.8	(2), #	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4	(3), #	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;243.0, 255.4	(3), #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4	(3), #	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4	(3), #	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;243.0, 255.4;	(3), #	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;255.4	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1, 257.8, 243.0	(2), #	
White Sulphur Springs (P)	H	SSU	406	(2), 122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;243.0, 255.4	(3), #	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;243.0, 255.4	(3), #	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;243.0, 255.4	(3), #	
(1)Janesville	VORW	JVL	113.0		
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4	(3), #	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;243.0, 255.4	(3), #	DME
Madison	BMRLZ-DTV	LNR	400;V;255.4	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3, 126.18, 243.0 257.8, 363.8	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4	(3), #	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18, 243.0, 257.8, 263.0, 285.4, 305.4	(2), #	
Milwaukee Mitchell	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;243.0, 255.4	(3), #	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1), 122.1	sunrise-sunset)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V-122, 243.0, 255.4	(3), #	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C		278;118.3, 126.18, 257.8	(2), #	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;243.0, 255.4	(3), #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4	(3), #	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7, 126.18, 257.8	(2), #	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V-122.2, 243.0, 255.4	(3), #	
Ft. Bridger ATCS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;243.0, 255.4	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4	(3), #	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V-122.2, 243.0, 255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair	SBRAZ-DTV	SIR	368;V;243.0, 255.4	(3), #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;243.0, 255.4,	(3), #, 6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7, 126.18, 233.8	(2), #	(0600-2200)
" Ramey AFB	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#, 243.0	(0200-1000, 1400-2200)

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 255.4; 6567	#, 122.1, 6567, 8364	
St. Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567	#; 6567	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

✓ FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or be telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

✓ CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e. g. Long Beach omnirange (Voice) . - .. - . - . . . (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power-generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

ATTENTION SIGNAL L/MF RANGES: Beginning 0001Z Nov 15, 1957, transmission of the attention signal preceding scheduled broadcasts on L/MF ranges will be discontinued. The attention signal will continue to be transmitted preceding special broadcasts and as deemed necessary to alert pilots using the L/MF range system that a voice transmission is about to be made.

ARMY EXERCISE, "ALL AMERICAN", (TAC-AIR 58-2): This military exercise will take place 3-18 December 1957 (with 5-9 December as the period of most intense activity) from 0600 EST through 1800 EST, at an altitude of 600' to 2000' during VFR conditions, days, within a 100 n mi radius of Fort Bragg, North Carolina. This activity will involve heavy concentrations of aircraft (maximum of 120 troop carrier and 8 jet type) in formations and streams entering and leaving the Fort Bragg Restricted Area (R-115) in support of airborne maneuvers.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

1957 FLIGHT INFORMATION MANUAL NOW AVAILABLE: Flight Information Manual, Vol. II, dated August 15, 1957, is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 50 cents per copy.

DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V-6, V-8, V-1510		
Omaha, Nebr. VOR	*Lyman, Iowa Int	5500
*Descent to 2600 authorized westbound after passing Lyman Int.		
Lyman, Iowa Int	Int OMA R-071 and LMN R-008 (DSM Temp Int)	8000
Int OMA R-071 and LMN R-008 (DSM Temp Int) via R-262 IOW	Iowa City, Iowa VOR	8000
VOR civil arwy V-52		
Ottumwa, Iowa VOR	Int OTM R-286 and LMN R-008 (DSM Temp Int)	8000
VOR civil arwy V-13		
Lamoni, Iowa VOR	*Int LMN R-008 and OMA R-071 (DSM Temp Int)	8000
*Descent to 4000 authorized after passing intersection southbound.		
Int LMN R-008 and OMA R-071 via MCW R-182 (DSM Temp Int)	Alden, Iowa Int Mason City,	11,000
Alden, Iowa Int	Mason City, Iowa VOR	3000
VOR civil arwy V-13W		
Int FOD R-151 and OMA R-071 (DSM Temp Int)	Fort Dodge, Iowa (VOR)	8000
VOR civil arwy V-161		
Waterloo, Iowa VOR	Int ALO R-214 and OTM R-286 (DSM Temp Int)	8000
VOR civil arwy V-6N, V-172		
Int CID R-249 and LMN R-008 (DSM Temp Int)	Int R-249 CID and R-277 IOW (Grinnell Temp Int)	8000
Int R-249 CID and R-277 IOW (Grinnell Temp Int)	Cedar Rapids, Iowa VOR	2200
Omaha, Nebr. VOR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Cedar Rapids, Iowa VOR	2200
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Des Moines, Iowa LFR	Mason City, Iowa VOR	3000
Des Moines, Iowa LFR	Iowa City, Iowa VOR	2200
Des Moines, Iowa LFR	Ottumwa, Iowa VOR	2200
Des Moines, Iowa LFR	Waterloo, Iowa VOR	2700
Des Moines, Iowa LFR	Fort Dodge, Iowa VOR	5000

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

LOUISVILLE, KY. VOR SHUTDOWN: During shutdown (Oct 21 through approx Nov 11) the following direct routings will be used in the Louisville area:

V-5: From CVG VOR via 224°M radial and 044°M bearing from Louisville LFR, MEA 3000. V-174 and V-1516: From Louisville LFR to York VOR via E crs LOU LFR to 172°M radial of Cincinnati VOR thence via 256°M radial of York VOR. V-4N: From LOU LFR to Lexington HW via the E crs of LOU LFR and 330°M bearing to LEX HW, MEA 3000. V-4S: From LOU LFR to LEX VOR via 134°M bearing from LOU LFR and the 270°M radial of LEX VOR, MEA 3000. V-5E: From LOU LFR to BWG VOR via 165°M bearing from LOU LFR and the 260°M radial of the BWG VOR, MEA 3000. V-51: LOU LFR direct to Highway Ky. Int MEA LOU LFR - Campbellville, Ky. 3000 - MEA Campbellville, Ky. - Highway, Ky. 6000. V-5: From LOU LFR to BWG VOR via S crs of LOU LFR and the 045°M radial of BWG VOR, MEA 3000. V-4 and V-1516: From LOU LFR to Evansville VOR via the W crs LOU LFR and 070°M radial of Evansville VOR, MEA 2500. V-227: From LOU LFR to Indianapolis VOR via the 304°M bearing from LOU LFR and the 184°M radial of IND VOR, MEA 3000. V-171 and V-174: From LOU LFR to Scotland VOR via the 304°M bearing from LOU LFR and the 123°M radial of Scotland VOR, MEA 3000. V-53: From LOU LFR to IND VOR via the N crs of LOU LFR to Nabb VOR thence via the 315°M radial of Nabb VOR and the 169°M radial of IND VOR - MEA from LOU LFR to Nabb VOR 2100 - MEA Nabb VOR to IND VOR 2600. V-47, V-51 and V-53E: From LOU LFR to Nabb VOR via the N crs of LOU LFR - MEA 2100. V-5E: LOU to Dry Ridge VHF Int unusable. V-4 and V-53: LOU to LEX VOR unusable. V-4N: From LOU to St Marks VHF Int unusable.

During the shutdown, the following non-compulsory reporting points in the Louisville area are temporarily redesignated as follows:

Georgetown, Ky. Int: the intsxn of the E crs of LOU LFR and the 172°M radial of CIN VOR, MEA 3000.
Chaplin, Ky. Int: the intsxn of the 134°M bearing from LOU LFR and the 270°M radial of LEX VOR, MEA 3000.
Campbellsville, Ky. Int: the intsxn of the 165°M bearing from LOU LFR and the 060°M radial of BWG VOR, MEA 3000.
Apalona, Ind. Int: the intsxn of the 070°M radial of Evansville VOR and the 168°M radial of Scotland VOR, MEA 2500.
Mitchell, Ind. Int: the intsxn of the 184°M radial of IND VOR and the 123°M radial of Scotland VOR, MEA 3000.

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

✓ CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE AND REPORTING POINT AMENDMENTS: Effective December 19, 1957, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Green civil arwy No. 9 (Hawaiian Islands) is amended to read: "From the intsxn of the W crs of the Honolulu, Oahu, T.H. rdo rng and the S crs of the Port Allen, Kauai, T.H. rdo rng via the Honolulu, Oahu, T.H. rdo rng stn to the intsxn of the NE crs of the Honolulu rdo rng and the N crs of the Hilo, T.H. rdo rng, excluding the portion at and below 5000 ft MSL which overlaps the Kaneohe Naval Airspace Reservation (P-331)." (Note: Redescribed first portion to begin at Swordfish Int - Int of S crs Port Allen and realigned W crs Honolulu. West Honolulu to be swung to 261°T concurrently)

(2) Amber civil arwy No. 10 (Hawaiian Islands) is amended by changing the words which read: "excluding the portion above 10,000', " to read: "excluding the portion above 21,000' MSL which overlaps Warning Area (W-321)."

(3) Amber civil arwy No. 11 (Hawaiian Islands) is amended to read: "From the intsxn of the S crs of the Maui, T.H. rdo rng and the W crs of the Hilo, T.H. rdo rng via the Maui, T.H. rdo rng stn to the intsxn of the N crs of the Maui, T.H. rdo rng and a point 38 s mi N of the Maui, T.H. rdo rng stn." (Note: Deleted portion Amber 11 between North Maui Int and a point 38 mi N of Maui rdo rng stn)

(4) Amber civil arwy No. 12 (Hawaiian Islands) is amended to read: "From the intsxn of the S crs of the Hilo, Hawaii, T.H. rdo rng and a point 37 s mi S of the Hilo rdo rng stn via the Hilo, Hawaii, T.H. rdo rng stn to the intsxn of the N crs of the Hilo rdo rng and the SE crs of the Maui, T.H. rdo rng." (Note: Deleted portion Amber 12 between Kuku Point Int and North Hilo Int.)

(5) Amber civil arwy No. 13 (Hawaiian Islands) is added to read: "From the intsxn of the S crs of the Port Allen, Kauai, T.H. rdo rng and a line bearing 246°T from the Honolulu, Oahu, T.H. rdo rng to the Port Allen, Kauai, T.H rdo rng stn." (Note: New arwy. Port Allen control area extension amended accordingly)

(6) Red civil arwy No. 87 (Hawaiian Islands) is amended to read: "From the intsxn of the NW crs of the Port Allen, Kauai, T.H. rdo rng and a point 100 mi NW of the Port Allen rdo rng stn via the Port Allen, Kauai, T.H. rdo rng stn; the intsxn of the SE crs of the Port Allen rdo rng and the W crs of the Honolulu rdo rng; Honolulu, Oahu, T.H. rdo rng stn; Maui, T.H. rdo rng stn; intsxn of the SE crs of the Maui, T.H. rdo rng and the N crs of the Hilo rdo rng; Hilo, Hawaii, T.H. rdo rng stn to the intsxn of the E crs of the Hilo rdo rng and the SE crs of the Maui rdo rng. The portions of the arwy at and below 5000'MSL which lie within the Bonham restricted area (R-509) and the Bonham warning area (W-510) are excluded."

(7) Red civil arwy No. 113 (Hawaiian Islands) is amended to read: "From the intsxn of the S crs of the Port Allen, Kauai, T.H., rdo rng and a line bearing 246°T from the Honolulu, Oahu T.H. rdo rng stn via the Honolulu, Oahu, T.H. rdo rng stn; Makapuu Point, Oahu, T.H. nondirectional rdo bcn; the intsxn of a line bearing 62°T from the Makapuu Point nondirectional rdo bcn and the N crs of the Maui, T.H. rdo rng to the intsxn of the N crs of the Maui, T.H. rdo rng and the NE crs of the Honolulu rdo rng." (Note: added a portion from South Port Allen Int via Honolulu rng to Makapuu Point H; added portion from Skipjack Int to North Maui Int. Skipjack Int: Intsxn N Maui and a 62°T bearing from Makapuu H - compulsory.)

(8) VOR civil arwy No. 4 (Seattle, Wash. to Washington, D.C.) is amended by changing the portion which reads: "Topeka, Kans. omni stn, including a S alternate;" to read: "Topeka, Kans. omni stn, including a S alternate via the intsxn of the Salina omnirange 095°T and the Topeka omnirange 236°T radials." (Note: Redesignate V4S between Salina VOR and Topeka VOR.)

(9) VOR civil arwy No. 7 (Miami, Fla. to Green Bay, Wis.) is amended by changing the portion which reads: "Chicago Heights, Ill. omni stn, including an E alternate via the intsxn of the Lafayette omnirange 353°T and the Chicago Heights omnirange 143°T radials;" to read: "Chicago Heights, Ill. omni stn;" (Note: Revoked V7E between Lafayette VOR and Chicago Heights VOR.)

(10) VOR civil arwy No. 8 (Long Beach, Calif. to Washington, D.C.) is amended by changing the portion which reads: "Las Vegas, Nev. omni stn;" to read: "Las Vegas, Nev. omni stn, including a S alternate via the intsxn of the Daggett omnirange 062°T and the Las Vegas omnirange 212°T radials;" (Note: Added V8S between Daggett VOR and Las Vegas VOR.)

(11) VOR civil arwy No. 9 (New Orleans, La. to Milwaukee, Wis.) is amended by changing the portion which reads: "From the New Orleans, La. omni stn via the McComb, Miss. omni stn, including a W alternate and also an E alternate from the New Orleans omni stn to the McComb omni stn via the point of intsxn of the New Orleans omnirange 036°T and the Mobile, Ala. omnirange 260°T radials;" to read: "From the New Orleans, La. omni stn via the McComb, Miss. omni stn, including a W alternate and also an E alternate from the New Orleans omni stn to the McComb omni stn via the Picayune, Miss. omni stn;" (Note: Redesignated V9E between New Orleans VOR and McComb VOR via Picayune VOR.)

(12) VOR civil arwy No. 10 (Pueblo, Colo. to New York, N.Y.) is amended by changing the portion which reads: "Emporia, Kans. omni stn, including a N alternate;" to read: "Emporia, Kans. omni stn;" (Note: Revoked V10N between Hutchinson VOR and Emporia VOR.)

(13) VOR civil arwy No. 12 (Santa Barbara, Calif. to Philadelphia, Pa.) is amended by changing the portion which reads: "Prescott, Ariz. omni stn; Winslow, Ariz. omni stn; to read: "intsxn of the Needles omnirange 077°T and the Drake omnirange 274°T radials; Drake, Ariz. omni stn; Winslow, Ariz. omni stn, including a S alternate from the Needles omni stn to the Winslow omni stn via the Prescott, Ariz. omni stn and the intsxn of the Prescott omnirange 095°T and the Winslow omnirange 248°T radials;" by changing the portion which reads: "Amarillo, Tex. omni stn, including a N alternate;" to read: "Amarillo, Tex. omni stn, including a N alternate and also a S alternate via the point of intsxn of the Texico, N.Mex. omni stn 021°T and the Amarillo omnirange 252°T radials;" and by changing the portion which reads: "Wichita, Kans. omni stn, including a N alternate from the Gage omni stn to the Wichita omni stn via the intsxn of the Gage omnirange044°T and the Wichita omnirange 245°T radials and also a S alternate from the Anthony omni stn to the Wichita omni stn via the intsxn of the Anthony omnirange 060°T and the Wichita omnirange 190°T radials; Emporia, Kans. omni stn, including a N alternate via the intsxn of the Wichita omnirange 046°T and the Emporia omnirange 259°T radials;" to read: "Wichita, Kans. omni stn, including a N alternate from the Gage omni stn to the Wichita omni stn via the point of intsxn of the Wichita omnirange 245°T radial with the Gage omnirange direct radial to the Hutchinson, Kans. omni stn and also a S alternate from the Anthony omni stn to the Wichita omni stn via the intsxn of the Anthony omnirange 060°T and the Wichita omnirange 190°T radials; Emporia, Kans. omni stn, including a N alternate via the point of intsxn of the Wichita omnirange direct radial to the point of intsxn of the Hutchinson, Kans. omnirange 062°T and the Topeka, Kans. omnirange 236°T radials with the Emporia omnirange direct radial to the Hutchinson, Kans. omni stn;" (Note: Added V12S between Tucumcari VOR and Amarillo VOR. Redesignated V12 between Needles VOR and Winslow VOR. Added Drake VOR and Also V12S between Needles VOR and Winslow VOR via Prescott VOR. Redesignated V12N between Gage VOR and Wichita VOR and between Wichita VOR and Emporia VOR.)

(14) VOR civil arwy No. 13 (Houston, Tex. to Duluth, Minn.) is amended by changing the portion which reads: "and also a W alternate via the intsxn of the Houston omnirange 353°T and the Lufkin omnirange 218°T radials;" to read: "and also a W alternate via the intsxn of the Houston omnirange 353°T and the Lufkin omnirange 223°T radials;" (Note: Changed Lufkin 218°T radial to 223°T.)

(15) VOR civil arwy No. 14 (Roswell, N.Mex. to Boston, Mass.) is amended by changing the portion which reads: "Springfield, Mo. omni stn, including a N alternate via the intsxn of the Neosho omnirange 045°T and the Springfield omnirange 261°T radials and also a S alternate;" to read: "Springfield, Mo. omni stn, including a N alternate via the intsxn of the Neosho omnirange 044°T and the Springfield omnirange 261°T radials and also a S alternate via the point of intsxn of the Neosho omnirange 074°T radials with the Springfield omnirange direct to the Fayetteville, Ark. omni stn;" (Note: Redesignated V14S between Neosho VOR and Springfield VOR via Billings Int.)

(16) VOR civil arwy No. 15 (Galveston, Tex. to Minot, N.Dak.) is amended by changing the portion which reads: "intsxn of the Houston omnirange 323°T and the College Station omnirange 127°T radials;" to read: "intsxn of the Houston omnirange 323°T and the College Station omnirange 124°T radials;" (Note: Changed College Station 127°T radial to 124°T.)

(17) VOR civil arwy No. 16 (Los Angeles, Calif. to Boston, Mass.) is amended by changing the portion which reads: "intsxn of the Phoenix omnirange 160°T and the Tucson omnirange 315°T radials;" to read: "point of intsxn of the Phoenix omnirange 161°T radial with the Casa Grande, Ariz. omnirange direct radial to the San Simon, Ariz. omni stn;" (Note: Redesignated V16 between Phoenix VOR and Tucson VOR.)

(18) VOR civil arwy No. 20 (Laredo, Tex. to Richmond, Va.) is amended by changing the portion which reads: "Lake Charles, La. omni stn, including a S alternate from the Houston omni stn to the Lake Charles omni stn via the intsxn of the Houston omnirange 090°T and the Lake Charles direct radial to the Galveston, Tex. omni stn; Lafayette, La. omni stn;" to read: "Lake Charles, La. omni stn, including a N alternate via the intsxn of the Beaumont omnirange 060°T and the Lake Charles omnirange 271°T radials and also a S alternate from the Houston omni stn to the Lake Charles onni stn via the intsxn of the Houston omni 090°T and the Lake Charles omnirange 241°T radials; Lafayette, La. omni stn, including a N alternate via the intsxn of the Lake Charles omnirange 058°T and the Lafayette omnirange 287°T radials and also a S alternate via the intsxn of the Lake Charles omnirange 119°T and the Lafayette omnirange 255°T radials;" and by changing the portion which reads: "intsxn of the New Orleans omnirange 066°T and the Mobile omnirange 242°T radials; Mobile, Ala. omni stn, including a N alternate from the New Orleans omni stn to the Mobile omni stn via the intsxn of the New Orleans omnirange 036°T and the Mobile omnirange 260°T radials; Evergreen, Ala. omni stn, including a N alternate via the intsxn of the Mobile omnirange 015°T and the Evergreen omnirange 244°T radials;" to read: "intsxn of the New Orleans omnirange 066°T and the Mobile omnirange 242°T radials; Mobile, Ala. omni stn, including a N alternate from the New Orleans omni stn to the Mobile omni stn via Picayune, Miss. omni stn; Evergreen, Ala. omni stn, including a N alternate via the intsxn of the Mobile omnirange 015°T and the Evergreen omnirange 246°T radials;" (Note: Added V20N between Beaumont VOR and Lake Charles VOR. Redesignated V20S between Houston VOR and Lake Charles VOR. Added V20N and V20S between Lake Charles VOR and Lafayette VOR. Redesignated V20N between New Orleans VOR and Mobile VOR via Picayune VOR. Redesignated V20N between Mobile VOR and Evergreen VOR.)

(19) VOR civil arwy No. 47 (Louisville, Ky. to Detroit, Mich.) is amended by changing the portion which reads: "Sidney, Ohio, omni stn, including a W alternate from the Cincinnati omni

stn to the Sidney omni stn via the point of intsxn of the Cincinnati omnirange 004°T radial with the Dayton, Ohio, Dayton Arpt ILS lclzr SW crs and the point of intsxn of the Dayton Arpt ILS lclzr SW crs with the Sidney omnirange direct radial to the Cincinnati omni stn;" to read: Sidney, Ohio, omni stn, including a W alternate from the Cincinnati omni stn to the point of intsxn of the Dayton, Ohio, Dayton Arpt ILS lclzr SW crs with the Sidney omnirange direct radial to the Cincinnati omni stn via the point of intsxn of the Cincinnati omnirange 004°T radial with the Dayton Arpt ILS lclzr SW crs;" (Note: Revoked portion of V47W between Englewood Int and the Sidney VOR which coincided with V47.)

(20) VOR civil arwy No. 51 (Miami, Fla. to Chicago, Ill.) is amended by changing the portion which reads: "Nabb, Ind. omni stn; point of intsxn of the Cincinnati, Ohio, omnirange 318° T and the Nobb omnirange 359°T radials; Lafayette, Ind. omni stn; Chicago Heights, Ill. omni stn;" to read: "Nobb, Ind. omni stn; Shelbyville, Ind. omni stn; Lafayette, Ind. omni stn; Chicago Heights, Ill. omni stn;" (Note: Redesignated V51 between Nabb VOR and Chicago Heights VOR via Shelbyville VOR and Lafayette VOR.)

(21) VOR civil arwy No. 53 (Charleston, S.C. to Chicago, Ill.) is amended by changing the portion which reads: "Indianapolis, Ind. omni stn, including an E alternate from the Louisville omni stn to the Indianapolis omni stn via the Nabb, Ind. omni stn and the point of intsxn of the Indianapolis omnirange 137°T and the Nabb, Ind. omnirange 359°T radials; Lafayette, Ind. omni stn, including a W alternate; Peotone, Ill. omni stn;" to read: "Indianapolis, Ind. omni stn; intsxn of the Indianapolis omnirange 311°T and the Peotone omnirange 153°T radials; Peotone, Ill. omni stn;" (Note: Revoked V53E between Louisville VOR and Indianapolis VOR via Nabb VOR and Hartsville Int. Redesignated V53 between Indianapolis VOR and Peotone VOR. Revoked V53W between Indianapolis VOR and Lafayette VOR. Removed Lafayette VOR from V53.)

(22) VOR civil arwy No. 60 (Albuquerque, N. Mex. to Lubbock, Tex.) is amended to read: "From the Albuquerque, N. Mex. omni stn via the Otto, N. Mex. omni stn, including a S alternate; Las Vegas, N. Mex. omni stn; Tucumcari, N. Mex. omni stn; Texico, N. Mex. omni stn; to the Lubbock, Tex. omni stn." (Note: Texico VOR to V60.)

(23) VOR civil arwy No. 62 (Santa Fe, N. Mex. to Abilene, Tex.) is amended to read: "From the Santa Fe, N. Mex. omni stn via the Anton Chico, N. Mex. omni stn; Texico, N. Mex. omni stn; Lubbock, Tex. omni stn; intsxn of the Lubbock omni stn 101°T and the Abilene omnirange 327°T radials; to the Abilene, Tex. omni stn." (Note: Added Texico VOR to V62.)

(24) VOR civil arwy No. 66 (San Diego, Calif. to Charlotte, N.C.) is amended by changing the portion which reads: "Tucson, Ariz. omni stn including a N alternate via the intsxn of the Gila Bend omnirange 100°T and the Tucson omnirange 315°T radials;" to read: "Tucson, Ariz. omni stn, including a N alternate from the Gila Bend omni stn to the Tucson omni stn via the Casa Grande, Ariz. omni stn and the point of intsxn of the Phoenix, Ariz. omnirange 161°T radial with the Casa Grande omnirange direct radial to the San Simon, Ariz. omni stn;" and by changing the portion which reads: "intsxn of the Culberson omnirange 090°T and the Midland omnirange 234°T radials;" to read: "intsxn of the Culberson omnirange 090°T and the Midland omnirange 242°T radials;" (Note: Redesignated V66N between Gila Bend VOR and Tucson VOR. Redesignated V66 between Culberson VOR and Midland VOR by changing Midland 234°T to 242°T.)

(25) VOR civil arwy No. 70 (Corpus Christi, Tex. to Evergreen, Ala.) is amended to read: "From the Corpus Christi, Tex. omni stn via the Palacios, Tex. omni stn; Galveston, Tex. omni stn; intsxn of the Galveston omnirange 067°T and the Lake Charles omnirange 241°T radials; Lake Charles, La. omni stn; Lafayette, La. omni stn; Baton Rouge, La. omni stn; Picayune, Miss. omni stn; to the Evergreen, Ala. omni stn." (Note: Designated slight dog-leg in V70 between Galveston VOR and Lake Charles VOR to make it coincide with V20S. Added new portion to V70 from Baton Rouge VOR to Evergreen VOR via Picayune VOR. Revoked portion of V70 from Baton Rouge VOR to Hammond Int.)

(26) VOR civil arwy No. 77 (Cotulla, Tex. to Des Moines, Iowa) is amended by changing the portion which reads: "Wichita, Kans. omni stn; Topeka, Kans. omni stn;" to read: "Wichita Kans. omni stn; point of intsxn of the Hutchinson, Kans. omnirange 062°T and the Topeka omnirange 236°T radials; Topeka, Kans. omni stn;" (Note: Redesignated V77 between Wichita VOR and Topeka VOR.)

(27) VOR civil arwy No. 83 (Carlsbad, N. Mex. to Pueblo, Colo.) is amended to read: "From the Carlsbad, N. Mex. omni stn via the Roswell, N. Mex. omni stn; Corona, N. Mex. omni stn, including an E alternate via the intsxn of the Roswell omnirange 335°T and the Corona omnirange 125°T radials; Otto, N. Mex. omni stn; Santa Fe, N. Mex. omni stn; intsxn of the Santa Fe omnirange 010°T and the Alamosa omnirange 183°T radials; Alamosa, Colo. omni stn; to the Pueblo Colo. omni stn." (Note: Added new portion to V83 from Santa Fe VOR to Pueblo VOR via Alamosa VOR.)

(28) VOR civil arwy No. 94 (Casa Grande, Ariz. to Longview, Tex.) is amended by changing the caption and by changing all before the Newman, Tex. omni stn to read: "From the Casa Grande, Ariz. omni stn via the San Simon, Ariz. omni stn; point of intsxn of the San Simon omnirange 089°T and the El Paso, Tex. omnirange 293°T radials; point of intsxn of the El Paso omnirange 293°T and the Newman omnirange 272°T radials; Newman, Tex. omni stn;" (Note: Added new portion to V94 from Casa Grande VOR to San Simon VOR.)

(29) VOR civil arwy No. 97 (Miami, Fla. to Minneapolis, Minn.) is amended by changing the portion which reads: "Cincinnati, Ohio, omni stn; Indianapolis, Ind. omni stn, including an E alternate and also a W alternate via the point of intsxn of the Nabb, Ind. omnirange 359°T and the Indianapolis omnirange 137°T radials; intsxn of the Indianapolis omnirange 341°T and the Chicago Heights omnirange 143°T radials; to the Chicago Heights, Ill. omni stn." to read: "Cincinnati, Ohio omni stn; Shelbyville, Ind. omni stn, including an E alternate via the intsxn of the Cincinnati omnirange 321°T and the Shelbyville omnirange 110°T radials and also a W alternate via the intsxn of the Cincinnati omnirange 290°T and the Shelbyville omnirange 172° T radials; Lafayette, Ind. omni stn, including a W alternate from the Shelbyville omni stn to the Lafayette omni stn via the Indianapolis, Ind. omni stn and the intsxn of the Indianapolis omnirange 344°T and the Lafayette omnirange 133°T radials; to the Chicago Heights, Ill. omni stn." (Note: Redesignated V97 between Cincinnati VOR and Chicago Heights VOR. Added Shelbyville VOR.)

(30) VOR civil arwy No. 128 (Chicago, Ill. to Charleston, W. Va.) is amended by changing all before the Cincinnati, Ohio, omni stn to read: "From the point of intsxn of the Joliet, Ill omnirange 056°T and the Peotone omnirange 003°T radials via the Peotone, Ill. omni stn; intsxn of the Peotone omnirange 153°T and the Indianapolis omnirange 311°T radials; Indianapolis, Ind. omni stn; intsxn of the Indianapolis omnirange 137°T and the Cincinnati omnirange 290°T radials; Cincinnati, Ohio, omni stn;" (Note: Redesignated V128 between Peotone VOR and Cincinnati VOR by-passing Lafayette VOR.)

(31) VOR civil arwy No. 132 (Cheyenne, Wyo. to Springfield, Mo.) is amended by changing the portion which reads: "point of intsxn of the Wichita, Kans. omnirange 046°T and the Emporia Kans. omnirange 259°T radials;" to read: "point of intsxn of the Wichita, Kans. omnirange direct radial to the intsxn of the Hutchinson, Kans. omnirange 062°T and the Topeka, Kans. omnirange 236°T radials with the Hutchinson, Kans. omnirange direct radial to the Emporia, Kans. omni stn;" (Note: Redesignated V132 between Hutchinson VOR and Chanute VOR.)

(32) VOR civil arwy No. 137 (Thermal, Calif. to Ukiah, Calif.) is amended by changing all before the Agnew, Calif. omni stn to read: "From the Thermal, Calif. omni stn via the Palmdale, Calif. omni stn; to the point of intsxn of the Bakersfield, Calif. omnirange 210°T and the Coalinga omnirange 152°T radials. From the Coalinga, Calif. omni stn via the Salinas, Calif. omni stn; Agnew, Calif. omni stn;" (Note: Revoked portion of V137 between Maricopa Int and Coalinga VOR.)

(33) VOR civil arwy No. 172 (Denver, Colo. to Chicago, Ill.) is amended to read: "From the Denver, Colo. omni stn via the point of intsxn of the Denver omnirange 061°T and the Imperial, Nebr. omnirange 271°T radials; point of intsxn of the Imperial omnirange 271°T and the North Platte omnirange 246°T radials; to the North Platte, Nebr. omni stn. From the Des Moines, Iowa, omni stn via the point of intsxn of the Des Moines omnirange 071°T and the Iowa City, Iowa, omnirange 283°T radials; Cedar Rapids, Iowa, omni stn; Polo, Ill. omni stn; to the Chicago, Ill. International (O'Hare) Arpt terminal omni stn." (Note: Added new portion to V172 from Denver VOR to North Platte VOR.)

(34) VOR civil arwy No. 177 (Wheatfield, Ill. to Janesville, Wis.) is amended to read: "From the point of intsxn of the Peotone, Ill. omnirange 096°T and the Chicago Heights omnirange 128°T radials to the Chicago Heights, Ill. omni stn. From the Naperville, Ill. omni stn to the Janesville, Wis. omni stn." (Note: Added new portion to V177.)

(35) VOR civil arwy No. 193 (Keeler, Mich. to Sault Ste. Marie, Mich.) is amended by changing the portion which reads: "to the Pellston, Mich. non-directional rdo bcn." to read: "Pellston, Mich. non-directional rdo bcn; to the Sault Ste. Marie, Mich. omni stn." (Note: Added new portion to V193 from Pellston Rbn to Sault Ste. Marie VOR.)

(36) VOR civil arwy No. 214 (Shelbyville, Ind. to Wheeling, W. Va.) is amended to read: "From the Shelbyville, Ind. omni stn to the point of intsxn of the Cincinnati, Ohio, omnirange 004°T and the Dayton, Ohio, omnirange 209°T radials. From the Columbus, Ohio, Port Columbus Arpt ILS lclzr via the Zanesville, Ohio, omni stn; point of intsxn of the Parkersburg, W. Va. omnirange 006°T and the Wheeling omnirange 252°T radials; to the Wheeling, W Va. omni stn." (Note: Added new portion to V214 from Shelbyville VOR to Camden Int.)

(37) VOR civil arwy No. 227 (Louisville, Ky. to Peotone, Ill.) is amended to read: "From the Louisville, Ky. omni stn via the intsxn of the Louisville omni stn via the intsxn of the Louisville omnirange 310°T and the Indianapolis omnirange 185°T radials; Indianapolis, Ind. omni stn; intsxn of the Indianapolis omnirange 311°T and the Lafayette omnirange 159°T radials; Lafayette, Ind. omni stn; intsxn of the Lafayette omnirange 313°T and the Peotone omnirange 153°T radials; to the Peotone, Ill. omni stn." (Note: Added new portion to V227 from Indianapolis VOR to Peotone VOR via Lafayette VOR.)

(38) VOR civil arwy No. 240 (New Orleans, La. to Mobile, Ala.) is amended to read: "From the New Orleans, La. omni stn via the intsxn of the New Orleans omnirange 106°T and the Mobile omnirange 224°T radials; to the Mobile, Ala. omni stn." (Note: Added new portion to V240 from Dog Int to New Orleans VOR.)

(39) VOR civil arwy No. 249 (Caldwell, N. J. to Utica, N. Y.) is amended by changing the portion which reads: "to the Utica, N. Y., Oneida County Arpt, ILS outer Marker." to read: "to the Utica, N. Y. nondirectional rdo bcn." (Note: Redesignated V249 to terminate at Utica 'H'.)

(40) VOR civil arwy No. 275 (Cincinnati, Ohio to Detroit, Mich.) is amended by changing the portion which reads: "point of intsxn of the Findlay omnirange 211°T radial with the Sidney, Ohio, omnirange direct radial to the Ft Wayne, Indiana, omni stn;" to read: "point of intsxn of the Findlay omnirange 212°T radial with the Sidney, Ohio, omnirange direct radial to the Ft Wayne, Ind. omni stn;" (Note: Changed Findlay 211°T radial to 212°T in V275 to provide 15° separation between V275 and V47 at Findlay VOR.)

(41) VOR civil arwy No. 280 (El Paso, Tex. to Kansas City, Mo.) is amended to read: "From the El Paso, Tex. omni stn via the point of intsxn of the El Paso omnirange 092°T and the Pinon omnirange 219°T radials; Pinon, N. Mex. omni stn; Roswell, N. Mex. omni stn; point of intsxn of the Roswell omnirange 063°T and the Lubbock, Tex. omnirange 277°T radials; Texico, N. Mex. omni stn; intsxn of the Texico omnirange 021°T and the Amarillo omnirange 267°T radials; to the Amarillo, Tex. omni stn. From the Gage, Okla. omni stn via the Hutchinson, Kans. omni stn; intsxn of the Hutchinson omnirange 062°T and the Topeka omnirange 236°T radials; Topeka, Kans. omni stn; intsxn of the Topeka omnirange 064°T and the Kansas City omnirange 275°T radials; to the Kansas City, Mo. omni stn." (Note: Added new portion to V280 from Roswell VOR to Amarillo VOR via Texico VOR. Added new portion to V280 from Gage VOR to Kansas City VOR.)

(42) VOR civil arwy No. 286 (Front Royal, Va. to Cape Charles, Va.) is added to read: "From the Front Royal, Va. omni stn via the point of intsxn of the Brooke omnirange 306°T radial with the Gordonsville, Va. omnirange direct radial to the Herndon, Va. omni stn; Brooke Va. omni stn; to the Cape Charles, Va. omni stn. The portions of this arwy which overlie the Quantico Restricted Area (R-37), the West Dahlgren Restricted Area (R-38) and the Camp A. P. Hill Restricted Area (R-40) are excluded." (Note: New arwy.)

(43) VOR civil arwy No. 288 (Lucin, Utah, to Ft Bridger, Wyo.) is added to read: "From the Lucin, Utah, omni stn via the point of intsxn of the Ft Bridger omnirange 278°T radial with the Ogden, Utah, omnirange direct radial to the Malad City, Idaho, omni stn; to the Ft Bridger Wyo. omni stn." (Note: New arwy.)

(44) VOR civil arwy No. 289 (Beaumont, Tex. to Lufkin, Tex.) is added to read: "From the Beaumont, Tex. omni stn via the intsxn of the Beaumont omnirange 334°T and the Lufkin omnirange 160°T radials; to the Lufkin, Tex. omni stn, including an E alternate via the intsxn of the Beaumont omnirange 349°T and the Lufkin omnirange 145°T radials." (Note: New arwy.)

(45) VOR civil arwy No. 290 (unassigned)

(46) VOR civil arwy No. 291 (Prescott, Ariz. to Valle, Ariz.) is added to read: "From the Prescott, Ariz. omni stn via the Drake, Ariz. omni stn; to the Valle, Ariz. omni stn." (Note: New arwy.)

(47)VOR civil arwy No. 1518 (Los Angeles, Calif. to Washington, D.C.) is amended by changing the portion which reads: "Needles, Calif. omni stn; Prescott, Ariz. omni stn; Winslow, Ariz. omni stn;" to read: "Needles, Calif. omni stn; intsxn of the Needles omnirange 077°T and the Drake omnirange 274°T radials; Drake, Ariz. omni stn; Winslow, Ariz. omni stn;" (Note: Redesignated V1518 between Needles VOR and Winslow VOR to add Drake VOR and remove Prescott VOR.)

(48) Hawaiian VOR civil arwy No. 1, is amended to read: "From the Hilo, Hawaii, T.H. Omni stn to the point of intsxn of the Hilo omni 034°T and the Upolu Point, Hawaii, T.H. omnirange 096°T radials." (Note: Changed Hilo 041°T radial to Hilo 034°T.)

(49) Hawaiian VOR civil arwy No. 2, is amended to read: "From the Lihue, Kauai, T.H. omni stn via the point of intsxn of the Lihue omnirange 126°T and the Honolulu omnirange 261° T radials; Honolulu, Oahu, T.H. omni stn, including a S alternate from the Lihue omni stn to the Honolulu omni stn via the intsxn of the Lihue omnirange 141°T and the Honolulu omnirange 246°T radials; Lanai, T.H. omni stn, including a S alternate; point of intsxn of the Lanai omnirange 111°T and the Upolu Point omnirange 302°T radials; Upolu Point, Hawaii, T.H. omni stn; point of intsxn of the Upolu Point omnirange 096°T and the Hilo omnirange 334°T radials; Hilo Hawaii, T.H. omni stn; to the intsxn of the Hilo omnirange 089°T radial with a point 33 s mi E from the Hilo omni stn. The portions of this arwy which overlap the Kahoolawe Restricted Area (R-327) are excluded." (Note: Changed Honolulu 246°T to 261°T in V2 between Lihue and Honolulu VORs. Changed Hilo 336°T to 334°T between Paradise Int and Hilo VOR.)

(50) Hawaiian VOR civil arwy No. 3, is amended to read: "From the intsxn of the Hilo omnirange 173°T radial with a point 36 s mi S from the Hilo omni stn via the Hilo, Hawaii, T.H. omni stn; to the point of intsxn of the Hilo omnirange 004°T and the Upolu Point, Hawaii, T.H. omnirange 096°T radials." (Note: Changed Hilo 006°T radial to 004°T.)

(51) Hawaiian VOR civil arwy No. 4, is amended to read: "From the point of intsxn of the Lihue, Kauai, T.H. omnirange 186°T and the Honolulu omnirange 246°T radials via the Honolulu, Oahu, T.H. omni stn, including a N alternate from the Point of intsxn of the Lihue omnirange 189°T and the Honolulu omnirange 261°T radials to the Honolulu omni stn; to the point of intsxn of the Honolulu omnirange 061°T and the Kahului, Maui, T.H. omnirange 352°T radials. In addition, this arwy shall include the airspace between straight lines starting from a point on each outer bndry of the arwy, at a distance of 50 s mi SW and also NE from the Honolulu omni stn, and diverging southwestward and northeastward at angles of 6° relative to the airway's centerline. The N alternate shall include the airspace between straight lines starting from a point on each outer bndry of the N alternate, at a distance of 50 s mi W from the Honolulu omni stn, and diverging westward at angles of 6° relative to the N alternate's centerline. The portion of this arwy at and below 5000'MSL, which overlaps the Kaneohe Bay Airspace Reservation (P-331) is excluded. The portion of this arwy which overlaps the Waikane Restricted Area (R-496) is excluded." (Note: Redesignated V4. Added V4N. Enlarged V4 NE and SW from Honolulu VOR and V4N west from Honolulu VOR to fan shaped configuration commencing 50 mi each way from the VOR.)

(52) Hawaiian VOR civil arwy No. 5, is amended to read: "From the point of intsxn of the Lanai, T.H. omnirange 111°T and the Kahului omnirange 204°T radials to the Kahului, Maui, T.H. omni stn. The portion of this arwy which overlaps the Kahoolawe Restricted Area (R-327) is excluded." (Note: Redesignated V5 to go from Kahului VOR to intsxn Kahului 204°T and Lanai 111°T.)

(53) Hawaiian VOR civil arwy No. 6, is amended to read: "From the point of intsxn of the Molokai, T.H. omnirange 067°T and the Kahului, Maui, T.H. omnirange 331°T radials via the Kahului, Maui, T.H. omni stn; point of intsxn of the Kahului omnirange 080°T and the Hilo omnirange 334°T radials; to the Hilo, Hawaii, T.H. omni stn. The portion of this arwy between the Kahului omni stn and the point of intsxn of the Kahului omni 331°T and the Molokai omnirange 067°T radials which lies in proximity to the Mokuhoonike Restricted Area (R-326) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control." (Note: RevokedV6 from Lanai VOR to Maui VOR and redesignated new V6 as described above.)

(54) Hawaiian VOR civil arwy No. 7, is amended to read: "From the Lanai, T.H. omni stn to the Molokai, T.H. omni stn. The portion of this arwy which overlaps the Molokai Restricted Area (R-325) is excluded." (Note: Redesignated V7 from Lanai VOR to Molokai VOR rather than to North Lanai Int.)

(55) Hawaiian VOR civil arwy No. 8, is amended to read: "From the point of intsxn of the Honolulu, Oahu, T.H. omnirange 179°T and the Molokai, T.H. omnirange 268°T radials via the Molokai, T.H. omni stn; to the point of intsxn of the Molokai omnirange 067°T and the Upolu Point, Hawaii, T.H. omnirange 012°T radials. In addition, this arwy shall include the airspace between straight lines starting from a point on each outer bndry of the arwy, at a distance of 50 s mi NE from the Molokai omni stn, and diverging northeastward at angles of 6° relative to the centerline of the arwy. The portion of this arwy which overlaps the West Molokai Restricted Area (R-325) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control."

(56) Hawaiian VOR civil arwy No. 9, is amended to read: "From the point of intsxn of the Lanai, T.H. omnirange 224°T and the Honolulu omnirange 179°T radials to the Honolulu, Oahu T.H. omni stn. In addition, this arwy shall include the airspace between straight lines starting from a point on each outer bndry of the arwy, at a distance of 50 s mi S from the Honolulu omni stn, and diverging southward at angles of 6° relative to the centerline of the arwy. The portion of this arwy above 21,000'MSL, which overlaps Warning Area C (W-321) is excluded." (Note: Redesignated V9 by enlarging a portion of it to a fan shaped configuration and modifying the portion of the arwy excluded from W-321.)

(57) Hawaiian VOR civil arwy No. 10, is amended to read: "From the Upolu Point, Hawaii, T.H. omni stn to the point of intsxn of the Upolu Point omnirange 096°T and the Hilo, Hawaii, T.H. omnirange 034°T radials." (Note: Changed Hilo 041°T radial to 034°T.)

(58) Hawaiian VOR civil arwy No. 11, is added to read: "From the Upolu Point, Hawaii, T.H. omni stn to the point of intsxn of the Upolu Point omnirange 349°T and the Kahului, Maui T.H. omnirange 080°T radials." (Note: New arwy.)

CONTROL AREAS:

(1) Amber civil arwy No. 13 (Hawaiian Islands) is added to read: "All of Amber civil arwy No. 13."

(2) VOR civil arwy No. 12 (Santa Barbara, Calif. to Philadelphia, Pa.) is amended to read: "All of VOR civil arwy No. 12 including N and S alternates, but excluding the airspace between the main arwy and its S alternate arwy from the Needles, Calif. omni stn to the Winslow, Ariz. omni stn."

(3) VOR civil arwy No. 53 (Charlotte, S.C. to Chicago, Ill.) is amended to read: "All of VOR civil arwy No. 53."

(4) VOR civil arwy No. 70 (Corpus Christi, Tex. to Evergreen, Ala.) is amended to read: "All of VOR civil arwy No. 70."

(5) VOR civil arwy No. 83 (Carlsbad, N. Mex. to Pueblo, Colo.) is amended to read: "All of VOR civil arwy No. 83 including an E alternate."

(6) VOR civil arwy No. 94 (Casa Grande, Ariz. to Longview, Tex.) is amended to read: "All of VOR civil arwy No. 94."

(7) VOR civil arwy No. 172 (Denver, Colo. to Chicago, Ill.) is amended to read: "All of VOR civil arwy No. 172."

(8) VOR civil arwy No. 177 (Wheatfield, Ill. to Janesville, Wis.) is amended to read: "All of VOR civil arwy No. 177."

(9) VOR civil arwy No. 214 (Shelbyville, Ind. to Wheeling, W. Va.) is amended to read: "All of VOR civil arwy No. 214."

(10) VOR civil arwy No. 227 (Louisville, Ky. to Peotone, Ill.) is amended to read: "All of VOR civil arwy No. 227."

(11) VOR civil arwy No. 240 (New Orleans, La. to Mobile, Ala.) is amended to read: "All of VOR civil arwy No. 240."

(12) VOR civil arwy No. 280 (El Paso, Tex. to Kansas City, Mo.) is amended to read: "All of VOR civil arwy No. 280."

(13) VOR civil arwy No. 286 (Front Royal, Va. to Cape Charles, Va.) is added to read: "All of VOR civil arwy No. 286."

(14) VOR civil arwy No. 288 (Lucin, Utah to Ft Bridger, Wyo.) is added to read: "All of VOR civil arwy No. 288."

(15) VOR civil arwy No. 289 (Beaumont, Tex. to Lufkin, Tex.) is added to read: "All of VOR civil arwy No. 289."

(16) VOR civil arwy No. 290 (unassigned)

(17) VOR civil arwy No. 291 (Prescott, Ariz. to Valle, Ariz.) is added to read: "All of VOR civil arwy No. 291."

(18) Hawaiian VOR civil arwy No. 4 is amended to read: "All of Hawaiian VOR civil arwy No. 4 including a N alternate, but excluding the airspace between the main arwy and the N alternate arwy."

(19) Hawaiian VOR civil arwy No. 11 is added to read: "All of Hawaiian VOR civil arwy No. 11."

CONTROL AREA EXTENSIONS:

(1) (Akron, Colo.) is amended to read: "Within 5 mi either side of the 167°T radial of the Akron, Colo. omnirange extending from the omni stn to a point 25 mi S."

(2) (St Joseph, Mo.) is amended to read: "The airspace within a 25 mi radius of Rosecrans Memorial Arpt bounded on the NE by VOR civil arwy No. 15 and on the SE by VOR civil arwy No. 77."

(3) (Casper, Wyo.) is amended to read: "The airspace within a 25 mi radius of the Casper rdo rng stn lying in the SW, NW and NE quads of the rdo rng, and within 5 mi either side of the Casper Air Terminal ILS lclzr crs extending from the localizer to a point 25 mi W of the arpt."

(4) (Wilmington, N. C.) is amended by changing the words which read: "Oakes, Nassau, BWI, nondirectional rdo bcn" to read: "Nassau, BWI, nondirectional rdo bcn." (Note: Oakes H relctd to Nassau International to a point at lat 25-03-00, long. 77-28-00, named Nassau, no change in frequency or ident.)

(5) (Ukiah, Calif.) is added to read: "Within 5 mi either side of the 218°T radial of the Ukiah omnirange extending from the omni stn to a point 17 mi SW."

(6) (Albuquerque, N. Mex.) is amended by adding the following position to present control area extension: "that airspace lying SW of Albuquerque bounded on the N by VOR civil arwy No. 12, on the E by VOR civil arwy No. 19 and on the SW by VOR civil arwy No. 192, excluding the portion which conflicts with restricted area R-313."

(7) (Dallas, Tex.)(Dallas-Houston-Austin area) is amended to read: "All of the airspace bounded on the E by a line 5 mi E of and parallel to the 133°T radial of the Dallas, Tex. omnirange, the 353°T and 140°T radials of the Leona, Tex. omnirange and the 353°T radial of the Houston, Tex. omnirange and by Red civil arwy No. 96, bounded on the SW by Red civil arwy No. 32, on the NW by Amber civil arwy No. 4 to the Waco, Tex. rdo rng stn and by Blue civil arwy No. 5 to the Dallas nondirectional rdo bcn, and bounded on the N by VOR civil arwy No16."

(8) (Fortuna, Calif.) is amended to read: "The airspace E of Fortuna lying within a 30 mi radius of the Arcata Arpt bounded on the W by VOR civil arwy No. 27; the airspace W of Fortuna bounded on the E by VOR civil arwy No. 27, on the S by Fortuna control area extension 601.1415, on the W by long. 124-30-00, and on the N by a line drawn through points at lat 41-07-45, long. 124-30-00 and lat 41-04-30, long. 124-20-00."

(9) (Crescent City, Calif.) is amended by changing the portion which reads: "to points 20 mi NW and SW." to read: "to points 25 mi NW and 20 mi SW of the omni stn."

(10) (Wink, Tex.) is amended to read: "The airspace SE of Wink bounded on the E by the Midland, Tex. control area extension, on the SE by a line drawn through points at lat 31-30-00, long. 102-47-00 and lat 31-24-00, long. 103-01-40, on the W by VOR civil arwy No. 79, and on the NW by VOR civil arwy No. 66; the airspace NW of Wink bounded on the E by VOR civil arwy No. 79, on the S by VOR civil arwy No. 16N, and on the NW by the arc of a 20-mile radius circle centered on the Wink omni stn." (Note: Rewritten due to redesignation of VOR No. 66)

(11) (Gainesville, Fla.) is amended to read: "The airspace within a 15 mi radius of the Gainesville Municipal Arpt excluding the portion above 5000'MSL which overlaps Jacksonville restricted area R-161-B and excluding the portion above 15,000'MSL which overlaps Jacksonville restricted area R-161-D."

(12) (Battle Mountain, Nev.) is added to read: "Within 5 mi either side of the 218°T and 348°T radials of the Battle Mountain omnirange extending from the omni stn to points 23 mi SW and 12 mi N of the omni stn."

(13) (Williams, Ariz.) is added to read: "The airspace bounded by a line beginning at a point at lat 33-22-00, long. 111-47-00, extending to a point at lat 33-22-00, long. 111-13-00, thence to a point at lat 32-56-00, long. 110-31-00, thence to a point at lat 32-42-00, long. 110-42-00, thence to a point at lat 32-53-00, long. 111-34-00 thence to the point of beginning."

(14) (Tucson, Ariz.) is added to read: "The airspace NE of Tucson bounded on the N by VOR civil arwy No. 94, on the SE by VOR civil arwy No. 202 and on the S and SW by VOR civil arwy No. 16."

(15) (Fort Bridger, Wyo.) is added to read: "Within 5 mi either side of the 45°T radial of the Ft Bridger omnirange extending from the omni stn to a point 15 mi NE and within 5 mi either side of the 346°T radial of the omnirange extending from the omni stn to a point 25 mi N."

(16) (Bryce Canyon, Utah) is added to read: "Within 5 mi either side of the 110°T radial of the Bryce Canyon omnirange extending from the omni stn to a point 25 mi SE."

(17) (Truth or Consequences, N. Mex.) is added to read: "The airspace bounded on the E by Amber civil arwy No. 3 and on the SW and NW by VOR civil arwy No. 19. The portion of this control area above 20,000'MSL which overlaps the White Sands restricted area, Area 2 (R-521), (published in Section 608.39 of this Chapter), shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control."

(18) (Neah Bay, Wash.) is added to read: "The airspace lying S of the United States-Canadian Border and the Vancouver Oceanic Flight Information Region within lines drawn tangent to the circumference of a 5 mi radius circle centered on the Neah Bay, Wash. rdo rng stn and the circumference of a 15 mi radius circle centered on the intsxn of the NW crs of the Neah Bay rdo rng and a point at lat 48-40-00, long. 125-17-30, excluding the portion below 5000' MSL." (Note: Beale Int: intsxn NW Neah and the above point of lat and long. to be designated by Canada as noncompulsory concurrently.)

(19) (Port Allen, Kauai, T.H.) is amended to read: "The airspace lying NE of Port Allen bounded on the S by Red civil arwy No. 87, on the W by long. 159-30-00, and on the NE by the arc of a circle 25 s mi in radius centered at lat 21-58-07, long. 159-20-27." (Note: Portion on S crs deleted and designated as Amber arwy No. 13.)

(20) (Kaneohe, Oahu, T.H.) is amended by deleting the words which read: "and excluding the airspace below 5000' lying within caution area C-330." (Note: Caution area C-330 rescinded per ASP Mtg 513.)

(21) (Kahului, Maui, T.H.) is added to read: "The airspace lying N of Kahului within a 25 s mi radius of the Kahului, Maui, T.H. omni stn bounded on the SW and S by VOR civil arwy No. 6."

(22) (Hilo, Hawaii, T.H.) is amended by adding the following to present control area extension: "The airspace lying E of Hilo bounded by a line beginning at a point at lat 19-39-30, long. 154-30-20, thence extending clockwise along the arc of a circle centered at a point at lat 19-39-30, long. 154-46-00, to a point at lat 19-25-30, long. 154-41-00, thence to a point at lat 19-34-00, long. 154-55-00, thence to a point at lat 19-39-30, long. 154-56-00, thence to point of beginning."

(23) (Savannah, Ga.) is amended to read: "The airspace within a 40 mi radius of Hunter AFB, Savannah, Ga. excluding the portion S of lat 31-35-00 and excluding the portions which overlap Restricted Areas R-159 and R-339 and Warning Areas W-132, W-157 and W-160 at all times and all altitudes."

CONTROL ZONES:

(1) (St Joseph, Mo.) is amended by changing the name "Rosecrans Field," to read: "Rosecrans Memorial Airport,"

(2) (LaCrosse, Wis.) is amended by deleting the portion which reads: "and extending 2 mi either side of the 146°T radial of the LaCrosse omnirange to a point 10 mi SE of the omni stn." and by adding the following portion to read: "and extending 2 mi either side of the 227°T radial of the LaCrosse terminal omnirange to a point 12 mi SW of the terminal omni stn."

(3) (Great Falls, Mont.) is amended by changing the name "Great Falls Municipal Airport" to read: "Great Falls International Airport," wherever it appears."

(4) (Billings, Mont.) is amended by changing the name "Billings Municipal Airport" to read: "Logan Field, Billings, Mont."

(5) (Sault Ste. Marie, Mich.) is amended by adding the following portion to present control zone:"and within 2 mi either side of the 146°T & 326°T radials of the omnirange extending to a point 12 mi SE of the omni stn."

(6) (Honolulu, Oahu, T.H.) is amended to read: "Within a 5 mi radius of Honolulu Intnl Arpt, within a 3 mi radius of the Barber's Point Naval Airstation, and within 2 mi either side of the W crs of the Honolulu rdo rng extending to a point 10 mi W of the rdo rng stn."

REPORTING POINTS:

(1) Green civil arwy No. 9 (Hawaiian Islands) is amended to read: "The intsxn of the S crs of the Port Allen, Kauai, T.H. rdo rng and the W crs of the Honolulu, Oahu, T.H. rdo rng; the intsxn of the W crs of the Honolulu, Oahu, T.H. rdo rng and a line bearing 222°T from the Kahuku, Oahu, T.H. nondirectional rdo bcn; Honolulu, Oahu, T.H. rdo rng stn; the intsxn of the NE crs of the Honolulu, Oahu, T.H. rdo rng and a line bearing 007°T from the Makapuu Point, Oahu, T.H. nondirectional rdo bcn; the intsxn of the NE crs of the Honolulu, Oahu, T.H. rdo rng and the N crs of the Maui, T.H. rdo rng; the intsxn of the NE crs of the Honolulu, Oahu, T.H. rdo rng and the N crs of the Hilo, Hawaii, T.H. rdo rng." (Note: Green 9 swung with realigned W crs Honolulu (to 261°T from stn). Reporting points: (new) Swordfish Int - S Port Allen and W Honolulu; Coconut Int - W Honolulu and 222°T bearing from Kahuku. H.; Banana Int - NE Honolulu and a 007°T bearing from Makapuu Pt. H. Maki Int deleted as compulsory LF reporting point)

(2) Amber civil arwy No. 10 (Hawaiian Islands) is amended by adding the following reporting point: "The intsxn of the S crs of the Honolulu, Oahu, T.H. rdo rng and a line bearing 237°T from the Makapuu Point, Oahu, T.H. nondirectional rdo bcn." (Note: named Southgate)

(3) Amber civil arwy No. 12 (Hawaiian Islands) is amended by changing the words "east crs of the Maui, T.H. rdo rng" to read: "SE crs of the Maui, T.H. rdo rng."

(4) Amber civil arwy No. 13 (Hawaiian Islands) is added to read: "No reporting points designation."

(5) Red civil arwy No. 113 (Hawaiian Islands) is amended to read: "The intsxn of the S crs of the Port Allen, Kauai, T.H. rdo rng and a line bearing 246°T from the Honolulu, Oahu, T.H. rdo rng stn; Makapuu Point, Oahu, T.H. nondirectional rdo bcn; the intsxn of a line bearing 062°T from the Makapuu Point, Oahu, T.H. nondirectional rdo bcn and the N crs of the Maui, T.H. rdo rng." (Note: S Port Allen Int redescribed as intsxn S crs of Port Allen and a 246°T bearing from Honolulu rng stn; SKIPJACK Int added - intsxn of N crs Maui and a 62°T bearing from Makapuu Point H.)

(6) Red civil arwy No. 87 (Hawaiian Islands) is amended by changing the words which read: "intsxn of the E crs of the Maui, T.H. rdo rng and the E crs of the Hilo, T.H. rdo rng." to read: "intsxn of the SE crs of the Maui, T.H. rdo rng and the E crs of the Hilo, T.H. rdo rng."

(7) Other reporting points is amended by adding the following reporting points to read:

(a) Carp Int: The intsxn of a direct line between the Carolina Beach (Wilmington, N.C.) nondirectional rdo bcn and the Nassau, BWI, nondirectional rdo bcn and the western bndry of the New York Oceanic Control Area."

VOR REPORTING POINTS:

(1) VOR Domestic reporting points is amended by adding the following reporting points:

(a) Coconut Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 261°T radial and a line bearing 222°T from the Kahuku, Oahu, T.H. nondirectional rdo bcn.

(b) Swordfish Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 261°T and the Lihue, Kauai, T.H. omnirange 189°T radials.

(c) Tuna Int: The intsxn of the Molokai, T.H. omnirange 067°T and the Upolu Point Hawaii, T.H. omnirange 012°T radials.

(d) Banana Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 061°T and the Lanai, T.H. omnirange 320°T radials.

(e) Banning Int: The intsxn of the Ontario, Calif. omnirange 091°T and the March, Calif. omnirange 061°T radials.

(f) Sumatra Int: The intsxn of the Miles City, Mont. omnirange 286°T and the Billings, Mont. omnirange 036°T radials.

(g) Kahului, Maui, T.H. omnirange station.

(h) Molokai, T.H. omnirange station.

(2) VOR Domestic reporting points is amended by changing the following reporting points:

(a) Southgate Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 179°T and the Molokai, T.H. omnirange 268°T radials.

(b) North Maui Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 061°T and the Kahului, Maui, T.H. omnirange 352°T radials.

(c) Paradise Int: The intsxn of the Upolu Point, Hawaii, T.H. omnirange 096°T and the Hilo, Hawaii, T.H. omnirange 334°T radials.

(d) Grass Shack Int: The intsxn of the Upolu Point, Hawaii, T.H. omnirange 096° T and the Hilo, Hawaii, T.H. omnirange 004°T radials.

(e) Hibiscus Int: The intsxn of the Upolu Point, Hawaii, T.H. omnirange 096°T and the Hilo, Hawaii, T.H. omnirange 034°T radials.

(3) VOR Domestic reporting points is amended by revoking the following reporting points:

(a) Hula Girl Int; The intsxn of the Lihue, Kauai, T.H. omnirange 141°T and the Honolulu omnirange 246°T radials.

(b) Makai Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 246°T and the Lihue, Kauai, T.H. omnirange 126°T radials.

(c) Kaneohe Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 061°T and the Lanai, T.H. omnirange 318°T radials.

(d) North Lanai Int: The intsxn of the Honolulu, Oahu, T.H. omnirange 061°T and the Lanai, T.H. omnirange 337°T radials.

(e) Rainbow Int: The intsxn of the Maui, T.H. omnirange 191°T and the Lanai, T.H. omnirange 111°T radials.

(f) Pineapple Int: The intsxn of the Lanai, T.H. omnirange 111°T and the Maui, T.H. omnirange 237°T radials.

(g) Waterway Int: The intsxn of the Galveston, Tex. omnirange 064°T; the Lake Charles, La. omnirange 244°T and the Beaumont, Tex. omnirange 168°T radials.

(h) Stonyfork Int: The intsxn of the Elmira, N.Y., omnirange 212°T and the Bradford, Pa. omnirange 097°T radials.

(i) Trumansburg Int: The intsxn of the Elmira, N.Y. omnirange 029°T and the Rochester, N.Y. omnirange 130°T radials.

(j) Maui, T.H. omnirange station.

(k) Wisbon Int: The intsxn of the Herndon, Va. omnirange 045°T and the Baltimore, Md. omnirange 281°T radials.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BPT Beaumont, Tex., Jefferson County Arpt (change from BUJ 1700Z Dec 1, 1957)

✓ ON REQUEST REPORTING POINTS: The following on request reporting points are designated, redesignated, renamed or cancelled and shall become effective as indicated:

DESIGNATED: Effective November 21, 1957

(1) SMALL, OHIO (VHF) INTSXN - the intsxn of the 222°M radial of the Wheeling, W.Va. VOR and the 309°M radial of the Morgantown, W.Va. VOR. (corrects Airgi Vol. 12 #16, pg 36, item 27)

DESIGNATED: Effective December 19, 1957

(1) ADMIRE, KANS. (VHF) INTSXN - the intsxn of the 085°M radial of the Salina, Kans VOR and the 227°M radial of the Topeka, Kans. VOR.

(2) ALMA, TEX. (VHF) INTSXN - the intsxn of the 154°T radial of the Dallas, Tex. VOR and the 100°M radial of the Britton, Tex. VOR. (depict on Dallas-Ft Worth VOR Terminal Area Chart)

(3) BACHELOR, CALIF. (LF) INTSXN - the intsxn of the S crs Riverside, Calif. LFR and the 203°M brng to Oceanside, Calif. Rbn.

(4) BAILEY, ILL. (VHF) INTSXN - the intsxn of the 175°M radial of the Chicago Heights, Ill. VOR and the 094°M radial of the Peotone, Ill. VOR.

(5) BARRETT LAKE, CALIF. (LF) INTSXN - the intsxn of the E crs of the San Diego, Calif. LFR and the 348°M brng to Julian, Calif. Rbn.

(6) BEALLSVILLE, OHIO (VHF) INTSXN - the intsxn of the 289°M radial of the Morgantown, W.Va. VOR and the 040°M radial of the Parkersburg, W.Va. VOR.

(7) BEAVER, PA. (VHF) INTSXN - the intsxn of the 331°M radial of the Pittsburgh, Pa. VOR and the 248°M radial of the Ellwood, Pa. VOR. (depict on Pittsburgh VOR Terminal Area and Departure Chart)

(8) BEDIAS, TEX. (VHF) INTSXN - the intsxn of the 162°M radial of the Leona, Tex. VOR and the 051°M radial of the College Station, Tex. VOR.

(9) BENICIA, CALIF. (VHF) INTSXN - the intsxn of the 348°M radial of the Oakland, Calif. VOR and the 216°M radial of the Sacramento, Calif. VOR.

(10) BLUEFIN, T.H. (VHF) INTSXN - the intsxn of the 056°M radial of the Molokai, T.H VOR and the 320°M radial of the Kahului, T.H. VOR.

(11) BOLIVAR, TEX. (VHF) INTSXN - the intsxn of the 059°) adial of the Galveston, Tex. VOR and the 105°M radial of the Houston, Tex. VOR.

(12) BOX SPRINGS, CALIF. (VHF) INTSXN - the intsxn of the 076°M radial of the Ontario, Calif. VOR and the 314°M radial of the March, Calif. VOR.

(13) BRETON, MISS. (VHF) INTSXN - the intsxn of the 100°M radial of the New Orleans, La. VOR and the 219°M radial of the Mobile, Ala. VOR.

(14) CUMBERLAND, VA. (LF & VHF) INTSXN - the intsxn of the 192°M radial of the Gordonsville, Va. VOR and a 092°M brng to Richmond Va. LFR.

(15) DOBBIN, TEX. (VHF) INTSXN - the intsxn of the 162°M radial of the Leona, Tex. VOR and the 101°M radial of the College Station, Tex. VOR.

(16) DORA, N.MEX. (VHF) INTSXN - the intsxn of the 204°M radial of the Texico, N.Mex VOR and the 051°M radial of the Roswell, N. Mex. VOR.

(17) FALL RIVER, TENN. (VHF) INTSXN - the intsxn of the 154°M radial of the Graham, Tenn. VOR and the S crs of the Nashville, Tenn. ILS lclzr.

(18) FALLS, IDAHO (LF & VHF) INTSXN - the intsxn of the 015°M radial of the Pocatallo, Idaho VOR and the 150°M brng to Pocatello, Idaho LOM.

(19) FILLMORE, IND. (VHF) INTSXN - the intsxn of the 246°M radial of the Indianapolis, Ind. VOR and the 009°M radial of the Scotland, Ind. VOR.

(20) HALIBUT, T.H. (VHF) INTSXN - the intsxn of the 069°M radial of the Kahului, T.H. VOR and the 323°M radial of the Hilo, T.H. VOR.

(21) HANOVER, PA. (VHF) INTSXN - the intsxn of the 173°M radial of the Harrisburg, Pa. VOR and the 023°M radial of the Westminister, Md. VOR.

(22) HIRAM, OHIO (VHF) INTSXN - the intsxn of the 276°M radial of the Youngstown, Ohio VOR and the 160°M radial of the Chardon, Ohio VOR.

(23) HITCHCOCK, TEX. (VHF) INTSXN - the intsxn of the 278°M radial of the Galveston, Tex. VOR and the 147°M radial of the Houston, Tex. VOR.

(24) HOLYOKE, COLO. (VHF) INTSXN - the intsxn of the 124°M radial of the Sidney, Nebr. VOR and the 234°M radial of the North Platte, Nebr. VOR.

(25) HOPE, IND. (VHF) INTSXN - the intsxn of the 136°M radial of the Indianapolis, Ind. VOR and the 350°M radial of the Nabb, Ind. VOR and the 171°M radial of the Shelbyville, Ind. VOR.

(26) HULA GIRL, T.H. (LF) INTSXN - the intsxn of the 235°M brng from Honolulu, T.H. LFR and the 124°M brng from Port Allen, T.H. LFR.

(27) HULA GIRL, T.H. (VHF) INTSXN - the intsxn of the 235°M radial of the Honolulu, T.H. VOR and the 130°M radial of the Lihue, T.H. VOR. (formerly compulsory)

(28) KENTLAND, IND. (VHF) INTSXN - the intsxn of the 151°M radial of the Peotone, Ill. VOR and the 311°M radial of the Lafayette, Ind. VOR and the 061°M radial of the Roberts, Ill. VOR.

(29) LEBANON, IND. (VHF) INTSXN - the intsxn of the 343°M radial of the Indianapolis, Ind. VOR and the 131°M radial of the Lafayette, Ind. VOR and the 312°M radial of the Shelbyville, Ind. VOR.

(30) LINDEN, IND. (VHF) INTSXN - the intsxn of the 310°M radial of the Indianapolis, Ind. VOR and the 157°M radial of the Lafayette, Ind. VOR.

(31) LOSOYA, TEX. (VHF) INTSXN - the intsxn of the 174°M radial of the San Antonio, Tex. VOR and the 274°M brng to the Somerset, Tex. Rbn.

(32) LOWELL, IND. (VHF) INTSXN - the intsxn of the 094°M radial of the Peotone, Ill. VOR and the 156°M radial of the Chicago Heights, Ill. VOR.

(33) MADISONVILLE, TEX. (VHF) INTSXN - the intsxn of the 147°M radial of the Leona, Tex. VOR and the 051°M radial of the College Station, Tex. VOR.

(34) MAGNOLIA, TEX. (VHF) INTSXN - the intsxn of the 116°M radial of the College Station, Tex. VOR and the 162°M radial of the Leona, Tex. VOR.

(35) MAKAI, T.H. (LF) INTSXN - the intsxn of the SE crs of the Port Allen, T.H. LFR and the 235°M brng from Honolulu, T.H. LFR.

(36) MAKAI, T.H. (VHF) INTSXN - the intsxn of the 235°M radial of the Honolulu, T.H. VOR and the 115°M radial of the Lihue, T.H. VOR. (formerly compulsory)

(37) MARLIN, T.H. (VHF) INTSXN - the intsxn of the 323°M radial of the Hilo, T.H. VOR and the 030°M radial of the Upolu Point, T.H. VOR.

(38) MEGGETT, S.C. (LF) INTSXN - the intsxn of the 105°M radial of the Allendale, S.C. VOR and the SW crs of the Charleston, S.C. LFR.

(39) MIDWAY, TEX. (VHF) INTSXN - the intsxn of the 132°M radial of the Leona, Tex. VOR and the 051°M radial of the College Station, Tex. VOR.

(40) MONTAUK PT, N.Y. (VHF) INTSXN - the intsxn of the 201°M radial of the Norwich, Conn. VOR and the 098°M radial of the Riverhead, N.Y. VOR.

(41) MORENO, CALIF. (LF) INTSXN - the intsxn of the E crs of the Riverside, Calif. LFR and the 360°M radial of the March, Calif. VOR.

(42) MORENO, CALIF. (VHF) INTSXN - the intsxn of the 076°M radial of the Ontario, Calif. VOR and the 360°M radial of the March, Calif. VOR.

(43) MORGAN HILL, CALIF. (LF) INTSXN - the intsxn of the SE crs of the Oakland, Calif. LFR and the NW crs of the Fresno, Calif. LFR.

(44) NEW WAVERLY, TEX. (VHF) INTSXN - the intsxn of the 132°M radial of the Leona, Tex. VOR and the 215°M radial of the Lufkin, Tex. VOR.

(45) NORTH LANAI, T.H. (VHF) INTSXN - the intsxn of the 050°M radial of the Honolulu, T.H. VOR and the 326°M radial of the Lanai, T.H. VOR. (formerly compulsory)

(46) ORCHID, T.H. (LF) INTSXN - the intsxn of the W crs of the Honolulu, T.H. LFR and the 122°M brng from Port Allen, T.H. LFR.

(47) ORCHID, T.H. (VHF) INTSXN - the intsxn of the 250°M radial of the Honolulu, T.H. VOR and the 130°M radial of the Lihue, T.H. VOR.

(48) PANSY, T.H. (VHF) INTSXN - the intsxn of the 122°M radial of the Honolulu, T.H. VOR and the 242°M radial of the Molokai, T.H. VOR.

(49) PICAYUNE, MISS. (VOR)

(50) PYOTE, TEX. (VHF) INTSXN - the intsxn of the 231°M radial of the Midland, Tex. VOR and the 154°M radial of the Wink, Tex. VOR.

(51) ROSENBERG, TEX. (VHF) INTSXN - the intsxn of the 247°M radial of the Houston, Tex. VOR and the 097°M radial of the Eagle Lake, Tex. VOR.

(52) ROSWELL, GA. (VHF) INTSXN - the intsxn of the 009°M radial of the Atlanta, Ga. VOR and the 285°M radial of the Norcross, Ga. VOR.

(53) SALT, KANS. (VHF) INTSXN - the intsxn of the 032°M radial of the Gage, Okla. VOR and the 214°M radial of the Hutchinson, Kans. VOR and the 235°M radial of the Wichita, Kans. VOR.

(54) SANTA ROSA, TEX. (VHF) INTSXN - the intsxn of the 109°M radial of the Childress, Tex. VOR and the 252°M radial of the Wichita Falls, Tex. VOR.

(55) SCURRY, TEX. (VHF) INTSXN - the intsxn of the 139°M radial of the Dallas, Tex. VOR and the 082°M radial of the Britton, Tex. VOR.

(56) SEABROOK, TEX. (VHF) INTSXN - the intsxn of the 105°M radial of the Houston, Tex VOR and the 355°M radial of the Galveston, Tex. VOR.

(57) SPALDING, NEBR. (VHF) INTSXN - the intsxn of the 055°M radial of the North Platte, Nebr. VOR and the 345°M radial of the Grand Island, Nebr. VOR.

(58) SUTRO, CALIF. (VHF) INTSXN - the intsxn of the 249°M radial of the Oakland, Calif. VOR and the 287°M radial of the San Francisco, Calif. VOR.

(59) SWEET PEA, T.H. (VHF) INTSXN - the intsxn of the 069°M radial of the Kahului, T.H. VOR and the 338°M radial of the Upolu Point, T.H. VOR.

(60) TIDE, MICH. (VHF) INTSXN - the intsxn of the 073°M radial of the Naperville, Ill. VOR and the 020°M radial of the Chicago Heights, Ill. VOR.

(61) VAIL, CALIF. (LF) INTSXN - the intsxn of the S crs of the Riverside, Calif. LFR and the 222°M brng to Oceanside, Calif Rbn.

(62) VEGA, TEX. (VHF) INTSXN - the intsxn of the 009°M radial of the Texico, N. Mex. VOR and the 255°M radial of the Amarillo, Tex. VOR.

(63) VOLTA, CALIF. (LF) INTSXN - the intsxn of the S crs of the Stockton, Calif. LFR and the SW crs of the Castle, Calif. LFR.

(64) WESLEY, PA. (VHF) INTSXN - the intsxn of the 105°M radial of the Youngstown, Ohio VOR and the 035°M radial of the Ellwood City, Pa. VOR.

(65) WHEATFIELD, IND. (VHF) INTSXN - the intsxn of the 126°M radial of the Chicago Heights, Ill. VOR and the 094°M of the Peotone, Ill. VOR.

(66) WHITELAND, IND. (VHF) INTSXN - the intsxn of the 251°M radial of the Shelbyville, Ind. VOR and the 136°M radial of the Indianapolis, Ind. VOR.

(67) WILLIS, TEX. (VHF) INTSXN - the intsxn of the 101°M radial of the College Station, Tex. VOR and the 147°M radial of the Leona, Tex. VOR and the 326°M radial of the Galveston Tex. VOR.

(68) WILSEY, KANS. (VHF) INTSXN - the intsxn of the 052°M radial of the Hutchinson, Kans. VOR and the 288°M radial of the Emporia, Kans. VOR and the 027°M radial of the Wichita, Kans. VOR.

(69) WINTHROP, IND. (VHF) INTSXN - the intsxn of the 310°M radial of the Indianapolis, Ind. VOR and the 151°M radial of the Peotone, Ill. VOR.

(70) ZORO, IND. (VHF) INTSXN - the intsxn of the 156°M radial of the Chicago Heights, Ill. VOR and the 048°M radial of the Roberts, Ill. VOR.

REDESIGNATED: Effective December 19, 1957

(1) ADVANCE, IND. (VHF) INTSXN - the intsxn of the 043°M radial of the Terre Haute, Ind. VOR and the 310°M radial of the Indianapolis, Ind. VOR.

(2) AETNA, OKLA. (VHF) INTSXN - the intsxn of the 032°M radial of the Gage, Okla. VOR and the 245°M radial of the Anthony, Kans. VOR.

(3) ANNA, OHIO (VHF) INTSXN - the intsxn of the 310°M radial of the Sidney, Ohio VOR and the 213°M radial of the Findlay, Ohio VOR.

(4) BANTA, IND. (VHF) INTSXN - the intsxn of the 169°M radial of the Indianapolis, Ind. VOR and the 251°M radial of the Shelbyville, Ind. VOR.

(5) BOERNE, TEX. (VHF) INTSXN - the intsxn of the 300°M radial of the San Antonio, Tex. VOR and the 336°M radial of the Kelly, Tex. VOR.

(6) BURTON, S.C. (VHF) INTSXN - the intsxn of the 047°M radial of the Savannah, Ga. VOR and the 152°M radial of the Allendale, S.C. VOR.

(7) CASSODAY, KANS. (VHF) INTSXN - the intsxn of the 285°M radial of the Chanute, Kans. VOR and the 051°M radial of the Wichita, Kans. VOR.

(8) CITRONELLE, ALA. (VHF) INTSXN - the intsxn of the 010°M radial of the Mobile, Ala. VOR and the 242°M radial of the Evergreen, Ala. VOR.

(9) CORAL, T.H. (LF) INTSXN - the intsxn of the S crs of the Honolulu, T.H. LFR and the 260°M brng from Maui, T.H. LFR.

(10) CORAL, T.H. (VHF) INTSXN - the intsxn of the 168°M radial of the Honolulu, T.H. VOR and the 228°M radial of the Molokai, T.H. VOR.

(11) CORTARO, ARIZ. (VHF) INTSXN - the intsxn of the 303°M radial of the Tucson, Ariz. VOR and the 180°M brng to Tucson, Ariz. LFR.

(12) EASTWOOD, TEX. (VHF) INTSXN - the intsxn of the 158°M radial of the San Antonio, Tex. VOR and the 115°M radial of the Kelly, Tex. VOR.

(13) FAIRGROUND, CALIF. (LF) INTSXN - the intsxn of the 075°M brng to the Ontario, Calif. LOM and the NE crs of the Long Beach, Calif. LFR.

(14) FIELD, N. MEX. (VHF) INTSXN - the intsxn of the 170°M radial of the Tucumcari, N. Mex. VOR and the 277°M radial of the Texico, N. Mex. VOR.

(15) FLORENCE, KANS. (VHF) INTSXN - the intsxn of the 285°M radial of the Chanute, Kans. VOR and the 068°M radial of the Hutchinson, Kans. VOR and the 027°M radial of the Wichita, Kans. VOR.

(16) GILROY, CALIF. (LF) INTSXN - the intsxn of the NW crs of the Fresno, Calif LFR and the S crs of the Travis, Calif. LFR.

(17) GUADALUPE, TEX. (VHF) INTSXN - the intsxn of the 325°M radial of the San Antonio, Tex. VOR and the 358°M radial of the Kelly, Tex. VOR.

(18) HAMMOND, LA. (VHF) INTSXN - the intsxn of the 259°M radial of the Picayune, Miss. VOR and the 355°M radial of the New Orleans, La. VOR.

(19) HIGH ISLAND, TEX. (VHF) INTSXN - the intsxn of the 059°M radial of the Galveston, Tex. VOR and the 176°M radial of the Beaumont, Tex. VOR.

(20) KING TEX. (VHF) INTSXN - the intsxn of the 135°M radial of the Midland, Tex. VOR and the 192°M radial of the Big Spring, Tex. VOR.

(21) LAGOON, T.H. (LF) INTSXN - the intsxn of the 105°M brng from the Honolulu, T.H. LFR and the 226°M brng from the Makapuu Point, T.H. Rbn.

(22) LANARK, N. MEX. (VHF) INTSXN - the intsxn of the 281°M radial of the El Paso, Tex. VOR and the 260°M radial of the Newman, Tex. VOR and the 065°M radial of the Columbus, N. Mex. VOR.

(23) LOTTS, GA. (VHF) INTSXN - the intsxn of the 284°M radial of the Savannah, Ga. VOR and the 212°M radial of the Allendale, S.C. VOR.

(24) PACIFIC, CALIF. (VHF) INTSXN - the intsxn of the 125°M radial of the Los Angeles, Calif. VOR and the 265°M radial of the Oceanside, Calif. VOR.

(25) PENWELL, TEX. (VHF) INTSXN - the intsxn of the 231°M radial of the Midland, Tex. VOR and the 095°M radial of the Wink, Tex. VOR.

(26) SCHOOL, N. MEX. (VHF) INTSXN - the intsxn of the 213°M radial of the Tucumcari, N. Mex. VOR and the 095°M radial of the Anton Chico, N. Mex. VOR.

(27) STERLING, TEX. (VHF) INTSXN - the intsxn of the 282°M radial of the San Angelo, Tex. VOR and the 140°M radial of the Big Spring, Tex. VOR.

(28) TOLTEC, AIRZ. (VHF) INTSXN - the intsxn of the 091°M radial of the Casa Grande, Ariz. VOR and the 147°M radial of the Phoenix, Ariz. VOR.

(29) WHITNEY, TEX. (VHF) INTSXN - the intsxn of the 344°M radial of the Waco, Tex. VOR and the 193°M radial of the Britton, Tex. VOR.

(30) WOODSIDE, CALIF. (LF & VHF) INTSXN - the intsxn of the 142°M radial of the San Francisco, Calif. TVOR and the 258°M radial of the Agnew, Calif. VOR and the 084°M brng to the Moffett, Calif. LFR. (depict on San Francisco-Oakland Terminal Area and AL Charts)

(31) ZIONSVILLE, IND. (VHF) INTSXN - the intsxn of the 020°M radial of the Indianapolis, Ind. VOR and the 312°M radial of the Shelbyville, Ind. VOR.

RENAMED: Effective December 19, 1957

(1) FOWLER, CALIF. (VHF) INTSXN - the intsxn of the 031°M radial of the Coalinga, Calif. VOR and the 143°M radial of the Fresno, Calif. VOR. (formerly Bowles Int)

CANCELLED: Effective December 19, 1957

(1) ACTON, IND. (VHF) INTSXN - the intsxn of the 121°M radial of the Indianapolis, Ind. VOR and the 045°M radial of the Scotland, Ind. VOR.

(2) BEACON, ILL. (VHF) INTSXN - the intsxn of the 075°T radial of the Naperville, Ill. VOR and the 013°T radial of the Chicago Heights, Ill. VOR.

(3) CAMERON, W.VA. (VHF) INTSXN - the intsxn of the 307°M radial of the Morgantown, W. Va. VOR and the 228°M radial of the Pittsburgh, Pa. VOR.

(4) CASA GRANDE, ARIZ. (VHF) INTSXN - the intsxn of the 086°M radial of the Gila Bend Ariz. VOR and the 174°M radial of the Phoenix, Ariz. VOR.

(5) CHARLOTTESVILLE, IND. (VHF) INTSXN - the intsxn of the 318°T radial of the Cincinnati, Ohio VOR and the 359°T radial of the Nabb, Ind. VOR.

(6) CONROE, TEX. (VHF) INTSXN - the intsxn of the 345°M radial of the Houston, Tex. VOR and the 103°M radial of the College Station, Tex. VOR.

(7) DIAMOND HEAD, T.H. (LF) INTSXN - the intsxn of the 350°M brng to Makapuu Point, T.H. Rbn and the 285°M brng to the Honolulu, T.H. LFR.

(8) DIAMOND HEAD, T.H. (VHF) INTSXN - the intsxn of the 350°M brng to Makapuu Pt, T.H. Rbn and the 107°M radial of the Honolulu, T.H. VOR.

(9) FARWELL, TEX. (VHF) INTSXN - the intsxn of the 299°M radial of the Lubbock, Tex VOR and the 242°M brng to Clovis, N. Mex. VOR.

(10) GREENCASTLE, IND. (VHF) INTSXN - the intsxn of the 065°M radial of the Terre Haute, Ind. VOR and the 354°M radial of the Scotalnd, Ind. VOR.

(11) HARTSVILLE, IND. (VHF) INTSXN - the intsxn of the 359°T radial of the Nabb, Ind. VOR and the 137°T radial of the Indianapolis, Ind. VOR.

(12) HILLVIEW, CALIF. (VHF) INTSXN - the intsxn of the 094°M radial of the Agnew, Calif. VOR and the 227°M radial of the Modesto, Calif. VOR.

(13) HORTON, IND. (VHF) INTSXN - the intsxn of the 020°M radial of the Indianapolis, Ind VOR and the 120°M radial of the Lafayette, Ind. VOR.

(14) KANEOHE, T.H. (LF) INTSXN - the intsxn of the NE crs of the Honolulu, T.H. LFR and the 290°M brng to the Kahuku, T.H. Rbn.

(15) KOKO, T.H. (LF) INTSXN - the intsxn of the 350°M brng to the Makapuu Point, T.H. Rbn and the 300°M radial of the Honolulu, T.H. LFR.

(16) KOKO, T.H. (VHF) INTSXN - the intsxn of the 350°M brng to Makapuu Point, T.H. Rbn and the 122°M radial of the Honolulu, T.H. VOR.

(17) LAKE SHORE, ILL. (VHF) INTSXN - the intsxn of the 075°T radial of the Naperville, Ill. VOR and the 358°T radial of the Chicago Heights, Ill. VOR.

(18) MONAHANS, TEX. (VHF) INTSXN - the intsxn of the 223°M radial of the Midland, Tex VOR and the 120°M radial of the Winks, Tex. VOR.

(19) MONTICELLO, IND. (VHF) INTSXN - the intsxn of the 340°M radial of the Indianapolis Ind. VOR and the 141°M radial of the Chicago Heights, Ill. VOR.

(20) MORVEN, VA. (VHF) INTSXN - the intsxn of the 245°T radial of the Flat Rock, Va. VOR and the N crs of the Blackstone, Va. LFR.

(21) NEWLAND, IND. (VHF) INTSXN - the intsxn of the 351°M radial of the Lafayette, Ind VOR and the 141°M radial of the Chicago Heights, Ill. VOR.

(22) PALA, CALIF. (LF) INTSXN - the intsxn of the S crs of the Riverside, Calif. LFR and the W crs of the Thermal, Calif. LFR.

(23) PANOCHE, CALIF. (LF) INTSXN - the intsxn of the S crs of the Stockton, Calif. LFR and the W crs of the Fresno, Calif. LFR.

(24) PICAYUNE, MISS. (VHF) INTSXN - the intsxn of the 036°T radial of the New Orleans La. VOR and the 155°T radial of the McComb, Miss. VOR.

(25) PITTSBORO, IND. (VHF) INTSXN - the intsxn of the 324°T radial of the Indianapolis, Ind. VOR and the 045°T radial of the Terre Haute, Ind. VOR.

(26) PLEASANT HILL, N.MEX. (VHF) INTSXN - the intsxn of the 096°M radial of the Anton Chico, N. Mex. VOR and the 134°M radial of the Tucumcari, N. Mex. VOR.

(27) RICHMOND, TEX. (VHF) INTSXN - the intsxn of the 255°T radial of the Houston, Tex VOR and the 106°T radial of the Eagle Lake, Tex. VOR.

(28) RUSHVILLE, IND. (VHF) INTSXN - the intsxn of the 106°M radial of the Indianapolis, Ind. VOR and the 318°M radial of the Cincinnati, Ohio VOR.

(29) SHELBY, IND. (VHF) INTSXN - the intsxn of the 094°M radial of the Peotone, Ill. VOR and the 156°M radial of the Chicago Heights, Ill. VOR.

(30) SHELBYVILLE, IND. (VHF) INTSXN - the intsxn of the 359°T radial of the Nabb, Ind. VOR and the 122°T radial of the Indianapolis, Ind. VOR.

(31) SOUTHGATE, T.H. (LF) INTSXN - the intsxn of the S crs of the Honolulu, T.H. LFR and the 044°M brng to the Makapuu Point, T.H. Rbn. (changed to compulsory)

(32) THAYER, IND. (VHF) INTSXN - the intsxn of the 141°M radial of the Chicago Heights, Ill. VOR and the 094°M radial of the Peotone, Ill. VOR.

(33) TRES, CALIF. (LF) INTSXN - the intsxn of the SE crs of the Oakland, Calif. LFR and the W crs of the Fresno, Calif. LFR.

(34) VAIL LAKE, CALIF. (VHF) INTSXN - the intsxn of the 047°M radial of the Oceanside Calif. VOR and the 128°M radial of the March, Calif. VOR and the 240°M radial of the Thermal Calif. VOR

1/ HOLDING PATTERNS: The following holding patterns have been designated, redesignated or cancelled and shall become effective December 19, 1957

DESIGNATED:

(1) TULSA, OKLA. (VOR) - direction of holding - E on the 079°M radial; direction of turns - right; time - 2 mins; min alt 1900'.

(2) PRYOR, ILKA. (VHF) INTSXN - direction of holding - E on the 079°M radial of the Tulsa, Okla. VOR; direction of turns - 2 mins; min alt 2000'.

(3) ADAIR, OKLA. (VHF) INTSXN - direction of holding - NE on 050°M radial of the Tulsa, Okla. VOR; direction of turns - right; time - 2 mins; min alt 2600'.

(4) COLLEGE, OKLA. (VHF) INTSXN - direction of holding - NE on 035°M radial of the Tulsa, Okla. VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(5) NOWATA, OKLA. (VHF) INTSXN - direction of holding - N on 017°M radial of the Tulsa Okla. VOR; direction of turns - right; time - 2 mins; min alt 2600'.

(6) SAND SPRINGS, OKLA. (VHF) INTSXN - direction of holding - W on 236°M radial of the Tulsa, Okla. VOR; direction of turns - right; time - 2 mins; min alt 3500'.

(7) SAPULPA, OKLA. (VHF) INTSXN - direction of holding SW on 219°M radial of the Tulsa, Okla. VOR; direction of turns - right; time - 2 mins; min alt 3500'.

(8) WAGONER, OKLA. (VHF) INTSXN - direction of holding - SE on 113°M radial of the Tulsa, Okla. VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(9) SURF, ILL. (VHF) INTSXN - direction of holding - NE on 073°M radial of the Naperville, Ill. VOR; direction of turns - right; time 1 min.

(10) LOSOYA, TEX. (VHF) INTSXN - direction of holding - S on 174°M radial of the San Antonio, Tex. VOR; direction of turns - left; time - 2 mins; min alt 2200'.

(11) LOSOYA, TEX. (LF) INTSXN - direction of holding - S on S crs of the San Antonio, Tex. LFR; direction of turns - left; time - 2 mins; min alt 2200'.

(12) WHITNEY, TEX. (VHF) INTSXN - direction of holding - N on 344°M radial of the Waco, Tex. VOR; direction of turns - right; time - 1 min; min alt 1700'.

(13) BARRETT LAKE, CALIF. (LF) INTSXN - direction of holding - E on E crs of the San Diego, Calif. LFR; direction of turns - left; time - 1 min.

(14) HANOVER, PA. (VHF) INTSXN - direction of holding - N on 173°M radial of the Harrisburg, Pa. VOR; direction of turns - right; time - 1 min; min alt 3000'.

(15) WESLEY, PA. (VHF) INTSXN - direction of holding - NE on 035°M radial of the Ellwood City, Pa. VOR; direction of turns - right; time - 1 min; min alt 4000'.

(16) MONTAUK POINT, N.Y. (VHF) INTSXN - direction of holding - W on 098°M radial of the Riverhead, N.Y. VOR; direction of turns - left; time - 1 min.

(17) HIRAM, OHIO (VHF) INTSXN - direction of holding - W on 276°M radial of the Youngstown, Ohio VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(18) CUMBERLAND, VA. (LF & VHF) INTSXN - direction of holding - W on 092°M brng to Richmond, Va. LFR; direction of turns - left; time - 1 min; min alt 2000'.

(19) CLINT, TEX. (Rbn) - direction of holding - E on 260°M brng inbnd (080° outbnd); direction of turns - left; time - 2 mins; min alt 5000'.

(20) MAXWELL, IND. (VHF) INTSXN - direction of holding - E on 082°M radial of the Indianapolis, Ind. VOR; direction of turns - right; time - 2 mins.

(21) ADVANCE, IND. (VHF) INTSXN - direction of holding - NW on 310°M radial of the Indianapolis, Ind. VOR; direction of turns - right; time - 2 mins.

(22) BANTA, IND. (VHF) INTSXN - direction of holding - S on 169°M radial of the Indianapolis, Ind. VOR; direction of turns - right; time - 2 mins.

(23) ZIONSVILLE, IND. (VHF) INTSXN - direction of holding - N on 020°M radial of the Indianapolis, Ind. VOR; direction of turns - right; time - 2 mins.

(24) BELLWOOD, VA. (LF & VHF) INTSXN - direction of holding - SW on SW crs of the Richmond, Va. ILS; direction of turns - right; time - 1 min.

(25) BRODNAX, VA. (LF) INTSXN - direction of holding - SW on SW crs of the Richmond Va. LFR; direction of turns - right; time - 2 mins; min alt 1800'.

(26) CHASE CITY, VA. (VHF) INTSXN - direction of holding - E on 266°M radial of the Lawrenceville, Va. VOR; direction of turns - left; time - 2 mins; min alt 3000'.

(27) DINWIDDIE, VA. (LF) INTSXN - direction of holding - SW on SW crs of the Richmond, Va. LFR; direction of turns - right; time - 2 mins; min alt 1500'.

(28) McKENNEY, VA. (VHF) INTSXN - direction of holding - SW on 040°M radial of the Lawrenceville, Va. VOR; direction of turns - right; time - 1 min; min alt 1500'.

(29) MORVEN, VA. (LF) INTSXN - direction of holding - W on 092°M brng to the Richmond, Va. LFR; direction of turns - left; time - 1 min; min alt 2000'.

(30) ROCKVILLE, VA. (VHF) INTSXN - direction of holding - NE on 031°M radial of the Flat Rock, Va. VOR; direction of turns - right; time - 2 mins; min alt 2000'.

(31) SHEPPARDS, VA. (VHF) INTSXN - direction of holding - W on 266°M radial of the Flat Rock, Va. VOR; direction of turns - right; time - 1 min; min alt 3000'.

(32) RICHMOND, VA. (LFR) - direction of holding - SW on SW crs; direction of turns - right; time - 2 mins; min alt 1500'.

(33) CHESTER, VA. (FM) - direction of holding - SW on SW crs of the Richmond, Va. LFR; direction of turns - right; time - 2 mins; min alt 1500'.

(34) LAWRENCEVILLE, VA. (VOR) - direction of holding - SW on 214°M radial; direction of turns - right; time - 2 mins; min alt 1500'.

(35) SEAWEED, T.H. (VHF) INTSXN - direction of holding - NW on 115°M radial of the Lihue, T.H. VOR; direction of turns - right; time - 2 mins.

(36) DRIFTWOOD, T.H. (LF) INTSXN - direction of holding - NW on SE crs of the Port Allen, T.H. LFR; direction of turns - right; time - 2 mins.

(37) ORCHID, T.H. (VHF) INTSXN - direction of holding - W on 250°M radial of the Honolulu, T.H. VOR; direction of turns - right; time - 2 mins.

(38) ORCHID, T.H. (LF) INTSXN - direction of holding - W on W crs of the Honolulu, T.H. LFR; direction of turns - right; time - 2 mins.

(39) COCONUT, T.H. (VHF) INTSXN - direction of holding - W on 250°M radial of the Honolulu, T.H. VOR; direction of turns - right; time - 1 min.

(40) COCONUT, T.H. (LF) INTSXN - direction of holding - W on W crs of the Honolulu, T.H. LFR; direction of turns - right; time - 1 min.

(41) SOUTHGATE, T.H. (LF) INTSXN - direction of holding - S on S crs of the Honolulu, T.H. LFR; direction of turns - left; time - 1 min.

(42) SOUTHGATE, T.H. (VHF) INTSXN - direction of holding - E on 257°M radial of the Molokai, T.H. VOR; direction of turns - right; time - 1 min.

(43) CORAL, T.H. (LF) INTSXN - direction of holding - S on S crs of the Honolulu, T.H. LFR; direction of turns - right; time - 2 mins.

(44) CORAL, T.H. (VHF) INTSXN - direction of holding - S on 168°M radial of the Honolulu T.H. LFR; direction of turns - right; time - 2 mins.

(45) BANANA, T.H. (LF) INTSXN - direction of holding - NE on NE crs of the Honolulu, T.H. LFR; direction of turns - right; time - 2 mins.

(46) BANANA, T.H. (VHF) INTSXN - direction of holding - NE on 050°M radial of the Honolulu, T.H. VOR; direction of turns - right; time - 2 mins.

(47) ALMA, TEX. (VHF) INTSXN - direction of holding - SE on 154°M radial of the Dallas, Tex. VOR; direction of turns - right; time - 2 mins; min alt 2000'.

(48) MESQUITE, TEX. (VHF) INTSXN - direction of holding - SE on 124°M radial of the Dallas, Tex. VOR; direction of turns - right; time - 1 min; min alt 2000'.

REDESIGNATED:

(1) BOERNE, TEX. (VHF) INTSXN - direction of holding - NW on 300°M radial of the San Antonio, Tex. VOR; direction of turns - right; time - 2 mins; min alt 2800'.

(2) FAIRGROUND, CALIF. (VHF) INTSXN - direction of holding - E on W crs of the Ontario, Calif. ILS; direction of turns - left; time - 2 mins; min alt 3000'.

(3) ALBACORE, CALIF. (VHF) INTSXN - direction of holding - SE on 125°M radial of the Los Angeles, Calif. VOR; direction of turns - left; time - 1 min; min alt 2500'.

(4) LONOKE, ARK. (VHF) INTSXN - direction of holding - NE on 055°M radial of the Little Rock, Ark. VOR; direction of turns - right; time - 1 min; min alt 1500'.

(5) FLAT ROCK, VA. (VOR) - direction of holding - NW on 300°M radial; direction of turns - right; time - 1 min; min alt 2000'.

(6) WOODSIDE, CALIF. (LF & VHF) INTSXN - direction of holding - NW on 142°M radial of the San Francisco, Calif. TVOR; direction of turns - left; time - 1 min; min alt 4000'. (depict on San Francisco-Oakland Terminal Area and AL Charts)

(7) McEWEN, TENN. (VHF) INTSXN - direction of holding - W on 266°M radial of the Nashville, Tenn. VOR; direction of turns - left; time - 2 mins; min alt 3000'.

CANCELLED:

(1) TULSA, OKLA. (VOR) - direction of holding - N on 330°M radial; direction of turns - right; time - 2 mins; min alt 2000'.

(2) LAKE SHORE, ILL. (VHF) INTSXN - direction of holding - E on 073°M radial of the Naperville, Ill. VOR; direction of turns - right; time - 1 min.

(3) HOBART, IND. (VHF) INTSXN - direction of holding - E on 087°M radial of the Chicago Heights, Ill. VOR; direction of turns - right; time - 1 min; min alt 2000'.

(4) PITTSBORO, IND. (VHF) INTSXN - direction of holding - NW on 323°M radial of the Indianapolis, Ind. VOR; direction of turns - right; time - 2 mins.

(5) ACTON, IND. (VHF) INTSXN - direction of holding - SE on 121°M radial of the Indianapolis, Ind. VOR; direction of turns - right; time - 2 mins.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 211)
(December 4, 1957)

(1) Section 608.11, the Fort McClellan Restricted Area, Alabama (R-131), amended August 14, 1957 in 22 F.R. 6498 is further amended to include the following described area: "Beginning at lat 33-41-20, long. 85-59-00; S to lat 33-40-40, long. 85-59-00; W to lat 33-40-40, long. 86-00-00; N to lat 33-41-20, long. 86-00-00; E to point of beginning.

(2) Section 608.31, the Grand Marais Restricted Area, Minnesota (R-187), amended August 14, 1957 in 22 F.R. 6498 is further amended by changing the "Controlling Agency" column to read: "Commander, 343rd Fighter Group (Air Defense), Duluth, Minnesota".

✓ CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulation is effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

✓ COMPLIANCE WITH CANADIAN AIR REGULATIONS: All pilots are cautioned when flying into Canada to review Canadian Air Regulations. Special attention should be given to parts of Canadian Air Regulations which are different from U.S. Civil Air Regulations; for example, there is no VFR on top in Canada.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957, as follows:

(1) Page 20, Los Angeles, Calif. - change WB telephone number to OR 8-7444*.

(2) Page 20, add - Marysville, Calif. - CAA telephone number SH 2-1449.

(3) Page 20, Sacramento, Calif. - change CAA telephone number to GL 5-9390.

(4) Page 20, Trinidad, Colo. - change CAA telephone number to VIctor 6-2623.

(5) Page 20, delete - Williams, Calif. - CAA 2811.

(6) Page 21, Valdosta, Ga. - change CAA telephone number to CHerry 4-2361.

(7) Page 22, Cadillac, Mich. - delete CAA telephone number

(8) Page 22, Chadron, Nebr. - change CAA telephone number to HEmlock 2-3153.

(9) Page 22, Grand Marais, Mich. - change CAA telephone number to 341.

(10) Page 22, Whitehall, Mont. - change CAA telephone number to ATwater 7-3811.

(11) Page 25, Ellensburg, Wash. - change CAA telephone number to WO 2-4711.

(12) Page 25, Rawlins, Wyo. - change CAA telephone number to EAst 4-3241.

(13) Page 26, Region 4 - General Safety Office - change Sacramento, Calif. telephone number to GL 6-8963.

(14) Page 58, under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

(15) Page 59, under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

(16) Page 59, under Traffic Information, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

(17) Page 76, add - Midland, Tex. (Air Terminal): 170°; over apch ends rnwys 22 and 28; 1000'.

(18) Page 76, add - Minot, N. Dak. 257°; 1 mi N of arpt.

(19) Page 76, Muscle Shoals, Ala.: 290°; above wind tee on arpt; 1000'.

(20) Page 77, Pueblo, Colo. (Pueblo Memorial): 256°; centerline E end of rnwy 8-26.

(21) Page 77, Salt Lake City, Utah: 158°; centerline rnwy 34L/16R entire length, No. 1 arpt; 4400'.

(22) Page 79, delete - Dayton, Ohio

(23) Page 80, delete - Midland, Tex. (Air Terminal)

(24) Page 82, South Bend, Ind. (St Joseph County): 178°; center of N/S taxiway 200' N of N edge of parking ramp.

OPERATING PROCEDURES FOR FLIGHT WITHIN THE CONTINENTAL CONTROL AREA: On or about December 1, 1957, all airspace at and above 24,000'MSL above the continental United States (excluding Territory of Alaska), excluding prohibited and restricted areas penetrating the 24,000' level, will be designated as control area. This airspace is to be known as the "continental control area". Certain new regulations and procedures will govern flight in this area and all pilots and other personnel concerned with opern above 24,000' should become familiar with them. Announcement of the effective date will be made by NOTAM. Following is a summary of the method by which flight operns and air tfc control are to be conducted in the continental control area.

I. VFR OPERATION:

A. Visibility and Cloud Proximity Minimums - For VFR opern within the continental control area, flgt visibility must be at least 5 mi and acft must not be flown less than 1000' vertically and 1 mi horizontally from any cloud formation.

B. Cruising Altitudes:

1. From 24,000' through 28,000' (excluding arwys). To assist pilots operg under VFR in maintaining separation, the following cruising alts should be adhered to as good operg practice from 24,000' through 28,000':

Magnetic Crs	Indicated Altitudes
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or above 29,000'. Use of the following cruising alt for VFR flgt is required by regulation everywhere at or above 29,000':

Magnetic Crs	Indicated Altitudes
0-89° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
90-179° inc.	4000' intervals beginning at 30,000' (30,000', 34,000', etc.)
180-269° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)
270-359° inc.	4000' intervals beginning at 32,000' (32,000', 36,000', etc.)

II. ON-TOP OPERATION: Flgts made under VFR conditions on top within the continental control area must observe the new visibility and cloud proximity minimums and cruising alt rules for VFR opern in the continental control area. Opern of these flgts is otherwise unchanged. (Pilots are reminded that when cleared "VFR conditions on top" by air tfc control, tfc separation is not provided by air tfc control.)

III. IFR OPERATION: All IFR operns at and above 24,000'MSL within the continental control area will receive air tfc control service.

A. At and above 27,000'MSL - To simplify high alt navigation, a limited number of VOR, TACAN, VORTAC and L/MF facilities have been designated for high alt use. These navigation aids are the only ones which may be used for IFR routing at and above 27,000' and are depicted on special high alt charts.

The high-altitude facilities have been used to delineate a system of high-altitude tracks called "Jet Routes". These routes are coded on the charts by the letter J, followed by the appriate route number, followed by the letter V, T, or L to indicate the type of navigation to be used. For example:

J22V . . . . . VOR or VORTAC Jet Route #22
J19T . . . . . TACAN Jet Route #19
J3L . . . . . L/MF Jet Route #3

Use of the designated high-altitude route structure will facilitate air tfc control, and all pilots are requested to use the designated route structure to the maximum extent possible. However, use of this route structure is not mandatory. Pilots may conduct direct flgt off the designated Jet Routes, provided the acft will be flown on a route defined by the high-altitude facilities, and provided further that the facilities selected to define the route are not more than 300 n mi apart.

Routes flown at 27,000' and above will not have a defined width as is the case on arwys at the lower levels. The track to be made good will be direct between the navigation aids or fixes defining the Jet Route, or direct between the high-altitude facilities defining the route for flgts made off the designated Jet Routes.

All high-altitude facilities and a small number of intsxns formed by these aids will be designated as compulsory reporting points. When needed for tfc control purposes, pilots may be requested to make additional position reports.

Other navigation aids (TACAN, VOR, VORTAC, AND L/MF) not designated as high-altitude facilities will be used for routing or navigating of acft to and from the high-altitude Jet Route structure which begins at the 27,000' level. This routing may be via the Victor or colored arwy systems, or direct between navigation aids.

Since most flgt activity at 27,000' and above will be by military acft, only those charts prepared by the U.S. Air Force Aeronautical Chart and Information Center will be avail on the inception date of control of all airspace at and above 24,000'. In recognition of the fact that there will be some civil need for these charts, arrangements have been made for civil distribution of the Air Force charts through the United States Coast and Geodetic Survey.

B. Below 27,000' - Although the continental control area extends from 24,000' upward, the Jet Route structure does not commence until the 27,000' level is reached. The colored and Victor arwys extend up to, but do not include the 27,000' level.

Acft operg below 27,000' within the continental control area (from 24,000' through 26,000') may operate on the colored or Victor arwys, or fly direct between any Federally operated navigation aids.

In the case of direct flgts (from 24,000' through 26,000') the aids selected to define the route must not be more than 200 n mi apart, and the track to be made good will be direct between aids. The aids selected will be compulsory reporting points, and other position reports may be requested by air tfc control when needed.

C. Cruising Altitudes - Acft operg in accordance with IFR within the continental control area must be flown at the alts assigned by air tfc control. To assist pilots in flgt planning for IFR operns, the following system of altitude selection may be used:

1. From 24,000' through 28,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or Above 29,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
180-359° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)

While controllers will normally use the above system, other altitudes may be used in certain cases. Pilots are cautioned to fly at the alt assigned by air traffic control.

IV. AIR/GROUND COMMUNICATIONS: The CAA is currently installing a VHF and UHF air/ground communications system which will provide direct pilot-controller rdo communications throughout the continental control area. This system will be only partially installed at the time control of all airspace above 24,000' is commenced; therefore, interim communications will be conducted as follows:

Ground Facility	VHF	UHF
A. ARTC	Discrete channel as directed	301.4 or discrete channel as directed
B. ATCS	122.1/122.2 or VOR 126.7 135.0/135.9	255.4 or 301.4 where avail.
C. Airline company radio stations	Company frequency	none

IFR flgts should use direct ARTC controller-pilot communications, where available.

V. SPECIAL OPERATIONS: Certain mil operns cannot be conducted in accordance with the above, for example, missions involving use of radar navigation. Such cases are to be considered exceptional in nature and will be handled by special procedures.

Flgts using celestial navigation will be required to operate VFR or "VFR conditions on top" for those portions of the flgt where celestial navigation is involved. TACAN-only equipped acft will also be required to operate VFR or "VFR conditions on top" for those portions of flgts where designated high-altitude TACAN facilities are more than 200 or 300 n mi apart, as the case may be.

Questions concerning these operns or any phase of the control of all airspace above 24,000' should be referred to the appropriate CAA air route tfc control center.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2600' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200, 5), an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective December 19, 1957:

Section 610.19 Green Civil Airway 9 is amended to read:

FROM	TO	MEA
Swordfish INT,TH	Coconut INT,TH	1000
Coconut INT,TH	Honolulu,TH LFR	3500
Honolulu,TH LFR	Banana INT,TH	6000
Banana INT,TH	North Mau INT,TH	
	SW-bound	6000
	NE-bound	1000
North Mau INT,TH	North Hilo INT,TH	1000

Section 610.101 Amber Civil Airway 1 is amended to read in part:

FROM	TO	MEA
San Diego,Calif. LFR	Oceanside,Calif. LF/RBN	2500

Section 610.107 Amber Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Savannah,Ga.LFR	*Meggett INT,S.C.	1500
*2000 - MRA		
Meggett INT, S.C.	Charleston,S.C.LFR	1500

Section 610.110 Amber Civil Airway 10 is amended to read:

FROM	TO	MEA
South Honolulu INT,TH	*Southgate INT,TH	1000
*2000 - MCA Southgate INT, N-bound		
Southgate INT,TH	Honolulu TH LFR	
	N-bound	4000
	S-bound	1000

Section 610.111 Amber Civil Airway 11 is amended to read:

FROM	TO	MEA
South Maui INT,TH	Maui,TH LFR	
	S-bound	1000
	N-bound	6000
Maui,TH LFR	38 miles N Maui LFR	6000

Section 610.112 Amber Civil Airway 12 is amended to read:

FROM	TO	MEA
37 miles S Hilo LFR	Hilo,TH LFR	4000
Hilo,TH LFR	Kuku Point INT,TH	
	N-bound	3000
	S-bound	4000

Section 610.113 Amber Civil Airway 13 is added to read:

FROM	TO	MEA
South Port Allen INT,TH	Swordfish INT,TH	1000
Swordfish INT,TH	Port Allen,TH LFR	
	N-bound	6000
	S-bound	3000

Section 610.245 Red Civil Airway 45 is amended to read in part:

FROM	TO	MEA
Manakin,Va.LF/RBN	Woodford INT,Va.	1700
Woodford INT,Va.	Quantico,Va.LFR	1500

Section 610.277 Red Civil Airway 77 is amended to read in part:

FROM	TO	MEA
Greensboro,N.C. LFR	Lynchburg,Va.LFR	4000

Section 610.287 Red Civil Airway 87 is amended to read:

FROM	TO	MEA
Bonita INT,TH	*Port Allen,TH LFR	6000
*6000 - MCA Port Allen LFR, W-bound		
Port Allen,TH LFR	Driftwood INT,TH	
	SE-bound	3000
	NW-bound	4000
Driftwood INT,TH	Coconut INT,TH	1000
Coconut INT,TH	Honolulu,TH LFR	3500
*Honolulu,TH LFR	**Maui,TH LFR	6000
*4000 - MCA Honolulu LFR, SE-bound		
**8000 - MCA Maui LFR, SE-bound		
Maui,TH LFR	20 miles SE Maui LFR	8000
20 miles SE Maui LFR	Kuku Point INT,TH	
	NW-bound	8000
	SE-bound	5000
Kuku Point INT,TH	Hilo,TH LFR	
	S-bound	4000
	N-bound	3000
Hilo,TH LFR	East Hilo INT,TH	3000

Section 610.313 Red Civil Airway 113 is amended to read:

FROM	TO	MEA
South Port Allen INT,TH	Hula Girl INT,TH	1000
Hula Girl INT,TH	Makai INT,TH	
	SW-bound	1000
	NE-bound	2000
Makai INT,TH	*Honolulu,TH LFR	2000
*5000 - MCA Honolulu LFR, NE-bound		
Honolulu,TH LFR	Makapuu Pt.,TH LF/RBN	5000
Makapuu Pt.TH LF/RBN	Skipjack INT,TH	
	SW-bound	5000
	NE-bound	1000
Skipjack INT,TH	N.Maui INT,TH	1000

Section 610.607 Blue Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Gilroy INT,Calif.	Altamont INT, Calif.	6500

Section 610.610 Blue Civil Airway 10 is amended to delete:

FROM	TO	MEA
Fresno,Calif.LFR	*Evergreen,Calif. LF/RBN	6000
*6000 - MCA Evergreen LF/RBN, SE-bound		
Morgan Hill, Calif.FM	Evergreen,Calif.LF/RBN NW-bound only	6000

Section 610.610 Blue Civil Airway 10 is amended by adding:

FROM	TO	MEA
Fresno,Calif.LFR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	Morgan Hill,Calif. FM	6000
Morgan Hill, Calif.FM	*Evergreen,Calif.LF/RBN	
	NW-bound	5000
	SE-bound	6000
*6000 - MCA Evergreen LF/RBN,SE-bound		

Section 610.614 Blue Civil Airway 14 is amended to delete:

FROM	TO	MEA
Panoche INT,Calif.	Stockton,Calif. LFR	6000

Section 610.614 Blue Civil Airway 14 is amended by adding:

FROM	TO	MEA
Los Banos INT, Calif.	Stockton,Calif.LFR	3000

Section 610.614 Blue Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Panoche INT, Calif.	Volta INT,Calif.	6000
*Volta INT,Calif.	Stockton,Calif.VOR	3000
*4000 - MCA Volta INT, S-bound		

Section 610.1001 Direct Routes - U. S. is amended by adding:

FROM	TO	MEA
Lakeland,Fla.VOR	Kissimee INT,Fla.	1500
Kissimee INT,Fla.	Vero Beach,Fla.VOR	1500
La Grange,Ga.VOR	Macon,Ga.VOR	2400
Birmingham,Ala. VOR	LaGrange,Ga.VOR	3900
Fall River INT, Tenn.	Franklin INT,Tenn.	5500
Rome,Ga.LFR	Chattanooga,Tenn. VOR	3900
Rome,Ga.LFR	Int.E crs Rome LFR & 150 M rad Chattanooga VOR	3800
Crabapple INT,Ga.	Crossville,Tenn. VOR	6000
Crabapple INT,Ga.	Chattanooga,Tenn. VOR	4000
Houston,Tex.VOR	Leona,Tex.VOR	2500
Kemp INT,Tex.	Leona,Tex.VOR	5300
Dallas,Tex.VOR	Leona,Tex.VOR	2900
Dallas,Tex.VOR	Leona,Tex.VOR	3600
Ennis INT,Tex.	Leona,Tex.VOR	3300
Greenville,S.C. LFR	Spartanburg,S.C. LFR	2300
Austin,Tex.VOR	Int. 060 M rad. Austin VOR & 260 M rad.College Station VOR	2000
Int.060 M rad. Austin VOR & 260 M rad.College Station VOR	College Station, Tex.VOR	2000

Section 610.1001 Direct Routes, U.S. is amended to delete:

FROM	TO	MEA
Chattanooga,Tenn. LFR	Rome,Ga.LFR	3900
Cartersville INT, Ga.	Rome,Ga.LFR	2800

Section 610.1001 Direct Routes - U. S. is amended to read in part:

FROM	TO	MEA
Raleigh,N.C.LFR	Wilmington,N.C. LF/RBN	2500
Ft.Myers,Fla. LF/RBN	W.Palm Beach,Fla. LFR	1300
Austin,Tex.VOR	College Station, Tex.VOR	2000

Section 610.6001 VOR Civil Airway 1 is amended to read in part:

FROM	TO	MEA
Salisbury,Md.VOR	*Wildwood INT,N.J.	**2000
*2000 - MRA		
**1500 - MOCA		
Wildwood INT,N.J.	Atlantic City INT, N.J.	*2000
*1500 - MOCA		

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Albany,N.Y.VOR	*Greenfield INT, Mass.	6500
*5500 - MCA Greenfield INT, W-bound		
Grafton INT,N.Y.	Albany,N.Y.VOR W-bound only	3000

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
Savannah,Ga.VOR	Charleston,S.C.VOR	1400
Flat Rock,Va.VOR	Brooke,Va.VOR	1700

Section 610.6004 VOR Civil Airway 4 is amended to read in part:

FROM	TO	MEA
Laramie,Colo.VOR Via N alter.	*Nunn INT,Colo. Via N alter.	**12500
*12500 - MRA		
**11000 - MOCA		
Nunn INT,Colo. Via N alter.	*Gill INT,Colo. Via N alter.	**14000
*13000 - MRA		
**7500 - MOCA (deletes MCA at Gill INT)		
Salina,Kans.VOR Via S alter.	*Admire INT,Kans. Via S alter.	**4500
*4500 - MRA		
**3000 - MOCA		
Admire INT,Kans. Via S alter.	Topeka,Kans.VOR Via S alter.	3000

Section 610.6006 VOR Civil Airway 6
is amended to read in part:

FROM	TO	MEA
*Ogden, Utah VOR	Blacksmith INT, Utah	
Via N alter.	Via N alter.	13000
*11000 - MCA Ogden VOR, N-bound		
Blacksmith INT, Utah	Ft. Bridger, Wyo. VOR	
Via N alter.	Via N alter.	12000

Section 610.6007 VOR Civil Airway 7
is amended to delete:

FROM	TO	MEA
Lafayette, Ind. VOR	Chicago Hgts., Ill. VOR	
Via E alter.	Via E alter.	2000

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
Lafayette, Ind. VOR	*Zoro INT, Ind.	2000
*2500 - MRA		
Zoro INT, Ind.	Chicago Hgts, Ill. VOR	2000
Chicago Hgts. Ill. VOR	*White Fish INT, Ill.	
Via E alter.	Via E alter.	2500
*3500 - MRA		
*Tanner INT, Ala.	**Fall River INT, Tenn.	
Via E alter.	Via E alter.	***4500
*4500 - MRA		
**5500 - MRA		
***2400 - MOCA		
Fall River INT, Tenn.	Graham, Tenn. VOR	
Via E alter.	Via E alter.	*4500
*2400 - MOCA		

Section 610.6008 VOR Civil Airway 8
is amended by adding:

FROM	TO	MEA
Daggett, Calif. VOR	Las Vegas, Nev. VOR	
Via E alter.	Via E alter.	11500

Section 610.6009 VOR Civil Airway 9
is amended to read in part:

FROM	TO	MEA
New Orleans, La. VOR	Picayune, Miss. VOR	
Via E alter.	Via E alter.	1400
Picayune, Miss. VOR	McComb, Miss. VOR	
Via E alter.	Via E alter.	1700

Section 610.6010 VOR Civil Airway 10
is amended to delete:

FROM	TO	MEA
Hutchinson, Kans. VOR	Emporia, Kans. VOR	
Via N alter.	Via N alter.	3300

Section 610.6010 VOR Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Pelee INT, Ont. Canada	*Gill INT, Mich.	**#3500
*3000 - MRA		
**2500 - MOCA		
#For that airspace over U.S. territory		
Gill INT, Mich.	N. Perry INT, Ohio	3000

Section 610.6012 VOR Civil Airway 12
is amended to delete:

FROM	TO	MEA
Needles, Calif. VOR	Prescott, Ariz. VOR	10000
Prescott, Ariz. VOR	Winslow, Ariz. VOR	10000

Section 610.6012 VOR Civil Airway 12
is amended by adding:

FROM	TO	MEA
Needles, Calif. VOR	Drake, Ariz. VOR	10000
Drake, Ariz. VOR	Winslow, Ariz. VOR	10000
Needles, Calif. VOR	Prescott, Ariz. VOR	
Via S alter.	Via S alter.	10000
Prescott, Ariz. VOR	Winslow, Ariz. VOR	
Via S alter.	Via S alter.	*12000
*11000 - MOCA		
Tucumcari, N. Mex. VOR	Amarillo, Tex. VOR	
Via S alter.	Via S alter.	*6000
*5100 - MOCA		

Section 610.6012 VOR Civil Airway 12
is amended to read in part:

FROM	TO	MEA
Tucumcari, N. Mex. VOR	*Vega INT, Tex.	5500
*6500 - MRA		
Vega INT, Tex.	Amarillo, Tex. VOR	5500
Gage, Okla. VOR	Aetna INT, Okla.	
Via N alter.	Via N alter.	3500
Aetna INT, Okla.	Salt INT, Kans.	
Via N alter.	Via N alter.	*6300
*3500 - MOCA		
Salt INT, Kans.	Rago INT, Kans.	
Via N alter.	Via N alter.	*6300
*2800 - MOCA		
Rago INT, Kans.	Wichita, Kans. VOR	
Via N alter.	Via N alter.	3400
*Wichita, Kans. VOR	Emporia, Kans. VOR	
Via N alter.	Via N alter.	3000
*3000 - MCA Wichita VOR, NE-bound		

Section 610.6013 VOR Civil Airway 13
is amended to read in part:

FROM	TO	MEA
Neosho, Mo. VOR	*Waco INT, Mo.	
Via W alter.	Via W alter.	2700
*6500 - MRA		
Waco INT, Mo.	Butler, Mo. VOR	
Via W alter.	Via W alter.	2700
Houston, Tex. VOR	New Waverly INT, Tex.	
Via W alter.	Via W alter.	*2300
*1800 - MOCA		
New Waverly INT, Tex.	Lufkin, Tex. VOR	
Via W alter.	Via W alter.	*2000
*1500 - MOCA		

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Neosho, Mo. VOR	*Billings INT, Mo.	
Via S alter.	Via S alter.	**2800
*2800 - MRA		
**2600 - MOCA		
Billings INT, Mo.	Springfield, Mo. VOR	
Via S alter.	Via S alter.	2600

VOR Civil Airway 14 - cont'd.

FROM	TO	MEA
Albany, N.Y. VOR	*Greenfield INT, Mass.	5500
*5500 - MCA Greenfield INT, W-bound		
Grafton INT, N.Y.	Albany, N.Y. VOR W-bound only	3000

Section 610.6015 VOR Civil Airway 15
is amended to read in part:

FROM	TO	MEA
Houston, Tex. VOR	College Station, Tex. VOR	2000

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Eudora INT, Miss.	Memphis, Tenn. VOR	
Via S alter.	Via S alter.	1600
Phoenix, Ariz. VOR	Toltec INT, Ariz.	5000
Toltec INT, Ariz.	*Tucson, Ariz. VOR	7000
*9000 - MCA Tucson VOR, E-bound		

Section 610.6020 VOR Civil Airway 20
is amended by adding:

FROM	TO	MEA
Beaumont, Tex. VOR	Lake Charles, La. VOR	
Via N alter.	Via N alter.	1400
Lake Charles, La. VOR	Lafayette, La. VOR	
Via N alter.	Via N alter.	1500
Lake Charles, La. VOR	Lafayette, La. VOR	
Via S alter.	Via S alter.	1200

Section 610.6020 VOR Civil Airway 20
is amended to read in part:

FROM	TO	MEA
Palacios, Tex. VOR	Rosenberg INT, Tex.	
Via N alter.	Via N alter.	*2000
*1400 - MOCA		
Rosenberg INT, Tex.	Houston, Tex. VOR	
Via N alter.	Via N alter.	2100
Mooresville INT, N.C.	Barber INT, N.C.	*3000
*2400 - MOCA		
Barber INT, N.C.	Greensboro, N.C. VOR	2400
Houston, Tex. VOR	High Island INT, Tex.	
Via S alter.	Via S alter.	1500
High Island INT, Tex.	Sabine INT, Tex.	
Via S alter.	Via S alter.	*2300
*1400 - MOCA		
Sabine INT, Tex.	Lake Charles, La. VOR	
Via S alter.	Via S alter.	1300
New Orleans, La. VOR	Picayune, Miss. VOR	
Via N alter.	Via N alter.	1400
Picayune, Miss. VOR	Mobile, Ala. VOR	
Via N alter.	Via N alter.	1400
Mobile, Ala. VOR	*Citronelle INT, Ala.	
Via N alter.	Via N alter.	1500
*2500 - MRA		
Citronelle INT, Ala.	Evergreen, Ala. VOR	
Via N alter.	Via N alter.	*2500
*1500 - MOCA		

Section 610.6023 VOR Civil Airway 23
is amended to read in part:

FROM	TO	MEA
San Diego, Calif. VOR	Oceanside, Calif. VOR	2500

Section 610.6035 VOR Civil Airway 35
is amended to read in part:

FROM	TO	MEA
Tallahassee, Fla. VOR	Calvary INT, Fla.	1500
Calvary INT, Fla.	Albany, Ga. VOR	1700
Albany, Ga. VOR	*Perry INT, Ga.	1700
*3000 - MRA		

Section 610.6038 VOR Civil Airway 38
is amended to read in part:

FROM	TO	MEA
Peotone, Ill. VOR	Wheatfield INT, Ind.	2000
Wheatfield INT, Ind.	Claypool INT, Ind.	*4000
*2200 - MOCA		

Section 610.6047 VOR Civil Airway 47
is amended to delete:

FROM	TO	MEA
Englewood INT, Ohio	Sidney, Ohio VOR	
Via W alter.	Via W alter.	3000

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Crossville, Tenn. VOR	Highway INT, Ky.	5000
Highway INT, Ky.	Campbellsville INT, Ky.	*5000
*3000 - MOCA		
Nabb, Ind. VOR	Hope INT, Ind.	2100
Hope INT, Ind.	Shelbyville, Ind. VOR	2100
Shelbyville, Ind. VOR	Lebanon INT, Ind.	2900
Lebanon INT, Ind.	Lafayette, Ind. VOR	2300
Lafayette, Ind. VOR	*Zoro INT, Ind.	2000
*2500 - MRA		
Zoro INT, Ind.	Chicago Hgts, Ill. VOR	2000

Section 610.6053 VOR Civil Airway 53
is amended to delete:

FROM	TO	MEA
Louisville, Ky. VOR	Nabb, Ind. VOR	
Via E alter.	Via E alter.	2100
Nabb, Ind. VOR	Hartsville INT, Ind.	
Via E alter.	Via E alter.	2100
Hartsville INT, Ind.	Indianapolis, Ind. VOR	
Via E alter.	Via E alter.	2300
Indianapolis, Ind. VOR	Lafayette, Ind. VOR	2300
Indianapolis, Ind. VOR	Lafayette, Ind. VOR	
Via W alter.	Via W alter.	2100
Lafayette, Ind. VOR	Peotone, Ill. VOR	2000

Section 610.6053 VOR Civil Airway 53
is amended by adding:

FROM	TO	MEA
Indianapolis,Ind. VOR	Linden INT,Ind.	2100
Linden INT,Ind.	*Winthrop INT, Ind.	**2500
*2500 - MRA **2000 - MOCA		
Winthrop INT,Ind. *2000 - MOCA	Kentland INT,Ind.	*2500
Kentland INT,Ind.	Peotone,Ill.VOR	2000

Section 610.6054 VOR Civil Airway 54
is amended to read in part:

FROM	TO	MEA
Lonoke INT,Ark. Via N alter.	Hillemann INT,Ark. Via N alter.	*2500
*1600 - MOCA (deletes MRA Hillemann INT)		

Section 610.6060 VOR Civil Airway 60
is amended to read in part:

FROM	TO	MEA
Tucumcari,N.Mex. VOR	Texico,Tex.VOR	6000
Texico,Tex.VOR *5300 - MOCA	Lubbock,Tex.VOR	*5500

Section 610.6062 VOR Civil Airway 62
is amended to read in part:

FROM	TO	MEA
Anton Chico, N.Mex.VOR	Field INT,N.Mex.	8000
Field INT,N.Mex.	Texico,Tex.VOR	6000
Texico,Tex.VOR *5300 - MOCA	Lubbock,Tex.VOR	*5500

Section 610.6066 VOR Civil Airway 66
is amended to read in part:

FROM	TO	MEA
Culberson,Tex. VOR	*Pyote INT,Tex.	**8000
*5000 - MRA **6300 - MOCA		
Pyote INT,Tex. *4400 - MOCA	Midland,Tex.VOR	*5000
Gila Bend,Ariz. VOR	Casa Grande,Ariz. VOR	
Via N alter.	Via N alter.	5000
Casa Grande,Ariz. Via N alter.	Toltec INT,Ariz. Via N alter.	5000
Toltec INT,Ariz. Via N alter.	Tucson,Ariz.VOR Via N alter.	7000

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
*Sterling INT, Tex. *4500 - MRA	San Angelo,Tex.VOR	3600
Midland,Tex.VOR Via S alter. *4700 - MRA	*King INT,Tex. Via S alter.	4100

Section 610.6069 VOR Civil Airway 69
is amended to read in part:

FROM	TO	MEA
Biscoe INT,Ark. *1400 - MOCA (deletes MRA Hillemann INT)	Hillemann INT,Ark.	*3000

Section 610.6070 VOR Civil Airway 70
is amended to delete:

FROM	TO	MEA
Baton Rouge,La. VOR *2000 MRA	*Hammond INT,La.	2000

Section 610.6070 VOR Civil Airway 70
is amended by adding:

FROM	TO	MEA
Baton Rouge,La. VOR	Hammond INT,La.	2000
Hammond INT,La.	Picayune,Miss.VOR	1400
Picayune,Miss. VOR *2500 - MRA **1600 - MOCA	*Citronelle INT, Ala.	**3500
Citronelle INT, Ala. *1500 MOCA	Evergreen,Ala.VOR	*2500

Section 610.6070 VOR Civil Airway 70
is amended to read in part:

FROM	TO	MEA
Galveston,Tex.VOR	High Island INT, Tex.	1400
High Island INT, *1400 - MOCA	Sabine INT,Tex.	*2300
Sabine INT,Tex.	Lake Charles,La. VOR	1300

Section 610.6072 VOR Civil Airway 72
is amended to read in part:

FROM	TO	MEA
State Line INT, Ind. *2500 - MRA	*Winthrop INT,Ind.	2000
Winthrop INT,Ind.	Lafayette,Ind.VOR	2000

Section 610.6076 VOR Civil Airway 76
is amended to read in part:

FROM	TO	MEA
Vannatta INT,Tex. Via N alter. *6000 - MRA **3900 - MOCA	*Rowena INT,Tex. Via N alter.	**6000

Section 610.6077 VOR Civil Airway 77
is amended to read in part:

FROM	TO	MEA
San Angelo,Tex. VOR *6000 - MRA	*Rowena INT,Tex.	3400
Rowena INT,Tex.	Abilene,Tex.VOR	3400
*Wichita,Kans.VOR *3000 - MCA Wichita VOR, NE-bound	Florence INT,Kans.	3000
Florence INT,Kans. *3000 - MOCA	Wilsey INT,Kans.	*4500
Wilsey INT,Kans. *4500 - MRA **3000 - MOCA	*Admire INT,Kans.	**4500
Admire INT,Kans.	Topeka,Kans.VOR	3000

Section 610.6079 VOR Civil Airway 79
is amended to read in part:

FROM	TO	MEA
Ft.Stockton,Tex. VOR *5000 - MRA	*Pyote INT,Tex.	4000
Pyote INT,Tex.	Wink,Tex.VOR	4000

Section 610.6083 VOR Civil Airway 83
is amended by adding:

FROM	TO	MEA
Sante Fe,N.Mex. VOR	*Alamosa,Colo.VOR	12000
*15000 - MCA Alamosa VOR, NE-bound		
Alamosa,Colo.VOR *12000 - MCA Pueblo VOR, W-bound	*Pueblo,Colo.VOR	16500

Section 610.6088 VOR Civil Airway 88
is amended to read in part:

FROM	TO	MEA
Vinita INT,Okla. *6500 - MRA **2300 - MOCA	*Waco INT,Mo.	**6500
Vinita INT,Okla. #Utilizing Joplin LOM	Waco INT,Mo.	#3500

Section 610.6089 VOR Civil Airway 89
is amended to read in part:

FROM	TO	MEA
Denver,Colo.VOR *12500 - MRA	*Nunn INT,Colo.	7500
Nunn INT,Colo.	Cheyenne,Wyo.VOR	7500
Denver,Colo.VOR Via E alter. *9000 - MRA	*Hudson INT,Colo. Via E alter.	7500
Hudson INT,Colo. Via E alter. *13000 - MRA	*Gill INT,Colo. Via E alter.	7500

Section 610.6094 VOR Civil Airway 94
is amended by adding:

FROM	TO	MEA
Casa Grande,Ariz. VOR	*Toltec INT,Ariz.	5000
*5500 - MCA Toltec INT, E-bound		
Toltec INT,Ariz.	San Simon,Ariz. VOR	10000

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Tallahassee,Fla. VOR	Calvary INT,Fla.	1500
Calvary INT,Fla.	Albany,Ga.VOR	1700
Albany,Ga.VOR *3000 - MRA **1700 - MOCA	*Junction City INT,Ga.	**3500
Cincinnati,Ohio VOR	Shelbyville,Ind. VOR	2300
Cincinnati,Ohio VOR Via E alter.	Shelbyville,Ind.VOR Via E alter.	2200
Cincinnati,Ohio VOR Via W alter. *2200 - MOCA	Hope INT,Ind. Via W alter.	*2700

VOR Civil Airway 97 - cont'd.

FROM	TO	MEA
Hope INT,Ind. Via W alter.	Shelbyville,Ind.VOR Via W alter.	2100
Shelbyville,Ind. VOR	Lebanon INT,Ind.	2900
Lebanon INT,Ind.	Lafayette,Ind.VOR	2300
Shelbyville,Ind. VOR	Indianapolis,Ind. VOR	
Via W alter.	Via W alter.	2900
Indianapolis,Ind. VOR	Lebanon INT,Ind.	
Via W alter.	Via W alter.	2300
Lafayette,Ind. VOR *2500 - MRA	*Zoro INT,Ind.	2000
Zoro INT,Ind.	Chicago Hgts,Ill. VOR	2000
*Richmond INT,Ky.	Lexington,Ky.VOR N-bound	2300
	S-bound	3000
*3000 - MRA Lexington,Ky.VOR	*Georgetown INT,Ky.	2600
*3000 - MRA Georgetown INT, Ky.	Dry Ridge INT,Ky.	2600

Section 610.6102 VOR Civil Airway 102
is amended to read in part:

FROM	TO	MEA
Guthrie,Tex.VOR *3000 - MOCA	Santa Rosa INT, Tex.	*5000
Santa Rosa INT, Tex.	Wichita Falls,Tex. VOR	2300

Section 610.6103 VOR Civil Airway 103
is amended to read in part:

FROM	TO	MEA
Roanoke,Va.TVOR *6000 - MRA	*Daleville INT,Va.	6000
Daleville INT,Va.	Covington INT,Va.	6000

Section 610.6107 VOR Civil Airway 107
is amended to read in part:

FROM	TO	MEA
*Maricopa INT, Calif.	McKittrick INT,Calif. NW-bound	6000
	SE-bound	9600
*9500 - MCA Maricopa INT, SE-bound		

Section 610.6114 VOR Civil Airway 114
is amended to read in part:

FROM	TO	MEA
Kemp INT,Tex. *1800 - MOCA	Mt.Sylvan INT, Tex.	*4000
Mt.Sylvan INT, Tex.	Gregg County,Tex. VOR	2100

Section 610.6120 VOR Civil Airway 120
is amended to read in part:

FROM	TO	MEA
Augusta INT,Mont.	Great Falls,Mont.VOR W-bound	10000
	E-bound	7000

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VOR Civil Airway 120 - cont'd.

FROM	TO	MEA
*Great Falls, Mont.VOR	Lewistown,Mont.VOR	9000
*6800 - MCA Great Falls VOR,E-bound		
Lewistown,Mont. VOR	Sumatra INT,Mont.	8000
Sumatra INT,Mont.	Miles City,Mont.VOR	
	E-bound	6000
	W-bound	7000

Section 610.6128 VOR Civil Airway 128
is amended to delete:

FROM	TO	MEA
Peotone,Ill.VOR	Lafayette,Ind.VOR	2000
Lafayette,Ind.VOR	Horton INT,Ind.	2300
Horton INT,Ind.	*Maxwell INT,Ind.	**4000
*4000 - MRA		
**2300 - MOCA		
Maxwell INT,Ind.	*Charlottesville INT,Ind.	**4000
*5000 - MRA		
**2300 - MOCA		
Charlottesville INT,Ind.	Rushville INT, Ind.	*4000
*2300 - MOCA		
Rushville INT, Ind.	Cincinnati,Ohio VOR	2300

Section 610.6128 VOR Civil Airway 128
is amended by adding:

FROM	TO	MEA
Peotone,Ill.VOR	Kentland INT,Ind.	2000
Kentland INT, Ind.	*Winthrop INT,Ind.	**2500
*2500 - MRA		
**2000 - MOCA		
Winthrop INT,Ind.	Linden INT,Ind.	*2500
*2000 - MOCA		
Linden INT,Ind.	Indianapolis,Ind. VOR	2100
Indianapolis,Ind. VOR	Whiteland INT,Ind.	2300
Whiteland INT, Ind.	Hope INT,Ind.	2100
Hope INT,Ind.	Cincinnati,Ohio VOR	*2700
*2300 - MOCA		

Section 610.6132 VOR Civil Airway 132
is amended to read in part:

FROM	TO	MEA
Florence INT, Kans.	*Cassoday INT,Kans.	4000
*4000 - MRA		
Cassoday INT,Kans.VOR	Chanute,Kans.	*4000
*3000 - MOCA		

Section 610.6137 VOR Civil Airway 137
is amended to delete:

FROM	TO	MEA
Maricopa INT, Calif.	McKittrick INT, Calif.	
	NW-bound	6000
	SE-bound	11000
McKettrick INT, Calif.	Coalinga,Calif.VOR	6000

Section 610.6140 VOR Civil Airway 140
is amended to read in part:

FROM	TO	MEA
Nashville,Tenn. VOR	Hartsville INT, Tenn.	*3400
*2000 MOCA		
Hartsville INT, Tenn.	Corbin,Ky.VAR	*5000
*3400 MOCA		
Dyersburg,Tenn. VOR	McEwen INT,Tenn.	*3500
*1800 - MOCA		
McEwen INT,Tenn.	Nashville,Tenn.VOR	3000

Section 610.6143 VOR Civil Airway 143
is amended to read in part:

FROM	TO	MEA
Mooresville INT, N.C.	Barber INT,N.C.	
Via W alter.	Via W alter.	*3000
*2400 - MOCA		
Barber INT,N.C.	Greensboro,N.C.VOR	
Via W alter.	Via W alter.	2400

Section 610.6144 VOR Civil Airway 144
is amended to read in part:

FROM	TO	MEA
Peotone,Ill.VOR	Wheatfield INT, Ind.	2000
Wheatfield INT, Ind.	Claypool INT,Ind.	*4000
*2200 - MOCA		

Section 610.6154 VOR Civil Airway 154
is amended to read in part:

FROM	TO	MEA
*Lotts INT,Ga.	Savannah,Ga.VOR	1400
*2000 - MRA		

Section 610.6159 VOR Civil Airway 159
is amended to read in part:

FROM	TO	MEA
*Quitman INT,Ga.	Albany,Ga.VOR	
Via W alter.	Via W alter.	**3000
*3000 - MRA		
**1700 - MOCA		

Section 610.6163 VOR Civil Airway 163
is amended to read in part:

FROM	TO	MEA
San Antonio,Tex. VOR	Guadalupe INT,Tex.	
Via W alter.	Via W alter.	2500
Guadalupe INT, Tex.	*Fredericksburg INT, Tex.	
Via W alter.	Via W alter.	3000
*4000 - MRA		

Section 610.6172 VOR Civil Airway 172
is amended by adding:

FROM	TO	MEA
Denver,Colo.VOR	Wiggins INT,Colo.	6000
Wiggins INT,Colo.	Holyoke INT,Colo.	*9500
*7000 - MOCA		
Holyoke INT,Colo.	North Platte,Neb. VOR	*7000
*6000 - MOCA		

Section 610.6177 VOR Civil Airway 177
is amended by adding:

FROM	TO	MEA
Wheatfield INT, Ind.	Chicago Hgts,Ill. VOR	2000

Section 610.6188 VOR Civil Airway 188
is amended to read in part:

FROM	TO	MEA
Pelee INT,Ont. Canada	*Gill INT,Mich.	**#3500
*3000 MRA		
**2500 MOCA		
#For that airspace over U.S. territory		
Gill INT,Mich.	N.Perry INT,Ohio	3000

Section 610.6193 VOR Civil Airway 193
is amended by adding:

FROM	TO	MEA
Pellston,Mich. LF/RBN	Sault Ste Marie Mich.VOR	2200

Section 610.6198 VOR Civil Airway 198
is amended to read in part:

FROM	TO	MEA
Hudspeth,Tex.VOR	Ft. Stockton,Tex. VOR	*9700
*8400 - MOCA		

Section 610.6207 VOR Civil Airway 207
is amended to read in part:

FROM	TO	MEA
*Hudson INT,Colo.	**Gill INT,Colo.	7500
*9000 MRA		
**13000 MRA		

Section 610.6208 VOR Civil Airway 208
is amended to read in part:

FROM	TO	MEA
*Los Angeles, Calif.VOR	Avalon INT,Calif.	4000
*2000 - MCA Los Angeles VOR, S-bound		
Avalon INT,Calif.	*Oceanside,Calif. VOR	3000
*5000 MCA Oceanside VOR, E-bound		

Section 610.6210 VOR Civil Airway 210
is amended to read in part:

FROM	TO	MEA
Sidney,Ohio VOR	*Richwood INT, Ohio	**4000
*4000 MRA		
**2400 - MOCA		
Richwood INT,Ohio	Tiverton,Ohio VOR	*4000
*2400 MOCA		

Section 610.6211 VOR Civil Airway 211
is amended to read in part:

FROM	TO	MEA
*Ozona INT,Tex.	Rocksprings,Tex. VOR	4000
*8000 MRA		

Section 610.6214 VOR Civil Airway 214
is amended by adding:

FROM	TO	MEA
Shelbyville,Ind. VOR	Camden INT,Ohio	*2500
*2300 - MOCA		

Section 610.6222 VOR Civil Airway 222
is amended to read in part:

FROM	TO	MEA
*Ozona INT,Tex.	Junction,Tex.VOR	**4700
*8000 - MRA		
**5400 - MOCA		
Junction,Tex.VOR	*Fredericksburg INT,Tex.	**4000
*4000 MRA		
**3400 MOCA		
Fredericksburg INT,Tex.	Guadalupe INT,Tex.	3000
Guadalupe INT, Tex.	San Antonio,Tex.	2500

Section 610.6227 VOR Civil Airway 227
is amended by adding:

FROM	TO	MEA
Indianapolis,Ind. VOR	Lafayette,Ind.VOR	2100
Lafayette,Ind.VOR	Peotone,Ill.VOR	2000

Section 610.6237 VOR Civil Airway 237
is amended to read in part:

FROM	TO	MEA
Needles,Calif.VOR	Union Pass INT, Ariz.	9000
(deletes MRA Union Pass INT)		

Section 610.6240 VOR Civil Airway 240
is amended to read:

FROM	TO	MEA
New Orleans,La. VOR	*Breton INT,Miss.	**2000
*5000 - MRA		
**1600 - MOCA		
Breton INT,Miss.	Dog INT,La.	*5000
*1100 - MOCA		
Dog INT,La.	Mobile,Ala.VOR	*1500
*1400 - MOCA		

Section 610.6243 VOR Civil Airway 243
is amended to read in part:

FROM	TO	MEA
Smithville INT, Tenn.	Bowling Green, Ky.VOR	*4000
*3500 - MOCA		

Section 610.6249 VOR Civil Airway 249
is amended to read in part:

FROM	TO	MEA
Rockdale,N.Y.VOR	Utica,N.Y.LF/RBN	4000

Section 610.6267 VOR Civil Airway 267
is amended to read in part:

FROM	TO	MEA
Orlando,Fla.VOR	Barberville INT Fla.	*3000
*2000 - MOCA		
Barberville INT, Fla.	Roy INT,Fla.	*3000
*1300 - MOCA		

Section 610.6279 VOR Civil Airway 279 is amended to read in part:

FROM	TO	MEA
Columbus,Ohio LFR	*Richwood INT,Ohio	2500
*4000 - MRA		
Richwood INT,Ohio	Findlay,Ohio VOR	2500

Section 610.6280 VOR Civil Airway 280 is added to read:

FROM	TO	MEA
Roswell,N.Mex. VOR	*Kenna INT,N.Mex.	**8000
*9000 - MRA		
**5500 - MOCA		
Kenna INT,N.Mex.	Texico,N.Mex.VOR	*8000
*5500 - MOCA		
Texico,N.Mex.VOR	*Vega INT,Tex.	**6500
*6500 - MRA		
**5300 - MOCA		
Vega INT,Tex.	Amarillo,Tex.VOR	5500
Gage,Okla.VOR	Aetna INT,Okla.	3500
Aetna INT,Okla.	Salt INT,Kans.	*6300
*3500 - MOCA		
Salt INT,Kans.	Hutchinson,Kans. VOR	*6300
*2800 - MOCA		
Hutchinson,Kans. VOR	Wilsey INT,Kans.	*4500
*3300 - MOCA		
Wilsey INT,Kans.	*Admire INT,Kans.	**4500
*4500 - MRA		
**3000 - MOCA		
Admire INT,Kans.	Topeka,Kans.VOR	3000
Topeka,Kans.VOR	Kansas City,Kans. VOR	2400

Section 610.6284 VOR Civil Airway 284 is amended to read in part:

FROM	TO	MEA
Ft. Stockton,Tex.	San Angelo,Tex.	*6800
*4000 - MOCA		

Section 610.6286 VOR Civil Airway 286 is added to read:

FROM	TO	MEA
Front Royal,Va. VOR	Remington INT,Va.	4000
Remington INT,Va.	Brooke,Va.VOR	1500
Brooke,Va.VOR	Cape Charles,Va. VOR	1500

Section 610.6288 VOR Civil Airway 288 is added to read:

FROM	TO	MEA
Lucin,Utah VOR	Ft.Bridger,Wyo. VOR	12000

Section 610.6289 VOR Civil Airway 289 is added to read:

FROM	TO	MEA
Beaumont,Tex.VOR	Lufkin,Tex.VOR	*1600
Via E alter.	Via E alter.	*1600
*1400 - MOCA		

Section 610.6291 VOR Civil Airway 291 is added to read:

FROM	TO	MEA
Prescott,Ariz.VOR	Drake,Ariz.VOR	8000
Drake,Ariz.VOR	Valle,Ariz.VOR	10500

Section 610.6401 HAWAII VOR Civil Airway is amended to read:

FROM	TO	MEA
Hilo,T.H.VOR	Hibiscus INT,T.H.	3000

Section 610.6402 HAWAII VOR Civil Airway is amended to read:

FROM	TO	MEA
Lihue,T.H.VOR	Seaweed INT,T.H.	
	SE-bound	3000
	NW-bound	4000
Seaweed INT,T.H.	Coconut INT,T.H.	5000
*Coconut INT,T.H.	Honolulu,T.H.VOR	3500
*5000 - MCA Coconut INT, NW-bound		
Lihue,TH VOR	Hulu Girl INT,TH	
Via S alter.	Via S alter.	4000
Hulu Girl INT,TH	*Makai INT,T.H.	
Via S alter.	Via S alter.	
	NE-bound	2000
	SW-bound	4000
*5000 - MRA		
Makai INT,T.H.	Honolulu,T.H.VOR	
Via S alter.	Via S alter.	
	NE-bound	2000
	SW-bound	4000
Honolulu,T.H.VOR	Lanai,T.H.VOR	5000
Honolulu,T.H.VOR	Pansy INT,T.H.	
Via S alter.	Via S alter.	
	W-bound	4000
	E-bound	3000
*Pansy INT,T.H.	Lanai,T.H.VOR	5000
Via S alter.	Via S alter.	5000
*5000 - MCA Pansy INT, E-bound		
Lanai,T.H.VOR	Upolu Point,TH VOR	5000
Upolu Pt.,TH VOR	Paradise INT,T.H.	5000
Paradise INT,TH	Hilo,T.H.VOR	4000
Hilo,T.H.VOR	33 miles E from Hilo VOR	3000

Section 610.6403 HAWAII VOR Civil Airway 3 is amended to read:

FROM	TO	MEA
36 miles S from Hilo VOR	Hilo,T.H.VOR	4000
Hilo,T.H.VOR	Grass Shack INT,TH	3000

Section 610.6404 HAWAII VOR Civil Airway 4 is amended to read:

FROM	TO	MEA
South Port Allen INT,T.H.	Hula Girl INT,T.H.	7000
Hula Girl INT,TH	*Makai INT,T.H.	
	NE-bound	2000
	SW-bound	4000
*5000 - MRA		
Makai INT,T.H.	Honolulu,T.H.VOR	
	NE-bound	2000
	SW-bound	4000

HAWAII VOR Civil Airway 4 - cont'd.

FROM	TO	MEA
*Honolulu,T.H.VOR	Banana INT,T.H.	6000
*5000 - MCA Honolulu VOR, NE-bound		
Banana INT,T.H.	North Lanai INT,TH	9000
North Lanai INT, T.H.	*North Maui INT,TH	
	NE-bound	20000
	SW-bound	9000
*20000 - MRA		
Swordfish INT,TH Via N alter.	Orchid INT,T.H. Via N alter.	7000
Orchid INT,T.H. Via N alter.	Coconut INT,T.H. Via N alter.	4000
Coconut INT,TH Via N alter.	Honolulu,TH VOR Via N alter.	3500

Section 610.6405 HAWAII VOR Civil Airway 5 is amended to read:

FROM	TO	MEA
Mango INT,T.H.	*Kahului,T.H.VOR	6000
*6000 - MCA Kahului VOR, S-bound		

Section 610.6406 HAWAII VOR Civil Airway 6 is amended to read:

FROM	TO	MEA
Bluefin INT,TH	Kahului,TH VOR	5000
Kahului,TH VOR	Sweet Pea INT,TH	5000
Sweet Pea INT,TH	Marlin INT,TH	6000
Marlin INT,TH	Paradise INT,TH	
	SE-bound	4000
	NW-bound	6000
Paradise INT,TH	Hilo,TH VOR	4000

Section 610.6407 HAWAII VOR Civil Airway 7 is amended to read:

FROM	TO	MEA
Lanai,TH VOR	Molokai,TH VOR	
	SE-bound	5000
	NW-bound	4000

Section 610.6408 HAWAII VOR Civil Airway 8 is amended to read:

FROM	TO	MEA
Southgate INT,TH	*Molokai,TH VOR	2500
*3000 - MCA Molokai VOR, E-bound		
Molokai,TH VOR	Tuna INT,TH	5000

Section 610.6409 HAWAII VOR Civil Airway 9 is amended to read:

FROM	TO	MEA
South Honolulu INT,TH	Coral INT,TH	
	S-bound	6000
	N-bound	3000
Coral INT,TH	Southgate INT,TH	3000
Southgate INT,TH	Honolulu,TH VOR	
	N-bound	4000
	S-bound	3000

Section 610.6410 HAWAII VOR Civil Airway1 is amended to read:

FROM	TO	MEA
Upolu Point,TH VOR	Paradise INT,TH	5000
Paradise INT,TH	Hibiscus INT,TH	3000

Section 610.6411 HAWAII VOR Civil Airway1 is amended to read:

FROM	TO	MEA
Upolu Point,TH VOR	Sweet Pea INT,TH	5000

Section 610.6618 VOR Civil Airway 1518 is amended to delete:

FROM	TO	MEA
Needles,Calif.VOR	Prescott,Ariz.VOR	10000
Prescott,Ariz.VOR	Winslow,Ariz.VOR	10000

Section 610.6618 VOR Civil Airway 1518 is amended by adding:

FROM	TO	MEA
Needles,Calif.VOR	Drake,Ariz.VOR	10000
Drake,Ariz.VOR	Winslow,Ariz.VOR	10000

Section 610.6618 VOR Civil Airway 1518 is amended to read in part:

FROM	TO	MEA
Dyersburg,Tenn. VOR	McEwen INT,Tenn.	*3500
*1800 - MOCA		
McEwen INT,Tenn.	Nashville,Tenn.VOR	3000
Nashville,Tenn. VOR	Hartsville INT, Tenn.	*3500
*2000 - MOCA		
Hartsville INT, Tenn.	Corbin,Ky.VAR	*5000
*3400 - MOCA		
Tucumcari,N.Mex. VOR	*Vega INT,Tex.	5500
*6500 - MRA		
Vega INT,Tex.	Amarillo,Tex.VOR	5500

Section 610.6620 VOR Civil Airway 1520 is amended to read in part:

FROM	TO	MEA
Pulaski,Va.VOR	*Daleville INT,Va.	6000
*6000 - MRA		
Daleville INT,Va.	Montebello,Va.VOR	6000

Section 610.6622 VOR Civil Airway 1522 is amended to read in part:

FROM	TO	MEA
Mooresville INT, N.C.	Barber INT,N.C.	*3000
*2400 - MOCA		
Barber INT,N.C.	Greensboro,N.C.VOR	2400

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Hawaiian Islands	Yellowstone Park	WAC 215
Kootenai	Seattle Local	WAC 269
Miles City	RC 2210	WAC 305
Williston	3060-D	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Elko	11-4-57	Reno	10-30-57	San Diego Local	11-4-57
Grand Junction	10-30-57	Sacramento	10-30-57	WAC 406	10-29-57
Mt. Shasta	10-30-57	San Francisco	10-24-57	WAC 407	10-22-57
Mt. Whitney	10-24-57	Brownsville Local	10-29-57	WAC 469	10-29-57
Phoenix	10-23-57	Los Angeles Local	10-31-57	RC 2214	10-30-57

Instrument Flight Charts
released since Oct 21, 1957

AL 80 RNG/VOR	Albany Arpt, Ga.
AL 30 ADF/ILS-R30L/VOR/ILS-R12R	Mueller Arpt, Tex.
AL 69 VOR	Burlington Arpt, Iowa
AL 114 ADF-1/ILS-R26L	Stapleton Airfield, Colo.
AL 134 RNG/VOR/VOR/DME/ADF/ILS-R22	El Paso Intnl Arpt, Tex.
AL 198 RNG-1/RNG-2/ADF/ILS-R3/VOR-1/ILS-R21/VOR-2-R3/VOR-2-R21/VOR-2R30 & 35/VOR-2-R12 & 17	Houston Intnl Arpt, Tex.
AL 224 RNG/ILS-R9/VOR-1/VOR-2/ADF/ILS-R27	Capital City, Arpt, Mich.
AL 245 RNG/ILS-R18	Truax Field, Wis.
AL 266 RNG/VOR	Missoula County Arpt, Mont.
AL 305 RNG/VOR	Orlando Arpt, Fla.
AL 320 ADF/ILS/RNG/ILS-R27	Philadelphia Intnl Arpt, Pa.
AL 360 RNG/ADF-2/VOR/ILS-R6	(NAS) Mun Lambert-St Louis Arpt, Mo.
AL 513 ADF/ILS-R21	Dress Memorial Arpt, Ind.
AL 528 RNG	North Philadelphia Arpt, Pa.
AL 636 ADF/VOR	Muscogee County Arpt, Ga.
AL 652 ADF/ILS-R33	Worcester Arpt, Mass.
AL 762 RNG/VOR-R 2 & 20	Kahului Arpt, T.H.,
AL 877 RNG-1/RNG-2/VOR	Rapid City Arpt, S. Dak.
AL 884 RNG/ILS-R31/ADF/ILS-R13	Greater Shreveport Arpt, La.
AL 978 VOR	McAlester Arpt, Okla.
AL 982 VOR	Mercer County Arpt, N. J.

RF Terminal Area - Boston, Cincinnati, Dallas-Ft Worth, Detroit, Jacksonville, Memphis, Miami , St Louis, San Antonio
RF-VOR Terminal Area - Boston, Chicago, Cincinnati, Minneapolis, Seattle, Wichita-Hutchinson
RF Dates of Latest Prints

NEW CHARTS

AL 125 ADF - Duluth, Minnesota, Duluth Arpt
AL 923 VOR - Dubuque, Iowa, Dubuque Arpt

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) Month and day item was reported.
** New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★ New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends & rufness out of tolerance.
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
**BESSEMER ARPT: Name change. Formerly carried as Durham Arpt. (12-1) Caution-auto drag strip runs parallel to sod lndg strip with separation of 50'. Auto racing is not done on rnwy. Drag strip ends mrkd. Racing Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution-all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18) Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V115 and V18N, 5000'. (10-21)
BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down-relctn. (8-7) FLD: Caution tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl tower. (7-9) Acft requiring after-burners prohibited use of airport. Extensive const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)
DOTHAN-NAPIER FLD: Caution-helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Const. Closed until approx Dec 1. (10-16)
EVERGREEN-RADIO: VOR radials 320° thru 360° out of tolerance acct excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inoperative.
**FLOMATON ARPT: Now a private airport. (11-56)
**GUNTERSVILLE ARPT: Caution, paved drag strip 200' E of rnwy. (9-30)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness & bends out of tolerance.
**HUNTSVILLE ARPT: Unicom decmsnd. (9-23)
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: June 19, ILS not to be used for automatic apch below 300'. Glide slope inop-equip. and const vcnty transmitter bldg. (8-22) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' & 1/2 mi is absolute tk-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld.
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
**TALLADEGA ARPT: City name change. Formerly carried under Anniston. (7-3)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (10-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE COUNTY ARPT: Closed until approximately December 1, 1957.
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi;090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°,30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

ARIZONA: FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. 2-way rdo and prior clearance from Libby AAF twr rqrd before flgt witin R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

**GILA BEND-SPECIAL NOTICE: Caution Area C-308 terms of use is changed to read as follows: (a) Activities conducted: Jet trng & acrobatics. (b) Controlling Agency: Luke AFB. (c) Limiting altitude: 4000' MSL to 45,000' MSL. (d) Time of use: 0600-2200 hrs, Mondays thru Fridays. (9-17) Tethered wiresonde balloons lctd 1.5 mi S Gila Bend AF Aux Fld, flying daily from 1300 Mon thru Fri from gnd to 2000' above gnd. Lgtd durg hrs darkness. (10-18)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

MARANA ARPT: Reported inactive. (10-2)

PHOENIX AREA-SPECIAL AIR TRAFFIC RULES: Aircraft operg under VFR or VFR conditions shall not be operd Mon thru Fri from 0600M to 1800M on Green Airway #5 and Victor Arwy 16W of Phoenix in the areas described below except at the altitudes prescribed therefor unless special permission is obtained from Air Traffic Control. From 112°28' to 112° 35', which is the area between north-south lines drawn thru the Perryville FM and the town of Buckeye, between 700' above the surface and 5000' MSL, regardless of weather conditions. Further, when the reported ceiling at Phoenix is less than 8000', acft shall not be operd at altitudes above 2000' MSL and below 4000' MSL in the area between 112°16' and 112°28', which is the area between north-south lines drawn thru the town of Tolleson and Perryville FM. When the reported ceiling at Phoenix is 8000' or more, acft shall not be operd at altitudes above 7000' MSL and below 9000' MSL in the area between 112°10' and 112°28', which is the area between north-south lines drawn thru the east edge of Glendale and the Perryville FM. (9-27)

PHOENIX-SKY HARBOR ARPT-SPECIAL NOTICE: Following changes in instrument apch procedures: LFR procedure: Initial approach from Perryville FM 4000', from Tolleson Int. 2600 . Missed approach: Climb to 2500' on W course PHX LFR, make right climbing turn returning to LFR. Hold on E course LFR at 5000' in standard pattern within 15 mi. VOR procedure: Initial approach from Perryville FM 4000', from Tolleson Int. 2600'. Missed approach: Climb to 2500' on radial 258, make a right climbing turn, returning to VOR. Hold east of VOR on radial 076 at 5000' in standard pattern within 15 mi. Tolleson Int - Intsxn GBN VOR radial 027 and PHX VOR radial 258 or W course PHX LFR. All other items these procedures unchanged. (6-14)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take-off except prior permission arpt manager. (12-7) Men & equip. along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)

PRESCOTT-RADIO: VOR coverage 165°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. About Nov 15, VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int.-PHX; V105E PRC-PHX. (10-17)

SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)

SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed.

**SEDONA-OAK CREEK CANYON ARPT: Name change. Formerly carried as Oak Creek Arpt Longest rnwy avail. 3400'. (4-16)

TUCSON-RADIO: VOR/DME coverage 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi at 11,000'; 060°-075°, 35 n mi at 11,000'; 075°-085°, 21 n mi at 11,000'; 090°-170°, 40 n mi at 12,000'; 225°-230°, 40 n mi at 7000'; 330°-345°, 35 n mi at 11,000'; 345°-360°, 25 n mi at 11,000'.

TUCSON ARPT-SPECIAL NOTICE: As rqrd, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/FD steers unreliable beyond 35 n mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)

ARIZONA: YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

**YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11). Jet barriers installed rnwy 3-21. (9-3)

ARKANSAS: **BENTON-SALINE CO ARPT: New arpt. Type "P"; lat 34-33, long. 92-36; lctd W; hwy N; elev: 325'; 1 strip turf; 2850' x 250'; no services. (1-15)

BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

LITTLE ROCK-ADAMS FLD: Trenches 6" wide, 30" deep being dug and back filled approx 12' both sides rnwy 17-35. Caution advised. (11-5)

**MARIANNA ARPT: New arpt. Type "L"; lat 34-47, long. 90-48; lctd 1 mi W; RR W; elev: 181'; 1 rnwy - 2640' x 300' (sod); minor repairs & 80 oct fuel on call; caution - ruf. (3-6)

**NORTH LITTLE ROCK MUN ARPT: New fld. Type: "L" Lat 34-50, long. 92-16. Lctn: 4.5 n mi N. Elev: 545. No. of rnwys: 1. Lngst rnwy & facs: 32.

TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)

ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

**BONSALL-SHEARER'S RANCH ARPT: Abandoned.

BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)

CAMARILLO-RADIO: All courses have multiples. (6-17)

**CONCORC-BUCHANAN FLD: Effect. Oct 15 right hand tfc estabd on rnwys 14 and 19. Pat alt 800' indicated. Rnwy 6-24 to be used only for hi-velocity wind conditions. Low flight over populated areas should be avoided as far as practicable.

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° unsable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (8-30)

**EL MONTE-L.A. ARPT: 250' (658' MSL) lgtd twr erected 4.1 n mi E (94° T) at lat 34-05-28, long. 117-56-48. (10-11)

ELSINORE ARPT: Caution - glider activity week ends. Squirrel holes S edge of lndg area.

FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

**FORT BRAGG-UNION LUMBER COMPANY ARPT: Now a private arpt. (2-5)

FT. JONES-RADIO: VOR has lgt course roughness all quads. Only airway radials flight-checked. Sept. 19, VOR shut down until approx Nov. 14 - modernization. Durg this period the following airways will be unusable for IFR operns- V23 Red Bluff - Talent Int.; V23E Fort Jones - Klamath Junction Int. The Bray Int. will be unusable.

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12

FRESNO AIR TERMINAL: Extreme caution advised in vicinity of arpt, particularly when using VOR airways. Jet aircraft climbing and descending in areas of extended centerlines rnwys 29-11 and areas N and E of arpt. Const and equip. both ends rnwy 29-11 and adj taxiways. (2-5) Jet barriers installed both ends rnwy 11-29. First 1000' rnwy 29 is behind barrier, not to be used as rnwy, overrun area only. (10-11)

**GASQUET ARPT: Caution. Road materials piles S side. (9-23)

**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)

GOFFS-RADIO: About Nov 11, VOR will be cmsnd. Freq: 108.2 mc. Ident: GFS. Lctd lat 35-08-00, long. 115-11-28. Elev: 4300' MSL. Class: VORW. (10-25)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)

CALIFORNIA: **LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. (10-4) VHF/DF bearings unreliable below 12, 000'MSL SW quad between 200° and 230°.** About Nov 11, ASR will be shut down until approx Dec 2 - modernization.(10-22) FLD: Several 230' MSL portable oil derricks NW, W, and S of fld. No fuel servicing avail. for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 600'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13, 000' MSL beyond 30 n mi. (4-19) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip. crossing rnwy. During VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3, or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omi, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Nov 30, transmissometer cmsnd, furnishing rnwy visibility for rnwys 25L and 25R. Visibility to be added to obwervations when prevailing visibility is less than 1-1/2 mi.(6-21) Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E;elev 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches

CALIFORNIA: and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF operg test basis. Freqs: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 121.5, 122.1, 124.3, 124.9, 126.18 mc. Coverage 40 n mi at MEA xcpt 020°-050°, 8000'MSL. (10-14)

OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n
** mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. (8-6) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd giving rnwy visibility observations rnwys 27L & R. (8-22)

OCEANSIDE-RADIO: July 10, VOR shut down. - modernization. Durg this period the following arwys will be affected: V23:LGB-SAN;V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (10-16)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13, 000';350°-360°, 35 n mi at 13, 000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Tetrahedron replaced by lgtd wind sock. (10-8)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10, 000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W-adj to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10, 000'. (6-30) Soon VOR will be shut down until approx Mar 10, 1958 - conversion to VORTAC. Durg shutdown following V arwys will be unusable IFR conditions: V23 FJS-Sutter Buttes Int., V25 Geyserville Int. - LMT, V 195 ILA-FOT. V107 UKI-RBL usable substituting RBL LF rng for VOR

RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)

RIVERSIDE-MARCH AFB-RADAR APPROACH CONTROL: Radar ctl will be exercised over mil acft only until approx Nov. 30. (10-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000' 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153° 180°, 26 n mi at 7000';180°-225°, 43 n mi at 7000';225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

**SAN DIEGO-LINDBERGH FIELD: Jet barrier relocated overrun area rnwy 27. (10-4)

SAN DIEGO-MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight during apch. Fld unattended sunset to sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)

**SAN DIEGO-PIKES ARPT: Abandoned. (10-14)

SAN FRANCISCO: See Oakland Control Zone Notam

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO INTNL ARPT: Const in progress continuously on various sections of fld. Caution advised. (11-4)

SAN FRANCISCO BAY-SPECIAL NOTICE: Beginning Oct. 18, a Moored Balloon (silver with black stripes) 8' x 25' will be flown 500' MSL on an irregular schedule from U.S. Naval Net Depot located on Tiburon Peninsula, daylgt hours under visual flight rule conditions. (10-14)

CALIFORNIA: SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°.
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution-60' crane and trucks operg daylgt hrs W end rnwy. (10-14)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°,35 n mi at 9000'; 80°-95°, 35 n mi at 4000';110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)
**SANTA MARIA-HANCOCK FLD: Perm clsd. (10-25)
SANTA MONICA-RADIO: TVOR radials 030°,075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Grading & paving opern in progress all areas until approx Jan 1, 1958. Use extreme caution. (11-3) ddy. (6-8)
**SELMA ARPT: Perm clsd. (10-2)
SHOSHONE ARPT: Strip clsd for paving. (8-9)
STOCKTON ARPT: Rnwys 11L-29R, 11R-29L, and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated range apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (8-12)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi;305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000';100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)
UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-8)
**UPLAND-CABLE ARPT: Name change. Formerly carried as Cable-Claremont Arpt. (5-24)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5)
YUCCA VALLEY ARPT: New arpt reported: 2 mi E;1 rnwy,3200';lgts;BL4; fuel F2. (1-3)
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8)FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segnented circle denotes rgt hand tfc. (9-12) 200' open ditch N side W end rnwy 8R-26L flag mrkd day hrs, flashing red ngt hrs. (3-26)
EADS ARPT: Sand drifts over 3' high - dangerous. (7-5)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about Jan 1, 1958 for reconst of rnwy and installing rnwy lgts. (8-20)
**LAMAR ARPT, 10,PUB-JCT: Const completed. New NNE/SSW paved rnwy 4800'x100' with bndry & threshold lgts and new paved taxiway from rnwy to paved apron. All paved areas open for use. Old N/S strip, W side of fld discont with p-lines across it. Old E/W and NE/SW strips discont. (10-22)
**LITTLETON-BAR NONE ARPT: Permanently clsd. (10-9)
NUCLA ARPT: Clsd. Const. (10-23)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat

COLORADO: 38-22-00; E, long. 104-21-22;S, lat 38-18-00; W, long. 104-22-50. (4-30)
PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men & equip. on fld daylgt hrs. Ctc twr for current fld conditions. (9-4)
CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks-windsock left of end SE rnwy. (7-27)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000';230°-360°, 35 n mi at 3000'; 360°-015°,35 n mi at 2500'. (6-14) About Dec 2, VOR/DME will be shut down until approx Dec 20 - modification, and freq chg from 113.6 mc to 115.5 mc. (11-8)
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men & equip. on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)
**MIDDLETOWN-BAKER'S FLD: New arpt. Type "P"; lat 39-32, long. 75-43; lctd 6 mi N; elev 65'; 2 rnwys(sod)-lngst rnwy 3100'; 80-87 oct fuel; E & N blkd. (9-5)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.(5-22)
WILMINGTON-NEW CASTLE CO ARPT-TOWER: About Nov 25, ILS LOM freq will be chgd from 251 kc to 248 kc. (10-8)FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83, in Flight Information Manual, Vol 11, dated 8-15-57, for Washington, D.C. High Density Air Traffic Zone.(2) Caution-dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) About Nov 14, fixed white 60 inch searchlight of high intensity will be operd near south bank of Potomac river near Chain Bridge lat 38-55-45, long. 77-07-0?. Lgt will be operd only during hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (11-7)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9 mc, 318.2 mc and 362.3 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 mi. (10-28) FLD: USAF, NAVY, CG: Clsd to all xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangered at WNA rqr approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Until approx end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10)
FLORIDA: ARCADIA ARPT: NW/SE strip mowed. Good condition. Remainder of arpt not maintained. (10-31)
**BANANA RIVER-SPECIAL NOTICE: Freq violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat.,Sun.,Holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution- small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution on E end. (10-14)
CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)
CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance acct of roughness and scalloping. (1-3)LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. (9-12)

FLORIDA: CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(193°T) at lat 28-56-25, long. 81-18-33. (10-3)

FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men & equip. on fld. (3-9)

FT. MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

**FT. PIERCE-SUNRISE ARPT: New arpt. Type "P"; lat 27-25, long. 80-22; lctd 3 mi SW; elev 25'; 1 rnwy - 2642'x 125'; 80-91 octane fuel; P-line W; use rnwy. (8-20)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)

JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: About Nov 12, freq 263.0 mc will be decmsnd. (11-4) About Nov 13, voice communications will be inop. (11-5)

**JACKSONVILLE-IMESON ARPT: 996'(1003'MSL) lgtd twr erected 6.0 n mi S(187°T)at lat 30-19-22, long. 81-38-34. (9-23)

KEY WEST INTNL ARPT: All acft en route Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and night operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail. on req to Key West Rdo. (7-23)

LAKE CITY ARPT: Fuel and servs unavail. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flights operg within an area of 10 n mi radius at night, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0, 269.0 and 291.6 mc inop. (10-21)

MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into & out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and tk-offs authorized on rnwy 27 and 30 only. Take-offs & lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all tk-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (10-24) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs & tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long. 80-15; elev 4'; 2 rnwys - lngst rnwy 2500' oiled; 80, 91/96 octane fuel. (3-28)

MIAMI-OPA LOCKA ARPT: Mil arpt only. Not open for civil use.

**MIAMI-TAMIAMI ARPT: 203'(208'MSL) lgtd twr erected 19.1 n mi S (202°T) at lat 25-27-09, long. 80-30-57. (11-5)

**OCALA-TAYLOR ARPT: 200'(285'MSL) lgtd twr erected 2.5 n mi N(11°T) at lat 29-12-00, long. 82-08-50. (10-22)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT-TOWER: Caution advised using ILS LOM acct interference from rdo bcn.

FLORIDA: About November 12, LOM freq 219 kc will be changed to 221 kc. FLD: Rnwy 28L-10R clsd for night lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

ORLANDO ARPT: 651'(749'MSL) lgtd twr being erected 6 n mi WSW(266°T) at lat 28-32-10, long. 81-27-00. (10-22)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. Men and equip adj rnwys. (10-8)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (7-18)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

**ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: E/W rnwy now opened. Rnwy 16-34 clsd - mrkd as ramp and taxiway. (9-10)

ST. PETERSBURG-PINELLAS CO. ARPT-TOWER: Rcvr 257.8 mc inop. (11-4) FLD: Const. extending N end rnwy 17-35. Lndgs must be made well clear of this area. (11-4)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier night operations. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32.

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd nights. (2-15)

WAUCHULA ARPT: 220'(336'MSL) lgtd twr being erected 2 n mi WSW(263°T) at lat 27-33-05, long. 81-48-30. (9-25)

**WEST PALM BEACH-PALM BEACH CO. PARK ARPT: SE rnwy designated preferential or calm wind rnwy. Use of E/W rnwy xcpt durg darkness shall be held to a min.

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); lngst rnwy 3600'; no lgtg facs; 80 octane fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: March 25, VOR shut down - modernization. Durg modernization shutdown VOR flights are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet-caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

**AMERICUS-SOUTHER FLD: Longest rnwy 3250'. (10-18)

ATHENS-RADIO: About November 15, VOR will be cmsnd. Freq: 109.2 mc. Ident: AHN. Lctd lat 33-56-51, long. 83-19-30. Monitoring category (1). Monitoring from ATCS Anderson, S. C. Class: VORW. (10-30)

ATLANTA-RADIO-SPECIAL NOTICE: Center advised high alt sector with jurisdiction over airspace 25,000' and above within Atlanta Control Area activated. All jet type acft operg on IFR flight plans at or above 25,000' or VFR conditions on top should guard 301.4 mc. Within Atlanta area, this channel will be utilized to obtain tfc clearances and to forward progress reports. Wea and other info not pertinent to tfc ctl should be handled on 255.4 mc. This channel should also be used if unable to contact Atlanta Center direct on 301.4 mc.

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flight plan. Acft not equipped for 2 way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730E Mon-Fri. (5-6)

GEORGIA: ATLANTA-FULTON CO. ARPT: Const on SE side of arpt. Hvy equip. crossing approx. 400' off apch end rnwy 32 daylgt hrs only. (8-29) 515'(1374'MSL) lgtd twr being erected 8.5 n mi ENE(80°T) at lat 33-48-40, long. 84-21-50. (10-22)
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)
COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe multiples. (8-29)
COLUMBUS-MUSCOGEE CO. ARPT: 150'(584'MSL) unlgtd water tank being erected 4 mi SE. (10-28)
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
MACON-COCHRAN ARPT: 423'(883'MSL) lgtd twr being erected 5.2 n mi ENE(80°T) at lat 32-48-19, long. 83-32-20. (10-9)
**MACON-SMART ARPT: 423'(838'MSL) lgtd twr erected 1.8 n mi SE(139°T) at lat 32-48-19, long. 83-32-20. (10-24) 270'(610'MSL) lgtd twr being erected 3 n mi WNW(302°T) at lat 32-50-58, long. 83-36-08. (10-26)
MOULTRIE ARPT: Caution-intensive Spence AB student training. Right hand tfc runways 4, 10, 16. (10-17)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
SAVANNAH-TRAVIS(CHATHAM)FLD-TOWER: ILS BC-restricted-excessive bends. Lclzr not to be used above 5000'MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)
STATESBORO ARPT: 320'(490'MSL) lgtd twr being erected 1.6 n mi SSW(203°T) at lat 32-27-32, long. 81-45-32. (11-7)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of airport apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE-RADIO: Oct 24, VOR shut down until approx Jan 1, 1958- for VORTAC conversion. The following IFR route and minimum alts will apply: G10 BKE-BOI, 9000'; BOI-BYI, 9000'; SE bound after King Hill Int. 7000'. V253 BOI-TWF via G10 to King Hill Int. 9000'; King Hill Int.- TWF, 9000'; TWF-BOI until intsxg SE course BOI LFR thence via G10 to BOI. (10-23)
BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9) FLD: Rnwys 10L-28R & 7-25 open. Low intensity apch lgts operg. 2-way rdo not required.
BURLEY-RADIO: VOR coverage 130°-150°, 26 n mi at min terrain clearance alt. About Nov. 16, VOR will be shut down until approx Jan 15, 1958-conversion to VORTAC. The following V arwys will be unusable durg IFR conditions: V4BYI-BOI, V269 BYI-TWF, V269 BYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4BYI-MLD. Flights using V1500- V1502 report to Pocatello Rdo. (11-4).
COEUR D'ALENE AIR TERMINAL: 240' lgtd twr being erected 5.5 n mi SE(153°T) at lat 47-41-05, long. 116-45-55. (10-16)
GRANGEVILLE-IDAHO CO ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg and take-off. (10-22)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
MOOSE CREEK-FOREST SERVICE ARPT: Open Apr to Nov. Const. Hazardous. Forest service suggests land at Granveville or Missoula for briefing prior lndg. (9-11)
STREVELL ARPT: All lgts perm discontd. (10-31)
TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitudes. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (10-31)

ILLINOIS: ALTON-CIVIL MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling & visibility exceed 5000' & 5 mi, btwn 2500' & 5500' MSL.
AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
**CHAMPAIGN ARPT: Closed. (11-4)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon thru Sat. Use caution while in area. (9-13)
CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW and NE courses LFR. (11-8)
CHICAGO AIR ROUTE TRAFFIC CONTROL CENTER: About Nov 22, freq 120.2 mc will replace 124.2 mc. (11-1)
CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT: 200'(790'MSL) lgtd smoke stack being erected 3 mi NNW(359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW(349°T) at lat 41-49-23, long. 87-45-12. (9-24) Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N termin bldg-must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th S & Cicero Ave - adj to arpt). (7-17) Const will start Nov 14 of a radar twr in SE corner of arpt, atop intnl term bldg. Twr will be 48' AGL, 658'ASL. Lctd lat 41-46-48, long. 87-44-35. To be mrkd & lgtd. (10-16)
**CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27) Hvy const 3600' NW of fld, passing thru apch to rnwy 14L. Included are lgt standards 70' AGL, 717'ASL lctd lat 42-00-56N, long. 87-55-46W; 1200' N of Ravenswood Arpt; 2 mi SW of Des Plains. Not mrkd, painted or lgtd. (10-16)
CHICAGO-STINSON ARPT: NE/SW rnwy perm clsd. Const in SE corner of arpt and on new NE/SW rnwy. New rnwy not useable. (10-18)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)
DE KALB ARPT-SPECIAL NOTICE: Approx. 11 n mi WSW, Flight Test Area is designated Oct 28, 1957 to Jan. 28, 1958 within a radius of 3 mi. centered at lat 41-52-25, long. 88-56-45. Tests will be conducted durg daylgt hrs only, when visibility is 5 mi or better.
DIXON ARPT: NE/SW rnwy clsd for const-men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' & 5 mi between 2500' & 5500' MSL.
GALESBURG MUN ARPT: Caution-truck on fld. (2-25) Use rnwys only. (10-30)
GILMAN ARPT: Closed. (10-11)
HIGHLAND-WINET ARPT: Caution-const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (11-5)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not marked or lighted. (11-21)
MARION-WILLIAMSON CO. ARPT: Rnwys 2-20 clsd for const. Caution advised. Men & equip. crossing apch end rnwy 10. (9-19)
MATTOON-COLES CO. MEMORIAL ARPT: 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (1-11)
**MENDOTA-FITZGERALD: Reinstated. Type "P"; lat 41-34, long. 89-08; elev 800'; lctd 1 mi NW; 1 rnwy; lngst rnwy & facs: 2400', S5; F2 fuel; P-line SE. (10-15-56)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

ILLINOIS: MOLINE-RADIO: Oct 25, LF rng shut down until approx Nov. 18. (10-4)
MOLINE-QUAD CITY ARPT: 998' (1778' MSL) lgtd twr being erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (8-26)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11) About Nov 18, VOR will be shut down until approx Jan 1, 1958 - conversion to VORTAC. Durg shutdown, following temp MEAs can be utilized: V116 UIN VOR-PIA LF rng, 2000'; PIA LF rng - JOT VOR, 2000'. V48 BRL VOR-PIA LF rng, 1900'; PIA LF rng-PNT VOR, 2300'. V233 SPI VOR-PIA LF rng, 2300'; PIA LF rng-BDF VOR, 2000'. (10-23)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlighted fence apch end rnwy 22. About Nov 3, 609' (1349' MSL) lighted tower will be erected 6.5 n mi ESE (106° T) at lat 40-38-03, long. 89-32-21. (10-11)
PEOTONE-RADIO: VOR coverage limited between 39 and 43 n mi at most azimuths at min en route alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
**ROCK FALLS-WHITESIDE COUNTY ARPT: Name change. Formerly carried as Rock Falls Arpt.
ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)
SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)
**SHELDON-DISOWAY ARPT: Closed - now a restricted landing area. (10-14)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip (7-3)
SPRINGFIELD-CAPITAL ARPT: Touch & go lndgs not permitted rnwy 4-22 by any type acft. Rnwy 4-22 closed to all opern 0800-1630 Mon thru Fri except for taxiing or by special approval of arpt manager. At other times rnwy 4-22 open except 1000' of overrun and 500' of rnwy at each end. Taxiways from end rnwy 4-22 clsd from end of rnwy to first intersection. (10-18)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period.
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be closed as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 30000' and 010°-250°, below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side closed to all acft exceeding 3000 lbs gross wt. (2-14) 65' (451' MSL) stack being erected 1650' S. (10-28)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due to non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd - not painted or lgtd. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'. About Nov 25, DME will be shut down until approx Dec 25 - modernization. (11-7)
GREENCASTLE ARPT: Closed - const. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7,mc ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10931)
**INDIANAPOLIS-SHANK ARPT: 1022' (1846' MSL) lgtd twr erected 7.1 n mi NNE (23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to tower freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of control tower. (2-19) All rnwys open for opern at twr discretion. Due const, soft shoulders all rnwys. Caution.
INDIANA: JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
**KNOX-STARKE CO. ARPT: Open to all opern. NE/SW rnwy hard surfaced 2600'x40'.(11-8)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100' S not mrkd, painted, or lgtd. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MONTICELLO-CONGRAM ARPT: Clsd unless prior approval obtained from owner. (9-19)
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
**PLYMOUTH ARPT: Now private arpt. (8-26)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs.
TILDEN-RADIO: See Indianapolis, Ind.
WARSAW-MEMORIAL ARPT: 126' (950' MSL) lgtd twr being erected 1.8 n mi S (180° T) at lat 41-15-20, long. 85-50-49. (8-29)
IOWA: **ALGONA-SQUEEZE ARPT: Now private arpt. (8-25)
AUDUBON ARPT: Closed for tiling and grading. (7-29)
**BONDURANT-TUFTS ARPT: Abandoned. (9-17)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
**CENTRAL CITY-WASSMER ARPT: Now private arpt. (8-25)
DES MOINES-RADIO: About Nov 18, VOR will be shut down until approx Jan 2, 1958 - conversion to VORTAC. Durg shutdown temp MEAs to be utilized are listed on page 34.
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
**DES MOINES-NORTH ARPT: New private arpt. (8-29)
ELDORA ARPT: New arpt reported. 2 mi SSW; elev: 1020'; 1 strip 2200'; rnwy lgts; minor repairs, 80 oct fuel; P-line S. (10-30)
**IDA GROVE-NICHOLSON ARPT: Now private arpt. (9-6)
**MT. AYR ARPT: Now private arpt. (8-24)
NEWTON MUN ARPT: Closed all transit acft xcpt prior arrangements with Newton opern.
OSAGE ARPT: New arpt reported. Type "L"; lvtd 0.5 mi E; elev: 1150' (est); 1 rnwy (N/S) - sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)
OSKALOOSA ARPT: NE/SW rnwy reopened. NW/SE rnwy now 120' wide.
SHELDON ARPT: Clsd for const - machingery on fld. (5-3)
SHELDON MUN ARPT: New arpt reported. Lctd 2 NNE; Elev: 1422'; 1 strip, NE/SW, 2350' rnwy lgts on prior req; P-line NW, soft when wet. (10-14)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx Dec 1- relctn of lclzr. Lclzr will be relctd 1415' NW of NW/SE rnwy. Freq change to 109.3 mc and glide slope freq chg to 332.0 mc. (10-14) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bld, on portions of ramp and taxiway NE of Air Force hangars and on first 1500' rnwy 22. Caution - men and equip. working all hrs. First 1000' SE end NW/SE rnwy clsd until about Nov 15 due men and equip. in apch area.
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress - men and equip. on fld daytime. Fld clsd to ngt operns. (4-2)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE and E/W strips closed construction. Longest rnwy avail. 2300'.
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

KANSAS: DODGE CITY-RADIO: About Nov 18, VOR will be shut down until approx Dec 18 - Modernization. (10-9) Durg this period the following MEAs can be utilized: V105-GCK VOR to *Int R089 GCK and R240 HUT, 6000' *Int R089 GCK and R240 HUT to HUT VOR, 6000'; *(Descent can be made to 4300' NE bound after rcvg Intsxn.) V74 - ANY VOR to *INT. R089 GCK and R286 ANY, 13,000'; *Int. R089 GCK and R286 ANY to GCK VOR, 6000'; *(Climb to 13,000' prior to reaching intsxn when proceeding SE bound on V74.) Direct Routes: GCK VOR to HUT VOR 6200';**Int.R260 HUT and bear. 170/350 on GRB-H fac, to CBD H fac, 6200'. **(Descent to 4000' can be made N bound.) (Route authorized for WAL only) (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29) Nov 4, VOR shut down until approx Dec 18 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: V 10, V12N, V12 - HUT VOR to Florence, Kans. Int. 3000'; Florence, Kans. Int. to Int HUT R068 and CNU R319 (Emporia Temp Int.), 6000'; Emporia Temp. Int. via MKC R223 to Pomona, Kans. Int. 6000';Pomona Kans. Int. to MKC VOR, 2800'. V12 - ICT VOR to *De Graff, Kans. Int., 3000'; *(MRA to rcv Int. 4800'). De Graff, Kans. Int. to Cassoday, Kans. Int., 4000'; Cassoday Int. to Int ICT R051 and R319 CNU, 6000'. (11-8)

EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)

ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S 2400'; No facs. (9-20)

GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)

**GARDEN CITY ARPT: 330'(3297'MSL) lgtd twr erected 17.8 n mi WSW(261°T) at lat 37-55-00, long. 101-10-46. (11-1)

GOODLAND-RADIO: Nov 4, VOR shut down until approx Dec 18 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: V4-TXC VOR to Int. TXC R087 and IML R176 (Goodland Temp Int.), 10,000';Goodland Temp Int. to HLC VOR,10,000'. V108-HGO VOR to Int. HGO R055 & IML R 176 (Goodland Temp Int.) 10,000'. V132-AKO VOR to Abarr, Colo. Int., 5800'; Abarr Int. to Int AKO R110 and IML R176, 10,000'.Direct Routes - RSL VOR to HUT VOR 4000';*HLC VOR to GBD H fac, 4000'; *RSL VOR to GBD H fac, 4000'. *(Routes authorized for Continental Airlines only. (11-4)

GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (8-15)

HAYS ARPT: Ident bcn inop. (10-18)

IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.

**LAWRENCE ARPT: 600' of SW end of NE/SW rnwy perm clsd due hangar const at extreme SW end of rnwy (9-13)

**PHILLIPSBURG ARPT: 300'(2250'MSL) lgtd twr erected 16 n mi SSE(179°T) at lat 39-28-16, long. 99-18-03.

PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)

RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21-marked. (7-3)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)

SALINA ARPT: Const in progress. Men & equip. on fld. (7-1)

TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N,E,S, and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) Two 158'(1067'MSL) lgtd steel stacks being erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34.

TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&P by appointment; 80/87 oct. (4-9)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or Mc Connell AFB Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. (8-7) 168'(1498'MSL) lgtd twr being erected 2.1 n mi W(283°T at lat 37-39-50, long. 97-28-30. (8-29)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads: Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & rcvr 124.5 or 125.7 mc. Transmit 122.5 mc listen 124.5 or 125.7 mc or rng voice channels. (8-28)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

HARLAN ARPT: Caution - high grass. (7-3)

HOPKINSVILLE-CAMPBELL AFB-RADIO: Soon USAF homing fac will be relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.4 n mi (4-19)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

**LEXINGTON-BLUE GRASS ARPT: 553'(1624'MSL) lgtd twr erected 7 n mi ENE (89°T) at lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LONDON ARPT: Gas avail. on call daylgt hrs - expect delay. (7-25)

LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100° - interference. (6-14) Oct 23, VOR shut down until approx Nov 11 - freq change from 112.1 mc to 114.8 mc and conversion to VORTAC. (10-15) During shut down temp MEA's to be utilized are listed on page 34. (10-15) About Nov 13, FM will be cmsnd at 2.24 s mi from end rnwy 32 at Bowman Fld on VOR 331° mag radial. Lat 38-11-44, long. 85-38-23. Ident: dot dash. Elev: 510' MSL. Mag var.:1°E. (10-25)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.

SOMERSET-PULASKI CO. ARPT: Closed to night operation. (10-11)

YORK-RADIO: DME coverage 35 n mi at 2500' MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution -jet acft operg in vicinity. (6-26)

BATON ROUGE-RYAN ARPT: 310'(330'MSL) lgtd twr being erected 9 n mi WSW(261°T) at lat 30-30-34, long. 91-19-49. (10-18)

BOGALUSA ARPT: Caution - obstn lgtd twrs being erected 1800' from N end of N/S rnwy.

**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56 long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)

**LAKE CHARLES-McFILLEN AIRPARK: Longest rnwy 2400'. (9-11)199'(213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW(291°) at lat 30-11-20, long. 93-19-45. (9-24)

MANY-HART ARPT: Use with caution. (7-18)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: VOR/DME min reception alt revised as follows: V18 Shreveport, to Monroe 2000' MSL; V18N Shreveport to Monroe 2500' MSL; V18 Monroe to Jackson, Miss. 1600' MSL; V18S Monroe to Jackson, Miss. 2400' MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. About Nov 18, VOR will be shut down until approx Feb 18,1958 - conversion to VORTAC. (9-23) Durg this period LF rng may be substituted for VOR on adj V arwys. (11-8)

NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance acct scalloping and bends.

NEW ORLEANS ARPT-TOWER: Effect. Oct 24 - Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans 382 kc and rcvr 3023.5 kc not avail. (10-24)FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.
BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)
HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obstn lgts inop.
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)
MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)
PORTLAND ARPT: Rnwy 2-20 clsd until about November 14. Avail. as taxiway as directed by twr. 20' embankment 200' from apch end rnwy 33 mrkd by obstn lgt 250' from apch end and in line with S edge rnwy 33. (10-11)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.
ROCKLAND ARPT: Rnwy 17-35 clsd night operns.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
BALTIMORE-MARTIN ARPT: Const - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwys 18-32 and 10-28 clsd. Ditching thru rnwys at intsxn 18-36 and 10-28. (8-15)
**BALTIMORE-PIER 6 HELIPORT: Clsd. (10-22)
**BALTIMORE-PIER 4 HELIPORT: 39-18N, 76-36W; lctd Pier 4, Pratt St; elev 10'; size 100'x 72'; air marked; no lgts; no service. (10-22)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long 76-01-45; services minor repairs; 80/87 octane; unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'.
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category (3). (5-10)
HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730 - 2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilot's discretion. W end E/W rnwy being extended. Use caution-const equip. operg close to end of rnwy. (9-20) 75' temp steel twr erected approx 1500' off apch end rnwy 20. (11-1)
HOLLYWOOD-HALF PONE POINT ARPT: Three 235'MSL twrs 100' apart being erected 11.5 n mi NNE(43°T) at lat 38-30-00, long. 76-20-00. (10-25)
LAYTONSVILLE-DAVIS ARPT: Caution-const extending rnwy 500' at ENE end. (7-11)
RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 octane; 1 rnwy (NE/SW) 2000' x 200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts.
WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 2460' x 200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)
BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)
BOSTON-BEDFORD (HANSCOM) ARPT: Tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Rnwy 11-29 under exten const until about Nov 30. (9-13)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (9-26) FLD: 1249'(1349'MSL) lgtd twr erected 10.8 n mi WSW(252°T) at lat 42-18-37, long. 71-14-10. (10-16) Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas, including grass shoulders, unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Standard rnwy lgts entire length of pavement. (2-27) Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use. Transmissometer cmsnd. (8-19)
BOSTON-REVERE ARPT: Clsd to all night operations. Caution advised during daylight hours. Construction of highway near apch ends of rnwys 13 and 15. (2-6)
FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Heavy jet operations vicinity Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area.
GARDNER-RADIO: About Dec 4, VOR/DME will be shut down until approx January 1, 1958 - conversion to VORTAC. (11-8)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylight hours. Equip. or hazards obstn lgtd at night. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (9-19)
**MARTHA'S VINYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)
NANTUCKET-RADIO: September 30, HH fac shut down until approx November 30 - conversion to consolan. (10-25)
NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)
NANTUCKET SHOALS OFFSHORE-SPECIAL NOTICE: Effect. 0001 EST, Nov. 21, 1957 Warning Area W-506 will be revised as follows: Beginning at lat 41-12-30, long. 69-40-00; thence to lat 41-08-00, long. 68-00-00; thence to lat 41-00-00, long 68-00-00; thence to lat 39-53-30, long. 68-57-00; thence to lat 40-48-10, long. 69-40-00; thence to lat 41-12-30, long. 69-40-00; the point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass.
WORCESTER-ARPT-TOWER: About Nov 15, twr freq 281 kc will be cmsnd; concurrently
** Voice on LOM (254 kc) will be decmsnd. (10-29) FLD: 240' twr erected (approx 4 mi SSE) is a third twr lctd 150' SE of existing twrs. (10-30) Caution. Taxiway const. Men & equip. on fld. Obstn lgtd. (9-16)
MICHIGAN: ANN ARBOR MUN ARPT: N half of fld restricted due new rnwy const. Hvy equip., stakes, and men on fld. Bndry, obstn, and range lgts inop. (10-1)
BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)
**BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and nights. (8-30) Men and equip on fld days. 126' (1056'MSL) water twr constd on fld. Mrkd, painted, and lighted. (10-31) Trees above obstn lgts on SE edge fld. (3-29)
BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E. side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for night operns.
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
BOYNE CITY ARPT: 207'(1422'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 45-17-58, long. 84-51-09. (10-14)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27) Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)
DETROIT-METROPOLITAN WAYNE CO. ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side of old arpt and eastern 2/3 of National Guard ramp on SE side of old arpt. Rnwys 5-23, 14-32, and old arpt clsd to all lndgs and tk-offs. Sod area to the NE of rnwy 14-32 to the W of rnwy 5-23 old arpt perm clsd to all lndgs and tk-offs. (9-23) Hangar const in sod area SW of apch end rnwy 14 old arpt daylgt hrs. 100' crane lowered at night. Sod area NE of rnwy 14 not affected. Ramp const directly in front of main terminal bldg. Taxiway const to left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 5 old section arpt. Usable sod area mrkd yellow plastic cones. Taxiway const to right of rnwy 9, left of 3R. Const work mrkd by flags and flares. Men and equip on or adj to ramp and rnwys. (6-24) Four 70' twrs being erected 400' E & N of Goddard Rd inside of W bndry. (8-14)

MICHIGAN: DETROIT-WILLOW RUN ARPT-TOWER: Oct 21, TVOR shut down-modernization. FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)
FREELAND-TRI-CITY ARPT: 305' (1220' MSL) lgtd twr being erected 9 n mi NNE (28°T) at lat 43-39-58, long. 83-59-54. (10-24)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lights. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W administration building. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.
HOUGHTON-SPECIAL NOTICE: Two 185' self supporting steel twrs carrying power line across Portage Lake, under const. (9-16)
INDIAN RIVER-CAMPBELL ARPT: 308' (1174' MSL) lgtd twr being erected 5.9 n mi SE (153° T) at lat 45-19-30, long. 84-32-43. (8-24)
**JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° right after safe altitude to avoid dense residential area. (11-14)
KALAMAZOO ARPT: Trees above one obstn lgt NW.
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) About Nov 25, ILS glide slope will be shut down until approx Dec 25 - relctn to 400' S of centerline E/W rnwy and 1200' from apch end. FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 and connecting taxiway. NE/SW rnwy now 4000'.
**MANISTIQUE-SCHOOLCRAFT CO. ARPT: 308' (1053' MSL) lgtd twr erected 2.1 n mi WSW (248° T) at lat 45-57-30, long. 86-13-51. (8-22)
**MARQUETTE-SAWYER ARPT: Clsd to all civilian acft xcpt emerg - now military arpt.
MT CLEMENS-MACOMB ARPT: Caution - const W end of fld. 2200' E end rnwy 9-27 open.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA.
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to ngt flying. 60' wea radar twr approx 100' from centerline of NE/SW rnw, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
**NEWPORT-MARSHALL ARPT: 205' (575' MSL) lgtd water twr erected 2 n mi ENE (77°T) at lat 41-57-37, long. 83-15-26. (8-9)
NILES-TYLER MEMORIAL ARPT: Unicom inop until approx Jan 1, 1958. (10-4)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)
PONTIAC MUN ARPT: Const W of fld. 34' high p-line being erected approx 500' S.
PRUDENVILLE-ROSCOMMON CO ARPT: Closed.
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots.
SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45, long. 83-51-45. (9-25)
**SAGINAW-TRI-CITY ARPT: Use rnwys only. Extremely rough sod and chuck holes adj to and off rnwys. (9-12) Caution - men and equip. on rnwys daylgt hrs. (9-12)
SAULT STE MARIE-RADIO: About Dec 19, VOR will be cmsnd. Freq: 112.2 mc, ident: SSM. Lctd lat 46-24-41, long. 84-18-52. Monitoring category (1). Class: BVOR. (10-25)
SAULTE STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
**STURGIS-KIRSCH ARPT: Longest rnwy 3200'. (9225)
WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Not mrkd or lgtd.
BACKUS ARPT: Not maintained for wheel-equip acft winter months. (11-6)
CLARISSA RPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55.
MINNESOTA: Strip 2500' x 200'. (4-4)
**DEER RIVER ARPT: 308' (1598' MSL) lgtd twr erected 1.2 n mi SSE (159° T) at lat 47-19-48, long. 93-47-02. (8-22)
DULUTH ARPT: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip. on fld days. (10-28)
**DULUTH-SKY HARBOR ARPT: New arpt. Lctd 5 mi SE; elev: 602'; 1 rnwy; lngst rnwy & facs: 21-S5; F3 fuel; remarks - skis winter. ARPT OF ENTRY.
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**FAIRMONT MUN ARPT: 500' (1710' MSL) lgtd twr erected 2 n mi SW (240° T) at lat 43-38, long. 94-28. (7-18)
FERGUS FALLS ARPT: N/S rnwy clsd for const. (8-29)
MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited durg const. (7-22)
MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution - men and equip. on fld. (7-22)
MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-2 shut down
** until approx Nov 19 - relctn. (9-10) FLD: First 1000' rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance estabd standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 and 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R and taxiway 11R-29L. Area fenced. E/W rnwy and associated taxiways discontinued. Const area & equip. hazard mrkd day & ngt. (10-10)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)
**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt.
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
**ST. PAUL-HOLMAN ARPT: NE/SW rnwy discontd. To be used as taxi strip only.
TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long. 91-40-48. lctd 3 mi N. (4-12)
WILLMAR ARPT: 500' (1648' MSL) lgtd twr being erected 3.8 n mi NE (57° T) at lat 45-08-25, long. 95-00-50.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability.
MISSISSIPPI: COLUMBIA ARPT: Clsd due const.
CORINTH ARPT, 7, MEM-TPA: Clsd until further notice.
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference.
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for take-off on rnwy 32 and 36.
INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vcnty of Indianola AF Aux from gnd to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR radials 330°-352° out of tolerance due to roughness. (10-2)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft durg wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd lat 32-22-44, long. 88-48-12. (1-219) Caution - all arwys and lnts based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. MEA V194 MCB-MEI remain as published.
MERIDIAN-KEY FLD-RADIO: April 29, ILS glide slope inop until approx Nov 15.
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 closed for construction of new taxiway. (7-5) Rnwy 9-27 closed. Men and equipment on fld days.
**OXFORD-UNIVERSITY-OXFORD ARPT: New arpt: Type "P" 34-23N, 89-32W; lctd 1 mi N; elev: 445'; 1 rnwy (E/W) 4000' x 100' asphalt; BL4; remarks - unattended. (5-17)
RIPLEY ARPT: Closed - construction.
**STARKVILLE ARPT: Use rnwys only. (9-9)

MISSOURI: **BELTON-VILLANAVE ARPT: Name change. Formerly carried as Lamar Arpt. (10-25)
BUFFALO ARPT: Rnwy under const-use of fld at pilot's risk. (8-19)
COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: New arpt reported: Lat 38-08, long. 90-33; lctd ENE; elev 675'; 1 rnwy-2500'- turf; fuel avail. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 929'(1773'MSL) lgtd twr being erected 6.8 n mi NNE(35°T) at lat 38-41-28, long. 92-05-43. (10-11) 600' E end E/W and 600' N end N/S rnwy closed. (10-12)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable xcpt for right side opern. (5-10)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909'MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23) Taxiway on W side of fld bgng at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution. (9-12)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution-jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (4-2)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S)-2300 ' x 110'; remarks - S apch 10:1. (7-3)
ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. JOSEPH-RADIO: About Dec 2, VOR will be shut down until approx Feb 16,1958-conversion to VORTAC. Durg shutdown following temp MEA's can be utilized: V77 TOP VOR-Int. MKC R331 & R021 TOP, 2500'; Int MKC R331 and R021 TOP-LMN VOR, 2500'. V15 OMA VOR-Int. LMN R221 and OMA R144 (St. Joseph Temp. Int.) 2500'; St. Joseph Temp. Int.-Camden, Mo. Int., 2800'; Camden, Mo. Int.-MKC VOR, 2400'. (11-8)
ST. JOSEPH-ROSECRANS MEML ARPT-TOWER: April 29, ILS lclzr and glide slope shut down until approx. Feb. 15, 1958- relctn of lclzr. (10-17) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260' SE from the center intsxn of the diagonals on rnwy 13 for a dist of 340' and beginning 300' SW from the center intsxn of the diagonals on rnwy 22 for a dist of 560'. (10-22) Rnwy 17-35 and 1600' apch end rnwy 22 clsd-const. All const areas flagged and lgtd day and night. Caution. (9-27) Apch lgts rnwy 35 inop. (10-28)
ST LOUIS-LAMBERT FLD: 1152'(1649'MSL) lgtd twr being erected 10.5 n mi SSE(169°T) at lat 38-34-08, long. 90-19-51. (8-30) 311'(1000'MSL) lgtd twr being erected 5 n mi SSW(206°T) at lat 38-40-36, long. 90-24-09. (7-19) Rnwys 6-24 clsd. Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution, men and equip. Taxiways 7 & 25clsd from McDonnell taxiway to rnwy 24. Silos and grain elevator 1700' from apch end rnwy 30, obstn lgtd. Shoulders soft. Caution. Rnwy apchs rough and unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. (9-26)
ST LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)
ST LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
ST LOUIS-SMARTT FLD: Following rnwys open to opern; 18R, 36L, 13R and 31L. White "X" painted on clsd rnwys where tests conducted. (11-4)
SPRINGFIELD-DOWNTOWN ARPT: NE/SW rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (5-2)
MONTANA: **BILLINGS-LOGAN FLD: Name change. Formerly carried as Billings Mun Arpt. Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8) Configuration "A" apch lgt system on rnwy 9 cmsnd. Do not land short of threshold lgts. (7-23)
BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000';90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000';185°-250°, 40 n mi at 11,000';250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000';110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000';260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
**GREAT FALLS INTNL ARPT: Formerly carried as Great Falls Mun. F5 fuel avail. (5-15) Rnwy 02-20 clsd for repairs.
HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)
LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000';15°-85°, 43 n mi at 9000';85°-200°, 9 n mi at 11,000';200°-230°, 26 n mi at 11,000';230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MILES CITY-RADIO: About Nov. 12, LFR will be shut down until approx Nov 22-modernization. (10-21) Durg this period G2 BIL-DIK and R80 FGV-MLS unusable durg IFR conditions. (10-31)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000';40°-70°, 26 n mi at 11,000';70°-110°, 17 n mi at 9000';110°-125°, 26 n mi at 11,000';125°-160°, 35 n mi at 11,000';160°-175°, 26 n mi at 9000';175°-195°, 17 n mi at 9000';195°-220°, 26 n mi at 11,000';220°-235°, 17 n mi at 9000';235°-270°, 26 n mi at 11,000';270°-290°, 35 n mi at 9000' ; 290°-355°, 26 n mi at 11,000'.
MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for acft over 26,000 lbs. (9-4)
MULLAN PASS-RADIO: Caution-E course LF rng has multiple spread 7° to 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
**ST. IGNATIUS ARPT: Rnwy lgts abandoned. (9-11)
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500';360°-47°, 26 n mi at 11,000';47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500';164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000';277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'. (6-23)
NEBRASKA: AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)
BRUNING-STATE ARPT: NE/SW taxiway closed.
CENTRAL CITY-SILVER T ARPT: Two 349'(2049'MSL) lgtd twrs being erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)
DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)
NORTH PLATTE-RADIO: About Dec 2,. VOR will be shut down until approx Feb 16,1958 conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V6 SNY VOR to *Int R077 SNY and IML R355 (Ogallala Temp. Int), 10,000'. *(Descent to 6100' authorized after passing Int. W-bound). Ogallala Temp. Int. to Int. R077 SNY and IML R035(North Platte Temp. Int.), 10,000'; North Platte Temp. Int. to GRI VOR, 10,000'. V148 IML VOR to *Int. R035 IML and R077 SNY (North Platte Temp. Int.), 10,000';*(Descent to 4500' authorized after passing Int. SW bound). Direct Routes: SNY VOR-LBF LFR, 6100'; LBF LFR-GRI VOR, 4800';IML VOR-LBF LFR, 4500';SUX VOR-LBF LFR, 10,000'. (11-8)
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern. (9-11)

NEBRASKA: SCOTTSBLUFF ARPT: Farm operns in progress. Equipment crosses runways, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to light aircraft only. (11-6) Beacon inoperative. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition operations approximately 7.8 n miles NNW during daylight hours, Monday thru Friday. Area hazardous within a radius of 3000' to an altitude of 10,000' MSL.

SIDNEY-RADIO: October 1, VOR shut down until approximately November 15 - modernization. (10-1)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge of arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

BATTLE MOUNTAIN ARPT, 35, SFO-SLC: Unlgtd oil derrick 60' high 1/2 mi from end rnwy 12 on right side of apch lane. (9-5)

**BEATTY ARPT, 20, RIV-TDL: Elev: 3170'.

BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used. (10-29)

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

**FALLON-SPECIAL NOTICE: Sept 27, Caution Area No. 1 (C-524) established as follows: Beginning at lat 42-24-00, long. 118-02-00; thence to lat 41-25-00, long. 118-10-00; 40-07-15, 118-39-30; 40-00-00,118-57-00; 40-00-00, 119-30-00; 40-30-00, 119-30-00; 40-30-00, 120-00-00; 41-37-00, 120-00-00 thence to point of beginning, xcpt for those portions of which overlie R-266 and R-430. Limiting Altitude: Surface to unlimited. Activities Conducted: Extensive trng activities. Time of Use: Unlimited. Using Agency: Commander, Air Force, Pacific Fleet. Controllong Agency: Naval Aux Air Station, Fallon, Nevada. (8-14) Sept 27, Caution Area No. 3 (C-525) established as follows: Beginning at lat 40-20-00, long. 114-00-00; thence to lat 39-07-00, long. 114-00-00; 38-48-00, 117-50-00, 39-23-00, 118-28-00; 39-28-00,118-28-00; 40-30-00, 114-15-00; 40-20-00, 114-18-00 thence to point of beginning, xcpt for that portion of which overlies R-270 and R-267. Limiting Altitude: From 24,000 ft to umlimited. Activities Conducted: Extensive trng activities. Time of Use: Unlimited. Using Agency: Commander, Air Force, Pacific Fleet. Controlling Agency: Naval Auxiliary Air Station, Fallon, Nevada. (8-14) Terms of Use for above areas have been added: (a) Daily Sorties: Normal-115. Maximum-245. (b) Aircraft Types: F8U-1, F11F-1, F4D-1, FJ-3/4, F9F-8, F2H-3, F3H-2, A3D, A4D-1, AD7. (c) Maneuvers: Air to air camera gunnery: radar intercepts (including blacked out intercepts) and high altitude tactics. (d) Pilot proficiency: Pilots may have as few as 300 flight hours total experience. (e) Hours of use: 0800-2400 daily. (9-18)

LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext.211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel.Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000';075°-100°,35 n mi at 2500';

NEW HAMPSHIRE: 100°-120°, 26 n mi at 2000'. (9-28)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip. testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)

BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension suspended. (10-11)

**BURLINGTON AIRPARK: Abandoned. (8-1)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mii at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

FLORENCE ARPT: Clsd. (8-1)

MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16) Trenching paralleling portions N/S NW/SE rnwys in sod area-mrkd. Use rnwys. Taxiwys thru trench area clsd - mrkd. (8-6)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.

NEWARK ARPT: MILITARY Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, & C47 type acft based at Newark Arpt. ALL ACFT Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC perferential rnwy system in effect.Unusuable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Const taxiway B from Taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway & E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men & equip. on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A serving rnwy 22 will be cmsnd. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd-use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) Helicopter landing area now lctd on hard stand approx 500' N of control tower & 50' E of W taxiway. Unlgtd. (10-4)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

TUCKERTON-MATHIS ARPT: Clsd. (8-1)

**VINELAND-RUDY'S ARPT: New arpt. Lat 39-33, long. 75-04; lctd 5 NW; elev 80'; 1 strip, E/W, 2400' x 200', turf; no fuel; major & minor repairs; E blkd; Type "L".

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution-exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr.

CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000. Coverage. in Mexico, not checked.

DEMING ARPT: Rnwys 26L-8R and 17-35 clsd to all tfc. (12-6)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway.

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR has moderate to severe scalloping all courses beyond 35 n mi. Sept 19, VOR shut down until approx Nov 15 - modernization and relctn. Durg this period the following arwys will be affected: V60 OTO-LVS and V190 SAF-LVS usable. Substitute LVS LFR for VOR. V19 and V19E LVS-RTN, V60 LVS-Conchas Dam and V190 LVS-DHT unusable. (11-1)

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-26)

TAOS-ZIA ARPT: Fuel unavail. until April 15, 1958. (10-8)

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (5-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LF rng has multiples N and W courses.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vcnty MM. FLD: Const equip. & men adj to and on W ramp daily durg hangar const program. Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14)

BUFFALO-ARPT-TOWER: ILS lndg mins stright in rnwy 23 will be 300-3/4 until obstns are removed in apch area. Nov 6, ASR shut down until approx Nov 18 - antenna modernization. (10-22)

COHOES-LOUDON ARPT: New fld. Type P. Lat 42-48, long. 73-43. Lctn: 1 mi NW. Elev: 280'. No. of rnwys 2. Lngst rnwy & facs 22-S5. Fuel: 80. Rems: P-lines S, W. Ditch N.

DE LANCEY-RADIO: Oct 3, VOR mointor. category temp chgd to (3), class: VORW.

**DEPEW-BUFFALO SKY HARBOR ARPT: Abandoned.

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri.

EAST AURORA-PRONER ARPT: Reported abandoned.

**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail. transient acft. 2 rnwys avail.

GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)

HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)

★HEMPSTEAD-RADIO: Nov 8, LF rng SW course realigned counterclockwise from 40° to 35° on the Lido MHW. Data rcvd too late for inclusion ANRA page.

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. May 10, VOR monitor category temp changed to (3).

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. About Nov 25, DME will be shut down until approx Dec 16 - modification and VOR freq changed from 117.2 mc to 115.9 mc and conversion to VORTAC.

ITHACA-TOMPKINS CO. ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32 men & equip. along side and on rnwy Mon-Sat between 0800-1700. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for lndg instructions. (6-4)

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project. Arpt open for lgt plane activity durg daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700'.

LAKE PLACID: Not a seaplane base - no facs avail. Facs for landplane avail. at Lake Placid Arpt. (7-22.

NEW YORK: MASSENA-RADIO: Sept. 19, J fac temp converted to BMH indef. Freq: 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (10-24)

MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted durg daylgt hrs within 15 mi radius arpt - all alts from surface to 12,000'.

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operg VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing tfc plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or La Guardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat within 4.3 n mi radius of arpt; in lndg join tfc pat at or above 1200' MSL, wea permitting. This applies to New York Intnl (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt., N.J.

NEW YORK INTNL (IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int 076° radial of IDL VOR and 185° radial ILT VOR-holding E one min left turn pat, Lido rng in lieu Long Beach & Scotland rdo bcn. (10-17)

NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230°-055°, 2000' at 40 n mi. (9-9) About Nov 25, ILS (rnwy 22) lclzr and glide slope will be

** shut down until approx Dec 1. (11-8) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution-use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm closed for lndgs and tk-offs, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy sys in effect. 185' MSL clt twr is highest arpt structure. Caution-taxi A acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and heavy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuratinn "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L and 13L-31R. Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-34)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft enroute to LaGuardia Fld will be cleared to Sparkhill Int. 360° radial of IDL VOR and 249° radial of ILT VOR-holding SE one min. left turn pat in lieu of the Oradell Holding Pattern. VOR rcvr check point signal 108.6 mc shut down. (11-5)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillatinns in W quad. All inbound acft shall make initial ctc with LaGuardia apch ctl on 119.9 mc regardless of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential sys in effect. Transient helicpters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13 & 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day & lgtd at ngt. (7-30). High intensity left lane and 3600' left lane neon apch lgt system serving rnwy 4 decmsnd. Standard 3000' hi gh intensity centerline configuratinn A apch lgt system serving rnwy 4 cmsnd. The centerline systems will not be operd at an intensity greater than intensity NR2 pending removal of obstn lgts and poles in apch area. (10-3)

NEW YORK: NEW YORK-LA GUARDIA FLD: Unlgtd obstns in apch zone rnwy 4 protruding above apch lgt plane ranging in height to 10' above apch lgts at 1100' from apch end of rnwy 4, 15' at 1250', 30' at 1450', 40' at 1950' extending outward to end of apch lgt lane.
NEW YORK-STATEN ISLAND ARPT: N/S rnwy clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing.. (5-22)
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution-ship tfc in area. (9-27)
NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22)
FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000';280°-310°, 35 n mi at 4700';310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft shall let down to pat alt. (10-31)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)
**POUGHKEEPSIE-DUTCHESS CO. ARPT: 305'(465'MSL) lgtd twr erected 19.8 n mi SSE (163°T) at lat 41-56-11, long. 74-00-30. (9-16)
ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)
ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and /or a ceiling of less than 1000'. (3-3)
ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: Soon, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB & Oneida Co. Arpt.
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879'MSL. (5-17)
SPITFIRE LAKE: No seaplane facilities avail. (7-30)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)
**ULSTER COUNTY-SPECIAL NOTICE: Effect. Oct 25, Caution Area C-216 is rescinded.
UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.
UTICA-ONEIDA CO ARPT-TOWER: About Nov 19, CAA ctl twr will be cmsnd. Trans freq: 332 kc; 118.1, 121.5, 243.0, 257.8 mc. Rcvg freq: 3023.5 kc, 122.5, 118.1, 121.5, 243.0, 257.8 mc. Freq 121.9 mc for ctl gnd tfc. Will trans on ILS voice 109.3 mc. Class: C(g). (11-6)
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)
WATERTOWN-RADIO: DME coverage 35 n mi at MOCA (6-14) About Nov 11-VOR/DME will be shut down until approx Nov. 29-modification & freq change from 116.1 mc to 108.6 mc. About Nov. 5, J fac will be temp converted to BMH, freq 224 kc, ident ART. Lat 43-59-22, long. 76-01-12. To be returned to J fac on completion of VOR modification.
WATERTOWN ARPT: Contact lgts all rnwys & taxi strips mrkd with 4' flag stakes.(10-25)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west wuad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt checked. (6-10)
WHITE PLAINS-WESTCHESTER CO ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" closed. (10-21)
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
NORTH CAROLINA: CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
ELIZABETH CITY-RADIO: VOR/DME operg test basis-relctn to lat 36-15-27, long. 76-10-33. (9-25)
FAYETTEVILLE-ARPT-TOWER: About Nov 11, ctl twr will be cmsnd on 24 hr basis. Freqs: 118.3, 121.5, 257.8 mc. Rcvg 118.3, 121.5, 257.8, 122.5 mc; 3023.5 kc. Freq 121.7 mc for ctl gnd tfc. Class: C(g). (11-6)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)
**KINSTON-STALLINGS FLD: Formerly carried as Stallings Air Base. (10-2)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks-use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution-vehicular parking and tfc W ramp. (1-10)
*LUMBERTON-RADIO: Nov 8, freqs 255.4 & 243.0 mc decmsnd. Rcvd too late for ANRA page. About Dec 1, ATCS will be relctd to Fayetteville, N.C. Combined Stn/Twr. (11-4)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi;230°-310°, 26 n mi;310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800'MSL, V194 RDU-CVI 3000'MSL, V128 RDU-LaGrange 3500'MSL, V3RDU-LBT H fac 3300'MSL, V3W RDU-SOP 3000'MSL, V194 RDU-Norwood 4000'MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (11-5)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
RICH SQUARE ARPT: New arpt reported: 36-15N, 77-17W; elev 78'; 1 strip, turf, 2900', NE/SE; no facs; P-line NW. (10-7)
**SALISBURY ARPT: Unicom 122.8 mc cmsnd. Arpt clsd for const xcpt with prior approval during daylgt hrs by use of Unicom. (9-12)
**WILMINGTON-SPECIAL NOTICE: Effect Oct 24, Warning Area W-523 established as follows: Beginning at lat 34-15-00, long. 77-39-00; thence SW to lat 34-05-00, long. 77-43-00; SE to 32-20-00, 77-20-00; SE 32-15-00, 77-00-00; NE to 33-04-00, 75-51-00; thence NW to point of beginning. Altitude: Surface to 50,000'MSL. Time of Use: Daylgt hrs only during VFR. Activities Conducted: Air-to-air rocketry. Controlling Agency: Seymore Johnson AFB, Goldsboro, N.C. (9-5)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)
WINSTON SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)
NORTH DAKOTA: DICKINSON-RADIO: Oct 29, VOR/DME shut down until approx Dec. 13-conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: Direct Routes: MLS VOR to BIS VOR, 10,000'; MLS VOR to DIK LF rng, 4500'; DIK LF rng to BIS VOR, 4100'.
FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.
FARGO-HECTOR FLD-RADIO: Oct 7, ILS glide slope and MM will be inop until approx. December 14- relocation. (10-7)
**FARGO-HECTOR FLD: Longest rnwy 7150' x 150'. (9-27)
MINOT INTNL ARPT: 1053'(3123'MSL) lgtd twr being erected 12.1 n mi S(191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440'(2200'MSL) lgtd twr being erected 2 n mi SSW(222°T) at lat 48-12-56, long. 101-19-05. (8-15)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough-use with caution. (6-14)
OHIO: AKRON ARPT: Due non-visibility twr unable to control tfc SSW airdock on apch to rnwy 36. (12-4)
AKRON-CANTON ARPT: Non-vontrolled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VRR conditions only. (11-28)

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**BEACH CITY-AMES ARPT: New arpt. Type "P"; lat 40-39, long. 81-34; lctd 1 mi E;RR W; elev 1000'; 1 rnwy 1800' x 125' - turf; 80/87 oct fuel. (4-21)

CANTON-MARTIN ARPT: Clsd.(1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P";40-30N, 82-52W; lctd 1.5 ENE; elev 1030' 1 rnwy - 2000' x100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CINCINNATI-RADIO: DME coverage 60°-150°,35n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use ruwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000';310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF

** coverage 50°-180°, 2500';180°-50°, 3000' at 40 mi. (9-26) FLD: 2 way rdo capable communicating Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW tk-offs & SE lndgs. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L. Taxi signs now installed all taxiways. W taxiway reads letter R, NW taxiway reads S, N taxiway reads T. Rnwy 9L-27R open & normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Const of N concourse completed. (11-1) About Nov 30 left hand neon and flash blaze apch lgt systems serving rnwy 5L will be decmsnd. Simultaneously standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5L will be cmsnd. (11-7)

**CLEVELAND-LAKEFRONT ARPT: New rnwy 6-24 open. Hard surface 3600' x 100'. Old rnwy perm clsd. (10-31)

**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 & proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5,000'/ min rate of descent, or greater than 20° dive angle: (3)stalls;(4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT-TOWER: Soon radar departure control will be

** implemented. (10-1)FLD: Due to non-visibility twr unable to ctl tfc on E taxi strip between hangars 1 & 4. Rnwy 18-36 clsd for lndgs and tk-offs between 0700E and 1800E. Taxiing permitted on rnwy. Taxiway D clsd from rnwy 23 to new ramp from 0700E to 1800E. 2900' hi-intensity centerline apch lgtg system, configuration "A" serving rnwy 27 cmsnd.(9-19) Excavation 2' deep, 150' wide, in extension N taxiway between 6500'-8000' mark. Men & equip. working 0700-1700E daily. Men & equip. also working 30' N of rnwy 12-30 0730-1600 E. (10-10) E/W rnwy Clsd. Hvy equip. crossing rnwys. Lgts on wind indicator inop. (11-1)

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON ARPT-TOWER: Nov 25, ILS glide slope, MM and LMM will be shut down until approx Dec 24 - relctn and conversion, acct extension rnwy 6. Glide slope will be relctd

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1050' NE of SW end extended rnwy and 400' NW centerline. MM and LMM will be relctd centerline 3540' SW of SW end extended rnwy. Glide slope angle will be 2.6°. Alt over MM 1210' MSL; over OM 2040' MSL. FLD: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26) Rnwy 6-24 being extended 1000' SW end and 500' NE end; total length to be 7000'. About Nov 25 neon apch lgt lane to be shut down for approx 30 days for relocation to rnwy 6 & conversion to standard 3000' hi-intensity centerline configuration A apch lgt system. (9-30)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

** FREEMONT-SLAGER AIRPARK: Perm clsd. (9-26)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to (3). (5-10)

LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet. (8-8)

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15) All fld lgts and bcn inoperative. Fld clsd between sunset-sunrise. (8-14)

MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54 long. 84-26-52. Class: MHW (6-6)

**NORWALK AIRPARK: Abandoned. (4-26)

PAINESVILLE-CONCORD AIRPARK: New arpt reported: 5 mi SE; lat 41-39, long 81-13; elev 1020'; 2 rnwys; longest rnwy 2400'; 80 oct. (1-17)

PORT CLINTON ARPT: Const. Men & equip. on fld. N end N/S rnwy unusable. Contact fld unicom for conditions prior lndg. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)

**PORTSMOUTH-RAVEN ROCK ARPT: Abandoned. (9-9)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt reported: "P" type fld; lctd 10.7 mi N; longest rnwy 4200' hard surfaced; rnwy lgts avail. (2-4) Bcn lgt avail. (6-21)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

**SANDUSKY-GRIFFING ARPT: Formerly carried as Sandusky Arpt. (4-21)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT: Paved extns each end rnwy 7-25 completed but not yet opened. Const rnwy lgt extension areas. Threshold lgts temp placed on rnwy to provide 6200' usable rnwy. Taxiways serving extensions not yet opened. Do not land short of threshold lgts.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) About Dec 2, VOR/DME will be shut down until approx Dec 23 - conversion to VORTAC. (11-8)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE-flagged days. (9-17)

YOUNGSTOWN-RADIO: DME coverage 127°-259°, 26 n mi at 2600';344°-010°, 35 n mi at 2400'. About Nov 18, VOR/DME will be shut down until approx Dec 6 - modification.

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

ZANESVILLE-RADIO: About Nov 21, VOR will be cmsnd. Freq: 111.4 mc. Ident: ZZV. Lctd 39-56-28, long. 81-53-28. Mag var.: 2°W. Elev: 899' MSL. Monitor. category (1) Voice and monitoring from ATCS. Class: BVOR. (10-11)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
BEAVER CITY ARPT: Clsd due men & equip. on fld and rnwys unsafe. (7-10)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)
GAGE-RADIO: Soon, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. Durg shutdown VOR flgts will be authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V OKC to Int of V12 (GAG), 11,000'. (10-1)
GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
GUYMON ARPT: N/S rnwy open - Caution - equip. on fld. (6-14)
**IDABEL ARPTL Unattended. No fuel or services avail. (9-10)
McALESTER-RADIO: Soon, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23) Durg this period, V63 MLC-Bunch Int. unusable. (11-2)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (5-16) Bcn inop.
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA CITY-COUNTRY CLUB ARPT: 138' (1388' MSL) lgtd twr erected 1.2 n mi NNW (350°T) at lat 35-23-00, long. 97-31-00 & being removed approx 18 Nov. (10-2)
OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)
OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429' MSL) water tank being constructed W side of fld (lat 35-24-04, long. 97-36-58). Mrkd and lgtd. (9-13)
OKMULGEE-RADIO: About Nov 21, VOR will be cmsnd. Freq: 108.2 mc. Ident: OKM. Lctd lat 35-41-30, long. 95-52-00. Class: VORW.
PAULS VALLEY ARPT: Temp const of drilling derrick lctd adj NW fld 140' AGL 1107' MSL Mrkd and lgtd. (8-28)
PERRY ARPT: Caution on Sun. NW/SE & NE/SW rnwys clsd for drag racing. Use N/S rnwy.
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: DME coverage 43 n mi throughout 360° at 2800' MSL. About Dec 2, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. Durg shutdown flgts authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted except bearings from LFR to following intsxns: Adair Int. 054°, Pryor Int. 081° Wagoner Int. 110°, Mazie Int. 110°, Shell Lake Int. 247°, Sand Springs Int. 225°, Mounds Int. 194°, Sapulpa Int. 211°, Drunright Int. 233°, Yale Int. 250°, College Int. 041°. MEA for VOR equipped acft V14 7500'. MEA for V74, 7500'. (10-3)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for tk-offs to all tactical type acft and all multi-engine acft exceeding 26,000lbs tk-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.
TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)
OREGON: ALBANY ARPT: NE/SW rnwy clsd. Fld clsd to ngt operns due hi-way const and hvy equip. on fld.. Caution daylgt hrs. (9-10)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad.-caution. (9-25)
EUGENE-MAHLON SWEET ARPT: ILS rnwy 16-34 clsd to all operns. Const 1500' extension.
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons.
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'.
MEDFORD-ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pat when arpt tfc is NW or W, left pat when arpt tfc is SE or E.
**MEMALOOSE USFS ARPT: Fld elev: 6790'.
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on OREGON: the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'.
NORTH BEND-RADIO: VOR flgt-checked for en route use only at min terrain clearance alts on the 21°, 86°, 114°, 161° and 343° radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. Oct 8, VOR shut down - modernization. Durg shutdown the MEA on V27 between Creseent City and Newport is 13,000'; the MEA on V121 between North Bend and Eugene is 9000'. North Bend Int (ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable. (11
PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)
**PILOT ROCK-ELDRIDGE ARPT: Perm clsd. (9-27)
PORTLAND INTNL ARPT-TOWER: About Nov 15, freq 284.6 mc will be chgd to 299.2 mc. FLD: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd- not day mrkd. (1-29)
**PORTLAND-SEAPLANE BASE: Closed. (9-30)
PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently.
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500'; 80°-110°, 32 n mi at 9000'; 228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000'; 352°-354°, 35 n mi at 7500'. (10-28)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in the signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld.
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy 3200' gravel; remarks - Caution - fence across both ends of fld.
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to rgt at 400'.
THE DALLES-RADIO: About Dec 15, VOR will be shut down until approx Apr 15, 1958 - conversion to VORTAC. Following V arwys unusable durg IFR: V112 PDX-PDT; V182 PDX-BKE; V25 YKM-RDM; V25E YKM-DLS. (11-8)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'. Soon, DME will be shut down for approx two days - modernization. (10-8)
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to ctl tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from bndry entire fld. Not mrkd. Use rnwys only. (8-19)
BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip. on fld.
**BEAVER FALLS-PATTERSON HEIGHTS ARPT: Perm clsd. (10-17)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.
BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. Nbndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
DOWNINGTON ARPT: New arpt reported. 39-58N, 75-43 W; elev: 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; S2 facs; F1 fuel. (9-27)
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of term bldg. Perimeter of const area flagged, lgtd. (10-3)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

PENNSYLVANIA: HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

LEESPORT-MARELLO ARPT: Closed. (11-1)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

NEW LONDON ARPT: New arpt reported. 39-47N, 75-53W; lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; F1 fuel. (9-20)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Jet penetration JA - JAL - 320 ADF via Newcastle OM suspended due shutdown Philadelphia Radar. Jet tfc operg on IFR flight plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or lnd Newcastle Arpt. (9-30)

PHILADELPHIA INTNL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 & 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 & 9 - flagged days, lowered nights. 125' pile driver approx midway between rnwys 4 & 35 on river's edge - flagged days, lgtd nights. All trans acft will park at executive term, transportation and services avail, load and unload stops at Pier C only avail 3 min. Acft requiring customs serv use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Exten const adj rnwy 15-33 parallel to taxiway. New taxiway under const btwn ramp & rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men & equip. on fld daily. (9-13) 1116(1364'MSL) lgtd twr being erected 11 n mi WSW(257°T) at lat 40-02-38, long. 75-14-26. (9-13)

PHILIPSBURG ARPT: Until approx November 15, rnwy 6-24 clsd for const. Men & equip. at both ends of rnwy. (10-24)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for night operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi. (9-11) About Dec 1, radar departure control will be implemented 0800-2400. Short clearance limits will be utilized as follows: Ford, Scottdale, Millsboro, Old Concord and Palestine Ints., Wheeling and Bergholz rdo bcns and Ellwood City VOR. 7000' MSL max alt. (11-1) FLD: Exten civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)

PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

READING-GENERAL SPAATZ ARPT-TOWER: About Nov 25, ILS LOM freq 230 kc will be chgd to 251 kc. (10-8) FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**SHIPPENVILLE-RHEA ARPT: Name change. Formerly carried under Clarion. (11-19)

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

PENNSYLVANIA: TOWER CITY-RADIO: VOR shut down. (10-17)

**WASHINGTON ARPT: E/W rnwy, hard surfaced, 3000' long, 75' wide, open for use. Use hard surface only. Shoulders soft. NE/SW rnwy clsd. (10-25)

WEST CHESTER-RADIO: VOR/DME shut down until approx November 15 - modification and freq change from 112.3 to 108.6 mc. (11-8)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANNA ARPT: New arpt reported. Lat 41-13, long. 77-05; lctd 3.5 mi W; elev 538'; one strip, sod, 2500'; major repairs & F2 fuel avail.

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: 40-48N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: NARRAGANSETT BAY-SPECIAL NOTICE: Effective 0001 EST, November 21, 1957, Warning Area W-105 will be revised as follows: Beginning at latitude 40-40-00, longitude 72-30-00; to latitude 40-41-30, longitude 72-07-00; to lat 41-09-30, long. 70-13-00; to lat 39-52-00, long. 69-34-00; to lat 39-52-00, long. 71-01-30; to lat 39-07-00, long 71-53-00; to lat 39-34-00, long. 72-30-00; thence to point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass. (9-13)

PROVIDENCE-GREEN ARPT: Caution - extensive construction - turf areas closed. Jet and transient mil practice operations prohibited. (5-20)

**WOONSOCKET ARPT: Formerly Personal Use Arpt. Type "P"; lat 71-28, long. 42-01; located 2 mi E; elev: 400'; longest runway and facilities: 19-S5; F2 fuel; E, NE, S blkd. P-line N. Caution - rough.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylight hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR/DME shut down. During shutdown the following temp flight operation procedures are established: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 North Int CHS-LFR 5000'; Jamestown Int FLO 183, MYR 236; Lake Mountrie Int FLO 198, MYR 247; Holly Hill Int CAE 138, ALD 075, Flag MRA 2000, St. George Int ALD 81, CAE 144 Flag MRA 2000. Following Intsxns unusable; Bull Point, Isle of Palms Tybee and Azalea. (10-21)

CHARLESTON AFB/MUN ARPT-TOWER: ILS MM and LMM will be shut down - relctn. (8-2) ILS lclzr back course unusable. (9-6) FLD: Rnwys 3-21 and 15-33 alternately clsd during daylight hours - extensive const. all areas adj to rnwys. Men & equip. installing taxiway lgtg in close proximity all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) First 1000' NW end runway 15-33 closed until approximately November 18. Threshold lights relocated to indicate open portion of runway. (10-18)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

DARLINGTON ARPT: Drag racing on taxi strip in front of hangar from 1300E until dark each Sat. Rnwys not affected. (10-8)

FLORENCE-RADIO: VOR radials 225°- through 250° out of tolerance - roughness and bends. (3-7)

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Runway 9-27 closed for construction. Use caution on other runways. (6-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flight-checked. (10-9)

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

**CLARK ARPT: Perm clsd. (11-6) 310' (2209'MSL) lgtd twr being erected 3.7 n mi W (276°T) at lat 44-52-39, long. 97-48-57. (10-7)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

SOUTH DAKOTA: HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)
MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.
PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.
RAPID CITY-RADIO: About Nov 12, LF rng will be shut down until approx Nov 28. (10-28)
RAPID CITY ARPT: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)
SIOUX FALLS-RADIO: About Nov 18, VOR will ge shut down until approx Jan 2, 1958-conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V15 HON VOR-Int HON R115 and SUX R335 (Sioux Falls Temp Int.), 7000'; Sioux Falls Temp. Int. -SUX VOR, 7000'. V181 ATY VOR-Oakwood, S. Dak. Int., 3000'; Oakwood, S. Dak. Int-Int. ATY R160 and HON R115 (FSD Temp. Int.), 7000'. V80 RWF VOR-Int RWF R228 and SUX R335 (Sioux Falls Temp Int.), 3000'. Direct Routes: HON VOR-FSD LFR, 3000'; FSD LFR-SUX VOR, 3000'; FSD LFR-RWF VOR, 3000'; ATY VOR-FSD VOR, 3000'.
SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW Approach procedures and lclzr alignment not affected. (12-5)
TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy # 5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.
BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)
CHATTANOOGA-LOVELL FLD-TOWER: ILS lclzr back course usable for holding and en route tfc only. (9-24) FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgr hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)
DYERSBURG-RADIO: About Dec 1, VOR will be shut down until approx Mar 1, 1958- conversion to VORTAC. Durg this period H fac may be substituted and the following MEAs will apply: V140 DYR MH TO ARG VOR as charted, DYR MH to Milan Int. as charted, Milan Int. to McEwen Int. 7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints. (10-15)
KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.
KNOXVILLE-McGHEE TYSON ARPT-TOWER: VHF/DF shut down. (9-26) ILS glide slope operg test basis only. (10-22) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)
MEMPHIS ARPT: Const in progress-men and equip. on fld-caution. (5-9)
MORRISTOWN-MURRELL ARPT: 263'(1552'MSL) lgtd twr being erected 4 n mi NE(63°T) at lat 36-12-54, long. 83-17-24. (10-30)
NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 180°-270°, 35 n mi at MEA. Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via VNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. (2-28)
NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)
TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)
UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400' MSL. Will be marked and lighted. (9-25)
TEXAS: **ABILENE-HUGHES ARPT: Perm clsd. (10-15)
ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)
ALICE ARPT: Rnwy lgts inop. (10-22)
AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.
AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) FLD: Neon apch lgt system removed due const. (6-24) About 26 Nov., 834'(4295'MSL) lgtd twr will be erected 8.8 n mi WNW(308°T) at lat 35-18-55, long. 101-50-03. (10-31)
AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: Effect. Nov 22, apch control will implement radar arrival control procedures. Radar separation standard will be applied as specified in the MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to the following fixes: Round Rock, Butler, Bergstrom, Manchaca, Oak Hill, Lake Travis, Austin VOR, Austin H fac, Bergstrom H fac and Austin ILS LOM. (9-26)
AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. -exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)
BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13) Const with men & equip. in clear zone NW of arpt & apch end rnwy 11.
BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)
BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng.
**BROWNFIELD-TERRY CO ARPT: Name change. Formerly carried as Municipal. (10-17)
**BROWNWOOD ARPT: 549'(2049'MSL) lgtd twr erected 4.8 n mi SSW(214°T) at lat 31-43-33, long. 90-00-45. (5-3)
COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000';95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)
**DALHART-RITA BLANCA ARPT: Name change. Formerly carried as Ingram. (4-19)
**DALLARDSVILLE-BIG SANDY ARPT: No facilities. Emerg use only. Land at own risk.
DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi due severe roughness. Radials 325°-345° out of tolerance due to severe scalloping. About Nov 12, VOR will be shut down until Nov 16-major overhaul. (10-30)
DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; Elev 644'; rnwys 2, longest 4500' asphalt surface; Fuel F4; Facs S-5; Lighting BL4; Attended 24 hours.
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading & paving operns in progress entire arpt area including taxiways and ramp adj to rnwys & new term bldg. Hazard mrkd and lgtd. Ctc ctl twr for detailed taxi instructions.
EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail.
EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: Nov 1, RAPCON operg test basis Trans & rcvg: 118.1, 118.7, 119.1, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Trans only: 114.5; rcvg only: 122.7, 3023.5 kc. IFF operg but not cmsnd. (11-1)
FALFURRIAS-BROOKS CO. ARPT: 268'(298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)
FORT STOCKTON-RADIO: Soon, VOR will be shut down until approx Feb 1, 1958-conversion to VORTAC. (9-23) Durg shutdown, following arwys unusable: V198 Rock Springs to Hudspeth; V211 Rock Springs to Ft. Stockton; V222 Junction of Culberson. (11-6)
FT. WORTH-CARTER FLD-TOWER: About Nov 24, ASR will be shut down until approx Dec 5-modern. About Nov 12, trans & rcvr 120.7 mc will be chgd to 118.9 mc. Freq 123.0 mc will be cmsnd. (11-8)

TEXAS: FORT WORTH-CARTER FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Equip is 19' high, flagged days & lgtd ngts. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (9-12)

FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Dec. 13. (11-5)

FT. WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr erected 5 n mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints. remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR inst apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315°radial in lieu of 306° radial.

HOUSTON- CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const Use only existing rnwys. (11-30)

**HOUSTON-INTNL ARPT: Tetrahedron replaced by lgtd wind sock-lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-offs to E only, no lndgs. (3-11) Old apch lgt system changed to new centerline system,configuration A to rnwy 3. Flight checked and opern normal. (9-12)

**HOUSTON-LINDA SUE ARPT: Abandoned. No facs. Fld dangerous. (10-24)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)

LAMESA-ADCOCK ARPT: New arpt reported. 32-48N,101-36W; lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000'; F1 fuel. (8-27)

LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640', E/W 1620'; 91 oct fuel. (10-7)

LAPORTE ARPT: NW/SE rnwy clsd until approx Dec 11. Const. (10-30)

LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course., (8-3)

LEVELLAND ARPT: 388'(3958'MSL) lgtd twr being erected 3.5 n mi NNW(337°T) at lat 33-36-11, long. 102-24-05. (10-16)

**LONGVIEW-GREGG CO. ARPT: Two 40' lgtd antenna poles erected 1000' E of rnwys 17-35 and 500' S E/W taxiway. (12-4) Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK-RPT-TOWER: ILS glide slope, MM, LMM shut down until approx Dec 1-relctn. (10-24) FLD: S 6300' rnwy 17-35 open & lgtd. N 2200' including 2000' of new extension clsd. New taxiway to rnwy 17 clsd. (10-25) Men & hvy equip. working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (9-26)

LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°,2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.(1-29)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt TEXAS: hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)

MIAMI-CLARK ARPT: New arpt reported. 35-45M, 100-45W; lctd 10 mi NW; elev 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95° at 2300'. (6-15) About Dec 1, VOR will be shut down until approx Mar 1, 1958 -conversion to VORTAC. Durg shutdown, flgts authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int. -MWL H fac bu MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int. by ABI 055; to MWL H fac by MWL 262; to HTT H fac by MWL 062; to McKinney Int. by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int by ABI 085; to MWL H fac by MWL 231; to Russell Int. by MWL 091. Intsxns as follows: For Breckenridge Int. use radials ABI VOR 055, MWL H 262; Russell Int. use MWL H 091 FTW ILS; Mill Int. use ACT VOR 306, BRT VOR 255; Cisco Int. use ABI VOR 085, MWL H 231; Newark Int. use FTW VOR 128, MWL H 059; Lake Worth Int. use FTW VOR 149, DAL VOR 257; Saginaw Int. use DAL VOR 257, FTW ILS; Chapel Int. use MWL H 332, FTW VOR 239; Haslet Int. use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)

MUNDAY-LEFLAR ARPT: 433' (1939'MSL) lgtd twr being erected 9.8 n mi WSW (258°T) at lat 33-25-00, long. 99-48-16. (10-21)

**ODESSA-ECTOR COUNTY ARPT: 500'(3444'MSL) lgtd twr erected 5.5 n mi SSW(220°T) at lat 31-50-50, long. 102-27-15. (9-19) Rnwy 7-25 closed. (5-16)

ORANGE-BROWN ARPT: 767'(787'MSL) lgtd twr being erected 10 n mi WNW(297°T) at lat 30-08-59, long. 93-58-54. (10-3)

PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE (113°T) at lat 27-51-46, long. 97-15-41. (9-18)

RAYMONDVILLE-FOX ARPT: 286'(301'MSL) lgtd twr being erected 4.5 n mi SSE (177°T) at lat 26-24-13, long. 97-47-32. (10-26)

**ROCKPORT-ARANSAS CO. ARPT: 320' 346'MSL) lighted tower erected 12 nautical miles southwest (241°T) at lat 27-59-30, long. 97-14-50. (10-22) Caution - oil drilling operations, structures are moved intermittently and any runway may be closed on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'. About Nov 25, LFR and VOR will be shut down until approx Nov 30, establ remote control from El Paso; 335 kc and 113.0 mc will be perm discontd. (11-8)

**SAN ANGELO-MATHIS FLD: 420'(2870'MSL) lgtd twr erected 19.6 n mi NNW (353°T) at lat 31-41-30, long. 100-31-45. (10-2)

SAN ANTONIO-RADIO: About Nov 22, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23) Durg shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163 direct to next VOR; V163W, V222 SAT LF rng 328 to Fredericksburg; V163 SAT N course and MTA 163 to MTA VOR; V17W SAT N course to Spring Branch Int.;V222 SAT LF rng direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LF rng 158 and CRP 312. MEAs remain as charted. Reporting points remain as usable with following substitution: Blanco In t. SAT LF rng 188 bearing and AUS VOR 228, Sattler and Kyle Ints. use SAT LF rng direct. CMK rbn course use CMK rbn for Bergstrom Int.

SAN ANTONIO INTNL ARPT-TOWER: About Dec 1, freq 124.3 mc will be chgd to 118.9 mc.

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHERMAN ARPT: About Nov 15, 316'(1060'MSL) lgtd twr will be erected 8 n mi NNE(35°T) at lat 33-44-23, long. 96-29-56. (10-29)

SNYDER-WINSTON FLD: Caution. Const of awe E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted & lgtd. (10-8)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320'MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New fld lctd 35 n mi NW at lat 29-30, long.100-22. 1 strip2800'

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 433 not certified.

WACO ARPT: Caution - men & equip on fld 0800-1700C every Fri. (7-31)

WEATHERFORD-GAARE ARPT: Closed. (7-9)

WICHITA FALLS-SHEPPARD AFB: 2-way rdo req. (10-25)

WINK-RADIO: Oct 28, VOR shut down for modernization. (11-5)

UTAH: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys & taxiways. (10-15)
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Oct 22, VOR shut down until approx Feb 15, 1958 - conversion to VORTAC. Durg this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (10-22)
**MILFORD ARPT, 45, LAX-SLC: Fld unsuitable for acft over 12,500 lbs. (3-13)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.
PRICE-CARBON CO. ARPT: NE/SW rnwy closed - construction. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. About Nov. 18, until approx Dec 31, radar departure ctl will be inop. (11-4)
UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40°-thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Commun (tel. CApital 3-2311, Ext. 807) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt daytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy closed - obstruction. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW; elev 130'; 1 strip 1900'; P-line N. (10-25)
VIRGINIA: BLACKSTONE(CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. Rnwy 3-21, 12-30 & 8-26 clsd & mrkd with white X.
**BRIDGEWATER-SHEN-MYER ARPT: Converted to pvt fld. Use at own risk. Unattended.
BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy, 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)
DALHGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FLAT ROCK-RADIO: Oct 31, VOR/DME shut down until approx Feb 1, 1958-conversion to VORTAC.
FREDERICKSBURG-SHANNON ARPT: Ngt opern prior req basis only. (10-24)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)
FRONT ROYAL-STOKES ARPT: Caution-E/W being resurfaced. Men & equip. on fld.
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)
INDEPENDENCE-COX ARPT: Closed. (7-1)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy

VIRGINIA: 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG ARPT-TOWER: About Nov 26, CAA ctl twr will be cmsnd as CS/T. Trans & rcvg: 118.7, 121.5, 243.0 mcs. Trans only: 287 kc. Rcvg only: 3023.5 kc, 122.5 mc. Freq 121.9 mc for ctl of gnd tfc. Class: C(g). (10-21)
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 130°-210°, 35 n mi at 5000'. (6-14)
NEWPORT NEWS-P. HENRY ARPT: Rnwy 2-20 length 5000'-1500' extension N end not to be used by acft over 26,000 lbs. (7-26)
NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men & equip. on field daylgt hrs. (4-26)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (6-14)
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)
RICHMOND-BYRD FLD-TOWER: ILS LOM 212 kc unreliable for ADF use - interference. FLD: Rnwy 6-24 clsd during daylgt hrs. During hrs of darkness opened full length & width xcpt last 1000' NE end; opened 150' width in ctr only. Const area and threshold NE end mrkd by flares at ngt. Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only-all other soft.
ROANOKE-WOODRUM FLD-TOWER: TVOR out of tolerance beyond 15 n mi 270°-030°-interference. V-103, 260 and 258 unusable for IFR tfc. (10-22) About Dec 2, TVOR will be shut down for approx 5 days-freq chg from 108.6 mc to 110.0 mc. (11-6) FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution. No 180° turns on rnwys. Lndg FEE for multi-eng acft. All acft rqrd to have operg 2-way rdo for day and ngt opern. (8-21)
WAVERLY ARPT: Unattended - no services avail-land at own risk. (4-20)
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt-shale); remarks-telephone line parallel to rnwy 100' to one side. (3-8)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 360°-300°, 15 n mi at 1500'. (10-11)
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to heavy traffic. (11-19)
BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000';60°-150° unknown prohibited area;150°-175°, 26 n mi at 5500';175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000';290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail on request. W taxiway closed. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about March 15, 1958, construction in progress - use runways and taxiways only. (3-11)

WASHINGTON: SEATTLE-BOEING FLD-TOWER: Disregard spurious radiations 109.9 mc durg daylgt hrs lctd S end fld until approx Nov. 29. (10-29) FLD: 2-way rdo rqrd xcpt on prior req. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc.

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other traffic cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto. apch. (3-15) VHF/DF inop. (10-19) FLD: Taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable, 280°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. June 24, ILS

** LOM and LMM shut down -relctn. (7-3) FLD: Rnwy 3-21 lengthened 800' NE end. Total length 9000'. Crash barriers installed both ends. 1000' overrun area both ends, beyond barrier, not to be used as rnwy. Caution advised, soft shoulders both sides entire length rnwy. Rnwy 16-34 clsd, const. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6)

TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permanent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 121-32-00W; elev: 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 8000'; 195°-30°, 40 n mi at 10,000' MSL. (9-20)

WEST VIRGINIA: BLUEFIELD-MERCER CO. ARPT: Caution - const of new taxi strip and parking area.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'.

CHARLESTON-KANAWHA CO. ARPT-TOWER: ILS glide slope 335 mc operg on test basis. FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement.

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31). DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'.

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (11-1)

HUNGTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgts hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Rnwy 17-35 clsd 0700-1900E daily xcpt Sun. Rnwy 8-26 duty rnwy. Men and equip. on rnwy 17-35.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 1500' dirt extension W end rnwy 27 clsd-usable in emerg or for emerg overrun only. Caution - extension soft following rainy periods. Ctc Greenbrier Unicom for info. (7-15)

WISCONSIN: **BELOIT-PRAIRIE ARPT: Four 186' (956' MSL) lgtd twrs erected on a N/S plane 6.2 n mi S (189°T) at lat 42-27-34, long. 89-01-43. (8-12)

**DEPERE-NICOLET ARPT: City name change. Formerly carried under Green Bay. (5-7)

EAU CLAIRE ARPT: 265' (1191' MSL) lgtd twr being erected 7.1 n mi NE (46°T) at lat 44-56-54, long. 91-22-55. (10-21)

**FOND DU LAC ARPT: Rnwy lgts perm discontd. (10-17) Arpt clsd, No services. (10-29)

WISCONSIN: GREEN BAY-RADIO: Oct 22, VOR shut down until approx Dec 12 - conversion to VOR TAC. Durg this period, the following MEAs can be utilized: V26, V55, V1500 - AUW VOR to Int. R103 AUW VOR and R001 MKE VOR, 9000'; Int. R103 AUW VOR and R001 MKE VOR, via R300 HIC VOR to Pentwater, Mich. Int., 9000'. V7- MKE VOR to Int. R001 MKE VOR and R103 AUW VOR, 9000'. Direct Routes (authorized for NCA only) AUW VOR to NOR H fac, 2400'; NOR H fac to HIC VOR, 4000'; NOR H fac to MKE VOR, 2600'. (10-22)

LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (8-13) Oct 28, DME shut down until approx Jan 27, 1958 - relctn. About Nov. 18, TVOR will be cmsnd. Freq: 108.4 mc. Ident: LSE. Lctd lat 43-52-34, long. 91-15-23,

**LAKE TOMAHAWK-DOLHUNS ARPT: Effect. Dec 1 bcn & rnwy lgts will oper on req only.

LODI-LAKELAND ARPT: New arpt reported: lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. 59' (916' MSL) lgtd radar twr being erected atop term bldg. (10-11)

**MANITOWOC-MUN ARPT: Formerly carried as Kakuk. (9-19)

MERRILL ARPT: Clsd due const. (10-3)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500' MSL at 40 n mi all azimuths. (6-7) ILS glide slope unusable automatic apchs. FLD: Rnwy 7L-25R clsd const. Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd, inviterant military acft on unofficial business may find parking facilities unavail. Avoid confusing rnwy 1 with parallel taxiway to left. Rnwy 13-31 clsd to jet acft.

OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys durg winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

**PORTAGE-PORTAGE-MANLEY ARPT: Longest rnwy 2000'. (9-16)

WATERTOWN ARPT: 103' (923' MSL) lgtd pole & pipe supporting an antenna being erected approx 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. About Dec 1, Apch Ctl will be cmsnd. Freqs: 348.6 mc and 121.9 mc for ctl gnd tfc. Class: AC(g). (10-25) FLD: Two 200' fences SW end of ramp not obstn lgtd. (--11-16)

GILLETTE ARPT: 50'-75' W shoulder 1500' from N end N/S strip soft. Clsd to hvy acft.

GREYBULL ARPT: Hvy const. Men and equip. on fld at all times. Rnwy lgts & bcn turned off. Use extreme caution. (8-27)

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

LUSK ARPT: E/W rnwy clsd, const. Shorter rnwy graded out in the dirt S of original rnwy for temp use. Use caution especially durg wet wea. (10-8)

NEWCASTLE-MONDELL ARPT: Caution - men and equip. working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept. 30, VOR shut down until approx Jan 15, 1958 - conversion to VORTAC. Durg this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. V6 between FBR and CKW will be usable at 11,000'. (9-26)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area mrkd by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

**SHERIDAN COUNTY ARPT: 135' lgtd twr erected 3.5 n mi NNW.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy.

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution - ngt operns observe threshold lgts. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Dallas RBn	DCV RBn	direct	2000	T-dn	300-1	300-1	NA
→ Dallas VOR	DCV RBn	direct	2000	C-dn	500-1	500-1	NA
				A-dn	NA	NA	NA

Procedure turn E side of crs, 150 Outbnd, 330 Inbnd, 2500 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 347-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.1 miles turn right return to DCV MHW climbing to 2600
CAUTION: 1000' MSL radio tower located 2.5 miles S of airport
NOTE: No weather service available. Air Carrier Use NA. Radar Terminal Area transition altitude: 2000 within 5 to 20 N mi. Radar control must provide 3 N mi or 1000 vert separation or 3 to 5 N mi and 500 vert separation from radio towers 1108 MSL 20 N mi N 2349 MSL 16 N mi SSW - 1230 MSL 10 N mi WNW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Dallas, Texas	Red Bird 642'	MHW DCV	1, Amdt 1, 21 Dec 57	Orig, 8 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

R-022 at 32 mi fix#	R-032	32 mi	1300	T-dn	300-1	300-1	200-½
		orbit		C-dn	500-1	500-1	500-1½
32 mi fix R-032	22.5 fix R-032	direct	800	S-d	500-1	500-1	500-1 ←
22.5 mi fix R-032	20.7 mi fix R-032 (Final-22)	direct	500	A-dn	NA	NA	NA
#Popano Int							

Procedure turn W side R-032, 1300 between 22.5 and 32.5 miles
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . .
immediately* turn left, climb to 1300 on R-032 within 30 miles of Miami VOR
*CAUTION: 1605' TV TWR six miles SW of airport.
NOTE: Weather service not available. Authorized only when arrangements have been made for weather service at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ft.Lauderdale,Fla	Broward County 10'	BVOR-DME-MIA	VOR-DME-22, Amdt 1,14 Dec 57	1, 10 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Procedure CANCELLED, effective 14 Dec 57, due decommissioning of final approach fix.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Amarillo, Tex	Air Terminal 3604	SBRAZ AMA	2 Amdt 9 2 Mar 57	8 14 Jan 56

→ Beaumont VOR	BUJ-LFR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-dn-16	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn W side N crs, 340 Outbnd, 160 Inbnd, 1800' within 10 mi. Beyond 10 mi. NA.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 160-3.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.1 mi, climb to 1400' on S crs within 20 mi.
→ CAUTION: 787' msl radio antenna 4.26 mi E of final approach crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Beaumont, Tex	Jefferson County 15'	SBMRLZ BUJ	1, Amdt 7, 14 Dec 57	6, 14 May 55

→ Greenwood VOR	GRW-LFR	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn N side E crs, 085 Outbnd, 265 Inbnd, 1800' within 10 mi. Beyond 10 mi. NA.
→ Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 266-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.6 mi climb to 1400 on W crs within 20 mi.
NOTE: Not approved for ADF approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Greenwood, Miss	Municipal 129'	BMLZ GRW	1, Amdt 7, 14 Dec 57	6, 4 Jun 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Midland VOR	MAF-LFR	Direct	4200	T-dn	300-1	300-1	*200-½
				C-dn	400-1	500-1	500-1½
				S-dn-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*AIR CARRIER NOTE: 300-1 required on runways 16L and 34R

→ Procedure turn S side of SW crs, 229 Outbnd, 049 Inbnd, 4400' within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 3800'
Crs and distance, facility to airport, 049-3.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.3 miles, climb to 4000 on SE crs of LFR within 20 miles.
NOTE: This procedure not approved for ADF approach.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Midland, Tex	Air Terminal 2867'	BMRLZ MAF	1, Amdt 8, 14 Dec 57	7, 16 Jul 55

Bayou St. John FM	MSY-LFR (Final)	Direct	900	T-dn	300-1	300-1	200-½
→ New Orleans VOR	MSY-LFR	Direct	1500	C-dn	400-1	500-1	500-1½
Madisonville FM	MSY-LFR	Direct	1400	S-dn-28*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ *580 FPM required at 105 K

Procedure turn N side E crs, 073 Outbnd, 253 Inbnd, 1500' within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 267-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.7 miles, climb to 1400' on W crs within 20 miles, or when directed by ATC, (1) turn left, climb to
→ 1500' on S crs within 20 miles, or (2) turn right, climb to 1400' on N crs within 20 miles.
CAUTION: 409' WWL Radio Antenna located 2.3 miles N of airport. 452' electric transmission towers located 3.4 miles S of LFR or 4.3 miles SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New Orleans, La	Moisant Int'l 3'	SBRAZ MSY	1, Amdt 8, 14 Dec 57	7, 13 Jul 57

Madisonville FM	MSY-LFR	Direct	1400	T-dn	300-1	300-1	200-½
→ New Orleans VOR	MSY-LFR	Direct	1500	C-dn	400-1	500-1	500-1½
→ Int 360 brng to La Place RBn				S-dn-10	400-1	400-1	400-1
& W crs MSY LFR	LOM (Final)	Direct	900	A-dn	800-2	800-2	800-2

Procedure turn S side of W crs, 272 Outbnd, 092 Inbnd, 1400' within 5 mi of LOM. Beyond 5 mi NA.
Minimum Altitude over facility on final approach crs, 900' over LOM
Crs and distance, facility to airport 092-3.4 from LOM
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.4 miles of LOM, climb to 1500' on E crs within 20 miles, or when directed by ATC, (1) turn right,
→ climb to 1500' on S crs within 20 miles, or (2) turn left, climb to 1400' on N crs within 20 mi.
→ NOTE: Procedure authorized only for aircraft equipped to receive MSY LFR and LOM bearings or OM simultaneously.
CAUTION: 409' WWL Radio Antenna located 2.3 miles N of airport. 452' electric transmission towers 3.4 mi S of LFR or 4.3 miles SE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★New Orleans, La	Moisant Int'l 3'	SBRAZ MSY	2, Amdt 8, 14 Dec 57	7, 13 Jul 57

Modesto VOR	SCK-LFR	Direct	2000	*T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½ ←
				A-dn	800-2	800-2	800-2

→ *400-3 required for takeoff on Runway 34.

Procedure turn E side S crs, 147 Outbnd, 327 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 285-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 2.8 miles, climb to 2000' on West crs within 15 miles.
NOTE: ADF procedure not authorized
CAUTION: 340' MSL Radio Mast 1.5 miles N of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Stockton,Calif	Stockton 28'	BMRLZ SCK	1, Amdt 5, 21 Dec 57	4, 7 May 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
King Hill Int	TWF VOR	Direct	6300	T-dn	300-1	300-1	200-½
GNG BH	TWF VOR	Direct	6300	C-dn	800-1	800-1	800-1½
Glenns Ferry Int	TWF VOR	Direct	6300	S-dn-7	800-1	800-1	800-1
BYI-VOR	TWF VOR	Direct	6700	A-dn	800-2	800-2	800-2
BYI-LFR	TWF VOR	Direct	6700				

Procedure turn *North side of crs, 261° Outbnd, 081° Inbnd, 5800' within 10 mi. NA beyond 10 mi.
*Procedure turn on South side NA due to high terrain.
Minimum Altitude over facility on final approach crs, 4900'
Crs and distance, facility to airport, 073-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn left, climb to 6000' on R-060 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Twin Falls, Ida	Joslin 4148'	BVOR TWF	TerVOR-7, Amdt 1, 14 Dec 57	Orig, 4 Feb 54

King Hill Int	TWF VOR	Direct	6300	T-dn	300-1	300-1	200-½
GNG-RBn	TWF VOR	Direct	6300	C-dn	500-1	500-1	500-1½
Glenns Ferry Int	TWF VOR	Direct	6300	S-dn-25	500-1	500-1	500-1
BYI-VOR	TWF VOR	Direct	6700	A-dn	800-2	800-2	800-2
BYI-LFR	TWF VOR	Direct	6700				

Procedure turn North side of crs, 068 Outbnd, 248 Inbnd, 5700' within 10 mi. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 4600'
Crs and distance, facility to airport, 253-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 6000' on R-292 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Twin Falls, Ida	Joslin 4148'	BVOR TWF	TerVOR-25, Amdt 1, 14 Dec 57	Orig, 4 Feb 54

				T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½ ←
				S-dn-12	500-1	500-1	500-1 ←
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 308 Outbnd, 128 Inbnd, 2000' within 10 miles.
→ Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, breakoff point to app end rny 12, 122-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
→ within 0.0 miles, make left climbing turn to 2100' on R-112 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Waterloo, Iowa	Municipal 870'	BVOR ALO	TerVOR-12, Amdt 3, 14 Dec 57	2, 18 Sept 56

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-30	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 114° Outbnd, 294° Inbnd, 2100' within 10 miles.
Minimum altitude over facility on final approach crs, 1400'
Crs and distance, break off point to Rnwy 30, 302-0.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2100' on R-308 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Waterloo, Iowa	Municipal 870'	BVOR ALO	TerVOR-30, Orig, 21 Dec 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Charlotte LFR	CLT-VOR	Direct	2100	T-dn	300-1	300-1	200-½
				C-dn*	400-1	500-1	500-1½
				A-dn*	800-2	800-2	800-2

→ Procedure turn E side of crs, 185 Outbnd, 005 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, CLT VOR 1600'; CLT LFR-Z 1600*
* If LFR-Z not identified descent below 1600 NA and minima become 900-2
→ Crs and distance, facility to airport, 005-13.4 from CLT-VOR; 005-1.5 from CLT-LFR-Z
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.5 mi, climb to 2300' on R-005 or when directed by ATC: turn right, climb to 2900' on R-040 within 20 mi.
CAUTION: 1116' MSL tower located 4 mi SE of LFR and 3 mi E of final approach crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Charlotte, N C	Douglas 748'	BVOR CLT	1, Amdt 3, 21 Dec 57	2, 25 May 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
				S-dn	500-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn West side of crs, 300 Outbnd, 120 Inbnd, 2300' within 10 mi.
Minimum altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 120-5.5 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 miles, climb to 3500' on crs 120° within 20 mi, turn north and return to FOD VOR.
SHUTTLE: Descend in Standard Two Minute Holding Pattern on FOD VOR 120° Inbnd.
CAUTION: 1773' msl radio tower located 3.7 miles SSW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fort Dodge, Iowa	Municipal 1166'	BVOR FOD	1, Orig, 14 Dec 57	None

Greenwood LFR	GRW-VOR	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 237 Outbnd, 057 Inbnd, 1300 within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 057-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.3 mi, climb to 1800' on R-057 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Greenwood, Miss	Municipal 129'	BVOR GRW	1, Amdt 1, 14 Dec 57	Orig, 15 Oct 55

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-5	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 238° Outbnd, 058° Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 049-.3 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to facility, climb to 2000' on MBS VOR R-058 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Saginaw, Mich	Tri-City 667'	VOR MBS	VOR-5, Orig, 21 Dec 57	None

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-9	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 260 Outbnd, 080 Inbnd, 1900' within 10 miles.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 094-.64 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to facility, climb to 2000' on MBS VOR R080 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Saginaw, Mich.	Tri-City 667'	VOR MBS	VOR-9, Orig, 21 Dec. 57	None

				T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-14	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Procedure turn W side of crs, 313° Outbnd, 133° Inbnd, 1900' within 10 miles.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 139-.28 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to facility, climb to 2600' on MBS VOR R-133 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Saginaw, Mich.	Tri-City 667'	VOR MBS	VOR-14, Orig, 21 Dec 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				S-dn-23	700-1	700-1	700-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 038 Outbnd, 218 Inbnd, 1900' within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 229-.29 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to facility, climb to 2000' on MBS VOR R-218 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Saginaw, Mich.	Tri-City 667'	VOR MBS	VOR-23, Orig, 21 Dec 57	None

T-dn	300-1	300-1	200-½
C-dn	1400-1	1400-1	1400-1½
S-dn-27	1400-1	1400-1	1400-1
A-dn	1400-2	1400-2	1400-2

Procedure turn N side of crs, 110° Outbnd, 290° Inbnd, 2600' within 10 mi.
Minimum Altitude over facility on final approach crs, 2100'
Crs and distance, facility to airport, 274-.67 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to facility, climb to 2000' on MBS VOR R-290 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Saginaw, Mich.	Tri-City 667'	VOR MBS	VOR-27, Orig, 21 Dec 57	None

T-dn	300-1	300-1	200-½
C-dn	900-1	900-1	900-1½
S-dn-32	900-1	900-1	900-1
A-dn	900-2	900-2	900-2

Procedure turn W side SE crs, 150° Outbnd, 330° Inbnd, 2100' within 10 miles.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 319-.44 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
proceed to facility, climb to 2000' on MBS VOR R-330 within 20 miles.
NOTE: All turns will be made on the West side of R-145 due to a 1647' radio tower East.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Saginaw, Mich.	Tri-City 667'	VOR MBS	VOR-32, Orig, 21 Dec 57	None

SSM-LFR	SSM-VOR	Direct		T-d	300-1	300-1	NA
				C-d	500-1	500-1½	NA
				S-d-32	500-1	500-1	NA
				A-d	800-2	800-2	NA

Procedure turn E side SE crs, 159 Outbnd, 339 Inbnd, 1800' within 10 mi.
Minimum altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 339-4.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles....climb to 2500' on R-339 Sault Ste. Marie VOR within 20 mi.
CAUTION: 895' tower .3 miles, 025° from airport. 936' tower 2.4 miles, 205° from airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Sault Ste Marie, ★ Mich.	Sault Ste Marie 722'	VOR SSM	1, Orig, 19 Dec 57 or date of com. of fac.	None

T-dn	300-1	300-1	200-½
C-dn	800-1	800-1	800-1½
S-dn-36	800-1	800-1	800-1
A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 160 Outbnd, 340 Inbnd, 2100' within 10 mi.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 340-3 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles, climb to 2500' on R-340 Traverse City VOR within 20 mi.
CAUTION: 4 radio towers WNW of airport 3 to 5 miles, 1132' to 1546'

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Traverse City, Mich	Municipal 623'	VOR TVC	1, Orig, 21 Dec 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

→ GJT VOR	Loma Int	Direct	8000	T-dn	#400-1	#500-2	300-1
GJT VOR	ILS LMM	direct	10,000	C-dn	#800-1½	1000-2	1000-2
Int R-047 GJT & NW crs ILS	Loma Int	direct	8000	S-dn-11	#400-1	#500-2	#500-2
→ Int R-303 GJT & NW crs ILS	Int R-330 GJT & NW crs ILS	Direct	11,000	A-dn	1500-2	1500-2	1500-2
→ Int R-330 GJT & NW crs ILS	OM (Final)	Direct	8000*				

#800-2 with glide slope or approach lights inoperative, 1000-2 with other ILS components inoperative.
→ *After intercepting glide slope at 8000', descent on glide slope to cross OM at 6060' authorized (Note simultaneous
→ reception of ILS and GJT VOR required for straight-in approach from R-330.)

Procedure turn S side NW crs, 290 Outbnd, 110 Inbnd, 8000 within 5 mi of Loma Int. Beyond 5 mi NA.
Minimum Altitude at G.S. int inbnd, 6200
Altitude of G.S. and distance to approach end of rny at OM 6060-3.9, at MM 5065-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
turn right, climb to 8000' on NW crs ILS to Loma Int. If second approach not desired proceed to GJT VOR
from Loma Int climbing to 10,000.
AIR CARRIER NOTE: Sliding scale applicable to straight-in minimums only.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Grand Junction, Colorado	Walker Field 4858'	ILS GJT	ILS-11, Amdt 11, 14 Dec 57	10, 23 Jun 56

Midland VOR	LMM	Direct	4200	T-dn		300-1	300-1	*200-½
→ Midland VOR	LOM	Direct	4200	C-dn		400-1	500-1	500-1½
→ Midland LFR	LOM	Direct	4000	S-dn-4	ILS	200-½	200-½	200-½
Midland LFR	LMM	Direct	4000		ADF	400-1	400-1	400-1
				A-dn	ILS	600-2	600-2	600-2
					ADF	800-2	800-2	800-2

AIR CARRIER NOTE: * 300-1 required Runways 16L & 34R.

→ Procedure turn S side SW crs, 223 Outbnd, 043 Inbnd, 4400' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude at glide slope int inbnd - 4100' ILS. Min. alt. over LOM inbnd final - 3800' ADF; over LMM, 3300' ADF.
Altitude of glide slope and distance to approach end of rny at LOM - 4010-4.1; at MM - 3070-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.6 mi after passing LMM (ADF), climb to 4400' on NE crs ILS (043) within 20 mi. When directed by ATC,
→ turn right, climb to 4400' on SE crs LFR or R-150 within 20 mi. If LOM not received altitude over LMM is 3800'
and straight in minima NA. 400-½ required when glide slope not utilized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Midland, Tex	Air Terminal 2867'	ILS-IMAF, LMM-AF	ILS-4, Amdt 7, 14 Dec 57 Comb. ILS-ADF	6, 18 Jul 55

Midland VOR	Radio Int#	Direct	4100	T-dn		300-1	300-1	*200-½
Stanton Int	Tank Farm Int	Direct	4400	C-dn		400-1	500-1	500-1½
				S-dn-22		400-1	400-1	400-1
Tank Farm Int	Radio Int (Final)	Direct	3900	A-dn		800-2	800-2	800-2

* 300-1 required Runways 16L and 34R.
#Radio Int: Int NE crs ILS & R-117 MAF.

Procedure turn N side of NE crs of ILS, 043 Outbnd, 223 Inbnd, 4400' within 10 mi. Beyond 10 mi NA.
No glide slope. Altitude over Radio Int, 3900'; Crs and distance, Radio Int to Airport, 223-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 mi, climb to 4400' on SW crs ILS within 20 mi, or when directed by ATC, climb to 4400' on R-150
MAF or climb to 4000' on SE crs of MAF LFR within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Midland, Tex	Air Terminal 2867'	ILS-IMAF, BVOR-MAF	ILS-22, Amdt 2, 14 Dec 57	1, 6 Aug 55

Radar terminal area transition altitude	NW ILS	all directions within 20 mi	2600	T-dn		300-1	300-1	200-½
6 mi radar fix	App. end Rnwy 11R (Final)		2600	C-dn		500-1	500-1	500-1½
5 mi radar fix	app. end Rnwy 11R (Final)		2500	S-dn-11R		400-1	400-1	400-1
3 mi radar fix	App end Rnwy 11R (Final)		1800	A-dn		800-2	800-2	800-2
2 mi radar fix	App. end Rnwy 11R (Final)		1500					

Procedure turn S side NW crs, 295 Outbnd, 115 Inbnd, 2600 within 10 mi of Runway 11R as specified by radar controller.
No glide slope or markers.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
on final approach within 2 mi after passing 2 mi radar fix, make right climbing turn, climb to 2500' on SW crs.
MSP LFR to Jordan fan marker.
NOTE: This procedure authorized only when airport surveillance radar is operating and utilized.
CAUTION: Do not descend below 1700' MSL until radar controller has advised passing 1085' tower 2.5 mi from app. end Runway 11R.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Minneapolis,Minn	Minneapolis-St.Paul International 840'	ILS-MSP, Radar MSP	ILS-11, Amdt 3, 21 Dec 57	2, 1 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Salinas VOR	LOM	Direct	4000	T-dn	300-1	300-1	300-½
Davenport Int	LOM	Direct	2000	S-dn	300-¾	300-¾	300-¾
MRY RBn	LOM	Direct	1800	C-d	700-2	700-2	700-2
				C-n	700-3	700-3	700-3
				A-d	700-2	700-2	700-2
				A-n	700-3	700-3	700-3

Procedure turn South side of W crs, 276° Outbnd, 096° Inbnd, 1600' within 10 mi. Beyond 10 mi NA.
Minimum Altitude at glide slope int. inbnd, 1600' ILS.
Altitude of glide slope & distance to approach end of rny at LOM - 1500-4.1; at MM - 370-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles after passing LMM make immediate left climbing turn and climb to 1800' to LOM.
CAUTION: Circling minimums do not provide standard clearance over terrain south of airport. All maneuvering for circling approaches must be accomplished north of localizer course.
NOTE: Provisions for use with inoperative components not applicable.

City and State: ★Monterey, Calif | Airport Name & Elev.: Monterey Peninsula 220' | Fac. Class & Ident.: ILS IMRY | Procedure No. & Eff. Date: 1, Orig, 7 Dec 57 | Sup. Amdt. No. Dated: None

PIH VOR	LOM	Direct	7000	T-dn	300-1	300-1	200-½
PIH LFR	LOM	Direct	7000	C-d	500-1	600-1	600-1½
→ Falls Int	LOM	Direct	7000	C-n	500-2	600-2	600-2
				S-dn-21 ILS	300-¾	300-¾	300-¾
				ADF	500-1	600-1	600-1½
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Procedure turn N side of NE crs, 027 Outbnd, 207 Inbnd, 7000' within 10 mi of PIH-LOM. NA beyond 10 mi.
→ Minimum Altitude at glide slope int inbnd, 7000' ILS. Min. alt over LOM inbnd final - 5800' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 5610'-3.7; at MM - 4660'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi of LOM (ADF) climb to 6500' on W crs PIH-LFR or on R-234 PIH within 20 mi. Alternate missed approach when directed by ATC: turn right and climb to 7500' on N crs of PIH-LFR or on R-335 PIH within 20 mi.
CAUTION: High terrain SE through SW of airport.

City and State: ★Pocatello, Ida | Airport Name & Elev.: Municipal 4448' | Fac. Class & Ident.: ILS-PIH, LOM-PI | Procedure No. & Eff. Date: ILS-21, Amdt 3, 14 Dec 57 Comb. ILS-ADF | Sup. Amdt. No. Dated: 2, 23 Mar 57

Verdigris River FM	OWS-RBn	direct	1900	T-dn	300-1	300-1	200-½
Tulsa LFR	OWS-RBn	direct	1900	C-dn	400-1	500-1	500-1½
Skiatook FM	OWS-RBn	direct	2000	S-dn-17L ADF & ILS	400-1	400-1	400-1
Tulsa VOR	OWS-RBn	direct	1900	A-dn	800-2	800-2	800-2
Int R-327 TUL & N crs ILS	OWS-RBn (Final)	direct	1300				

300-1 required on Runways 3L, 21R, 17R and 35L

Procedure turn W side of crs, 354 Outbnd, 174 Inbnd, 2200 within 10 miles. NA beyond 10 mi.
No glide slope. Minimum Altitude over OWS on final approach, 1300'
Brng & distance, OWS to Rny 17L, 174-5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.4 miles, climb to 2200' on S crs ILS (174° from OWS) within 20 miles, or when directed by ATC.
→ climb to 2200' on R-114 TUL VOR within 20 miles.

City and State: ★Tulsa, Okla | Airport Name & Elev.: Municipal 674' | Fac. Class & Ident.: ILS-ITUL MHW-OWS | Procedure No. & Eff. Date: ILS-17L, Amdt 1, 14 Dec 57 Comb. ILS-ADF | Sup. Amdt. No. Dated: Orig, 9 Apr 57

U. S. GOVERNMENT PRINTING OFFICE : 1957

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SPECIAL NOTICE
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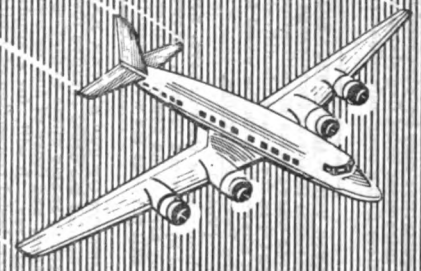
AIRMAN'S GUIDE



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VOL. 12, NO. 19 **NOVEMBER 25, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or be telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-.. --. -... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 20 cents.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

ATTENTION SIGNAL L/MF RANGES: Beginning 0001Z Nov 15, 1957, transmission of the attention signal preceding scheduled broadcasts on L/MF ranges will be discontinued. The attention signal will continue to be transmitted preceding special broadcasts and as deemed necessary to alert pilots using the L/MF range system that a voice transmission is about to be made.

ARMY EXERCISE, "ALL AMERICAN", (TAC-AIR 58-2): This military exercise will take place 3-18 December 1957 (with 5-9 December as the period of most intense activity) from 0600 EST through 1800 EST, at an altitude of 600' to 2000' during VFR conditions, days, within a 100 n mi radius of Fort Bragg, North Carolina. This activity will involve heavy concentrations of aircraft (maximum of 120 troop carrier and 8 jet type) in formations and streams entering and leaving the Fort Bragg Restricted Area (R-115) in support of airborne maneuvers.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column, amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

1957 FLIGHT INFORMATION MANUAL NOW AVAILABLE: Flight Information Manual, Vol. II, dated August 15, 1957, is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 50 cents per copy.

DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V-6, V-8, V-1510		
Omaha, Nebr. VOR	*Lyman, Iowa Int	5500
*Descent to 2600 authorized westbound after passing Lyman Int.		
Lyman, Iowa Int	Int OMA R-071 and LMN R-008 (DSM Temp Int)	8000
Int OMA R-071 and LMN R-008 (DSM Temp Int) via R-262 IOW	Iowa City, Iowa VOR	8000
VOR civil arwy V-52		
Ottumwa, Iowa VOR	Int OTM R-286 and LMN R-008 (DSM Temp Int)	8000
VOR civil arwy V-13		
Lamoni, Iowa VOR	*Int LMN R-008 and OMA R-071 (DSM Temp Int)	8000
*Descent to 4000 authorized after passing intersection southbound.		
Int LMN R-008 and OMA R-071 via MCW R-182 (DSM Temp Int)	Alden, Iowa Int Mason City,	11,000
Alden, Iowa Int	Mason City, Iowa VOR	3000
VOR civil arwy V-13W		
Int FOD R-151 and OMA R-071 (DSM Temp Int)	Fort Dodge, Iowa (VOR)	8000
VOR civil arwy V-161		
Waterloo, Iowa VOR	Int ALO R-214 and OTM R-286 (DSM Temp Int)	8000
VOR civil arwy V-6N, V-172		
Int CID R-249 and LMN R-008 (DSM Temp Int)	Int R-249 CID and R-277 IOW (Grinnell Temp Int)	8000
Int R-249 CID and R-277 IOW (Grinnell Temp Int)	Cedar Rapids, Iowa VOR	2200
Omaha, Nebr. VOR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Cedar Rapids, Iowa VOR	2200
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Des Moines, Iowa LFR	Mason City, Iowa VOR	3000
Des Moines, Iowa LFR	Iowa City, Iowa VOR	2200
Des Moines, Iowa LFR	Ottumwa, Iowa VOR	2200
Des Moines, Iowa LFR	Waterloo, Iowa VOR	2700
Des Moines, Iowa LFR	Fort Dodge, Iowa VOR	5000

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

LOUISVILLE, KY. VOR SHUTDOWN: During shutdown (Oct 21 through approx Nov 11) the following direct routings will be used in the Louisville area:

V-5: From CVG VOR via 224°M radial and 044°M bearing from Louisville LFR, MEA 3000. V-174 and V-1516: From Louisville LFR to York VOR via E crs LOU LFR to 172°M radial of Cincinnati VOR thence via 256°M radial of York VOR. V-4N: From LOU LFR to Lexington HW via the E crs of LOU LFR and 330°M bearing to LEX HW, MEA 3000. V-4S: From LOU LFR to LEX VOR via 134°M bearing from LOU LFR and the 270°M radial of LEX VOR, MEA 3000. V-5E: From LOU LFR to BWG VOR via 165°M bearing from LOU LFR and the 260°M radial of the BWG VOR, MEA 3000. V-51: LOU LFR direct to Highway Ky. Int MEA LOU LFR - Campbellville, Ky. 3000 - MEA Campbellville, Ky. - Highway, Ky. 6000. V-5: From LOU LFR to BWG VOR via S crs of LOU LFR and the 045°M radial of BWG VOR, MEA 3000. V-4 and V-1516: From LOU LFR to Evansville VOR via the W crs LOU LFR and 070°M radial of Evansville VOR, MEA 2500. V-227: From LOU LFR to Indianapolis VOR via the 304°M bearing from LOU LFR and the 184°M radial of IND VOR, MEA 3000. V-171 and V-174: From LOU LFR to Scotland VOR via the 304°M bearing from LOU LFR and the 123°M radial of Scotland VOR, MEA 3000. V-53: From LOU LFR to IND VOR via the N crs of LOU LFR to Nabb VOR thence via the 315°M radial of Nabb VOR and the 169°M radial of IND VOR - MEA from LOU LFR to Nabb VOR 2100 - MEA Nabb VOR to IND VOR 2600. V-47, V-51 and V-53E: From LOU LFR to Nabb VOR via the N crs of LOU LFR - MEA 2100. V-5E: LOU to Dry Ridge VHF Int unusable. V-4 and V-53: LOU to LEX VOR unusable. V-4N: From LOU to St Marks VHF Int unusable.

During the shutdown, the following non-compulsory reporting points in the Louisville area are temporarily redesignated as follows:

Georgetown, Ky. Int: the intsxn of the E crs of LOU LFR and the 172°M radial of CIN VOR, MEA 3000.
Chaplin, Ky. Int: the intsxn of the 134°M bearing from LOU LFR and the 270°M radial of LEX VOR, MEA 3000.
Campbellsville, Ky. Int: the intsxn of the 165°M bearing from LOU LFR and the 060°M radial of BWG VOR, MEA 3000.
Apalona, Ind. Int: the intsxn of the 070°M radial of Evansville VOR and the 168°M radial of Scotland VOR, MEA 2500.
Mitchell, Ind. Int: the intsxn of the 184°M radial of IND VOR and the 123°M radial of Scotland VOR, MEA 3000.

RADIO INTERFERENCE (General): "You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

OPERATING PROCEDURES FOR FLIGHT WITHIN THE CONTINENTAL CONTROL AREA: On or about December 1, 1957, all airspace at and above 24,000'MSL above the continental United States (excluding Territory of Alaska), excluding prohibited and restricted areas penetrating the 24,000' level, will be designated as control area. This airspace is to be known as the "continental control area". Certain new regulations and procedures will govern flight in this area and all pilots and other personnel concerned with opern above 24,000' should become familiar with them. Announcement of the effective date will be made by NOTAM. Following is a summary of the method by which flight operns and air tfc control are to be conducted in the continental control area.

I. VFR OPERATION:

A. Visibility and Cloud Proximity Minimums - For VFR opern within the continental control area, flgt visibility must be at least 5 mi and acft must not be flown less than 1000' vertically and 1 mi horizontally from any cloud formation.

B. Cruising Altitudes:

1. From 24,000' through 28,000' (excluding arwys). To assist pilots operg under VFR in maintaining separation, the following cruising alts should be adhered to as good operg practice from 24,000' through 28,000':

Magnetic Crs	Indicated Altitudes
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or above 29,000'. Use of the following cruising alt for VFR flgt is required by regulation everywhere at or above 29,000':

Magnetic Crs	Indicated Altitudes
0-89° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
90-179° inc.	4000' intervals beginning at 30,000' (30,000', 34,000', etc.)
180-269° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)
270-359° inc.	4000' intervals beginning at 32,000' (32,000', 36,000', etc.)

II. ON-TOP OPERATION: Flgts made under VFR conditions on top within the continental control area must observe the new visibility and cloud proximity minimums and cruising alt rules for VFR opern in the continental control area. Opern of these flgts is otherwise unchanged. (Pilots are reminded that when cleared "VFR conditions on top" by air tfc control, tfc separation is not provided by air tfc control.)

III. IFR OPERATION: All IFR operns at and above 24,000'MSL within the continental control area will receive air tfc control service.

A. At and above 27,000'MSL - To simplify high alt navigation, a limited number of VOR, TACAN, VORTAC and L/MF facilities have been designated for high alt use. These navigation aids are the only ones which may be used for IFR routing at and above 27,000' and are depicted on special high alt charts.

The high-altitude facilities have been used to delineate a system of high-altitude tracks called "Jet Routes". These routes are coded on the charts by the letter J, followed by the appriate route number, followed by the letter V, T, or L to indicate the type of navigation to be used. For example:

J22V . . . . . VOR or VORTAC Jet Route #22
J19T . . . . . TACAN Jet Route #19
J3L . . . . . L/MF Jet Route #3

Use of the designated high-altitude route structure will facilitate air tfc control, and all pilots are requested to use the designated route structure to the maximum extent possible. However, use of this route structure is not mandatory. Pilots may conduct direct flgt off the designated Jet Routes, provided the acft will be flown on a route defined by the high-altitude facilities, and provided further that the facilities selected to define the route are not more than 300 n mi apart.

Routes flown at 27,000' and above will not have a defined width as is the case on arwys at the lower levels. The track to be made good will be direct between the navigation aids or fixes defining the Jet Route, or direct between the high-altitude facilities defining the route for flgts made off the designated Jet Routes.

All high-altitude facilities and a small number of intsxns formed by these aids will be designated as compulsory reporting points. When needed for tfc control purposes, pilots may be requested to make additional position reports.

Other navigation aids (TACAN, VOR, VORTAC, AND L/MF) not designated as high-altitude facilities will be used for routing or navigating of acft to and from the high-altitude Jet Route structure which begins at the 27,000' level. This routing may be via the Victor or colored arwy systems, or direct between navigation aids.

Since most flgt activity at 27,000' and above will be by military acft, only those charts prepared by the U.S. Air Force Aeronautical Chart and Information Center will be avail on the inception date of control of all airspace at and above 24,000'. In recognition of the fact that there will be some civil need for these charts, arrangements have been made for civil distribution of the Air Force charts through the United States Coast and Geodetic Survey.

B. Below 27,000' - Although the continental control area extends from 24,000' upward, the Jet Route structure does not commence until the 27,000' level is reached. The colored and Victor arwys extend up to, but do not include the 27,000' level.

Acft operg below 27,000' within the continental control area (from 24,000' through 26,000') may operate on the colored or Victor arwys, or fly direct between any Federally operated navigation aids.

In the case of direct flgts (from 24,000' through 26,000') the aids selected to define the route must not be more than 200 n mi apart, and the track to be made good will be direct between aids. The aids selected will be compulsory reporting points, and other position reports may be requested by air tfc control when needed.

C. Cruising Altitudes - Acft operg in accordance with IFR within the continental control area must be flown at the alts assigned by air tfc control. To assist pilots in flgt planning for IFR operns, the following system of altitude selection may be used:

1. From 24,000' through 28,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or Above 29,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
180-359° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)

While controllers will normally use the above system, other altitudes may be used in certain cases. Pilots are cautioned to fly at the alt assigned by air traffic control.

IV. AIR/GROUND COMMUNICATIONS: The CAA is currently installing a VHF and UHF air/ground communications system which will provide direct pilot-controller rdo communications throughout the continental control area. This system will be only partially installed at the time control of all airspace above 24,000' is commenced; therefore, interim communications will be conducted as follows:

Ground Facility	VHF	UHF
A. ARTC	Discrete channel as directed	301.4 or discrete channel as directed
B. ATCS	126.7/126.7, 122.1/VOR or 122.2, 135.0/135.9	255.4 or 301.4 where avail.
C. Airline company radio stations	Company frequency	none

IFR flgts should use direct ARTC controller-pilot communications, where available.

V. SPECIAL OPERATIONS: Certain mil operns cannot be conducted in accordance with the above, for example, missions involving use of radar navigation. Such cases are to be considered exceptional in nature and will be handled by special procedures.

Flgts using celestial navigation will be required to operate VFR or "VFR conditions on top" for those portions of the flgt where celestial navigation is involved. TACAN-only equipped acft will also be required to operate VFR or "VFR conditions on top" for those portions of flgts where designated high-altitude TACAN facilities are more than 200 or 300 n mi apart, as the case may be.

Questions concerning these operns or any phase of the control of all airspace above 24,000' should be referred to the appropriate CAA air route tfc control center.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2000' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-1/2) an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2600'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2600' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

✓ PART 600 REVISED: The recent amendments to Part 60 of the Civil Air Regulations adopted by the Civil Aeronautics Board on October 1, 1957, (22 F.R. 7897), authorizing the Administrator to designate a continental control area, specify that the present system of Colored and Victor airways will extend up to but not include 27,000 ft MSL. At and above 27,000 ft MSL, navigation will be conducted primarily on designated high altitude L/MF or VOR facilities which will serve to define the routes to be flown. Such routes, which will be no longer known as civil airways, will be established by the Administrator as Jet Routes and prescribed in Part 602 of this Title. In addition, in order to implement the provisions for a continental control area, the definition of a civil airway is amended to provide that a civil airway extends upwards to, but not including 27,000 ft MSL, within the continental control area.

Since Part 60 was amended some time ago by substituting the term "prohibited area" for "airspace reservation", this amendment now provides for the exclusion of prohibited areas instead of an airspace reservation from the airspace designated as a civil airway.

The explanation of terms is also amended to provide that all bearings used in this part shall be true from the point of origin. This editorial provision eliminates the necessity of repeating the word "true" after each bearing in each airway description.

Inasmuch as the adoption of the amendments to Part 60 by the Board afforded interested persons an opportunity to express their views and comments respecting the redesignation of the civil airways to conform with the amendments to Part 60, further notice and public procedure in accordance with Section 4 of the Administrative Procedure Act is unnecessary and contrary to the public interest. Therefore, the amendment as proposed will become effective on December 1, 1957.

Part 600 is amended as follows:

1. Section 600.2 is amended by adding new paragraphs (d), (e), and (f) to read as follows: 600.2 Explanation of Terms.

(d) As used in this Part all bearings shall be true from the point of origin.

(e) As used in this Part the continental United States shall mean all of the several States of the United States (including the District of Columbia) and the territorial waters and the overlying airspace thereof.

(f) As used in this Part the United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace, but shall not include the Canal Zone.

2. Section 600.3(a) is amended to read as follows: 600.3 Extent of civil airways.

(a) Unless otherwise specified in Subparts B and C, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the centerline prescribed for each such airway: Provided, That a civil airway lying within the continental United States shall not include the airspace at and above 27,000 ft MSL: Provided further, That a civil airway shall not include any of the airspace of a prohibited area as defined in Part 60 of this title.

✓ PART 601 REVISED: Pursuant to the recent amendments to Part 60 adopted by the Civil Aeronautics Board on October 1, 1957, (22 F.R. 7897), which authorizes the Administrator to designate a continental control area within the United States at and above 24,000 ft MSL, exclusive of prohibited and restricted areas, Part 601 is hereby amended to designate a continental control area. Within the area so designated, air traffic control is to be exercised and the air traffic rules of Part 60 shall apply.

Since the adoption of the amendments to Part 60 by the Board on October 1, 1957, afforded interested persons an opportunity to express their views and comments respecting the designation of this continental control area, in the interest of safety in air commerce, further notice and public procedure in accordance with the Administrative Procedure Act is unnecessary and contrary to the public interest. Therefore, the designation of the continental control area is adopted to become effective on December 1, 1957. In order to accomplish this designation, Part 601 is amended to read as follows:

1. By amending the title of Part 601 to read as follows: Part 601-Designation of the Continental Control Area, Control Areas, Control Zones, and Reporting Points.

2. By amending Sections 601.1 through 601.9 of Subpart A to read as follows:

SUBPART A—INTRODUCTION GENERAL

601.1 Basis and purpose. The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and Part 60 of this title. The purpose of this part is to designate the continental control area, control areas, control zones, and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

601.2 Explanation of terms. As used in this part:

(a) "Control area" shall mean the airspace within an area designated in Subparts B and C, extending upward from an altitude of 700 ft. above the surface, but not including the airspace within that area designated as the continental control area. Within a control area air traffic control is exercised in accordance with the air traffic rules of Part 60.

(b) "Continental control area" shall mean the airspace above 24,000 ft MSL, within the continental United States as designated in Section 601.7101 of this part, within which air traffic control is exercised in accordance with the air traffic rules of Part 60.

(c) "Control zone" shall mean the airspace within an area designated in Subpart D, upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas are prescribed in Part 60 of the Civil Air Regulations, for protection of air traffic.

(d) "Reporting point" shall mean a geographic location in relation to which the position of an aircraft shall be reported in accordance with the requirements of Section 60.47 of this title.

(e) "Mile" means "statute mile" unless otherwise specified in this part.

(f) All bearings shall be true from the point of origin.

CONTROL AREAS

601.9 Lateral extend of control areas. Where a point or intersection prescribed in this Part for designating a control area coincides with a point or intersection specified in designating the centerline of civil airways, the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the civil airways and all of the airspace within a 5 mile radius of such points or intersections unless otherwise provided in Subparts B, C and F. In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR civil airways, unless otherwise specified.

3. A new Subpart H is added to read as follows:

SUBPART H—CONTINENTAL CONTROL AREA

601.7101 Designation of Continental Control Area. The Continental Control Area shall consist of all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 ft MSL, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of the Regulations of the Administrator.

✓ NEW PART 602 ISSUED: The recent amendments to Part 60 of the Civil Air Regulations, adopted by the Civil Aeronautics Board on October 1, 1957, 22 F.R. 7897, authorized the Administrator, among other things, to designate a continental control area at and above 24,000 ft MSL. Moreover, as stated in the preamble to such amendments, the present system of Colored and Victor airways will extend up to but not include 27,000 ft MSL, within the continental control area. At and above such altitude the Administrator will establish a jet route structure and establish navigational aids for the navigation of jet aircraft within the continental control area.

In view of the above, the Administrator hereby adopts a new Part 602 establishing jet routes within the continental control area. These jet routes are established as direct courses between two or more high altitude navigational facilities or the intersections of their signals and codified for convenience of the users.

In addition to the coded jet routes, this Part also establishes navigational facilities or intersections of their signals between which aircraft may also navigate outside of the coded jet route system.

The jet routes will have no defined width. In view of the operational requirements of Section 60.45(b), that aircraft be flown along the direct courses between navigational aids or fixes defining the route, air traffic control will be exercised on the assumption that aircraft are being flown in compliance with this requirement and lateral separation will be provided accordingly.

Since the adoption of the amendments to Part 60 by the Board afforded interested persons an opportunity to express their views and comments respecting the establishment of high altitude navigational routes, and the amendments have been coordinated with the civil operators involved, the Army, the Navy, and the Air Force, further notice and public procedure in accordance with Section 4 of the Administrative Procedure Act is unnecessary and contrary to public interest. Therefore, this Part is adopted to become effective December 1, 1957.

SUBPART A—INTRODUCTION

602.1 Basis and purpose. The basis of this part is found in Section 205 and Section 601 of the Civil Aeronautics Act of 1938, as amended, and in Part 60 of this title. The purpose of this part is to establish coded jet routes between navigational aids, or intersections of their signals, as well as other navigational aids and the intersections of their signals along

and between which aircraft may be operated within the continental control area at or above 27,000 ft MSL.

602.2 Explanation of terms. As used in this Part, terms shall be defined as follows:

(a) "Established Navigational Aid" shall mean navigational facilities or intersections of their signals, which may be used for the navigation of aircraft within the continental control area at and above 27,000 ft MSL.

(b) "Coded jet route" shall mean a direct course for the navigation of aircraft at and above 27,000 ft MSL, within the continental control area, between points of intersections specified for such route. Jet routes are codified as follows:

(1) L/MF jet routes: (i) even numbered routes, (ii) odd numbered routes.

(2) VOR/VORTAC jet routes: (i) even numbered routes, (ii) odd numbered routes.

(3) TACAN jet routes: (i) even numbered routes, (ii) odd numbered routes.

(c) "Mile" means "statute mile" unless otherwise specified in this part.

(d) "Continental control area" shall mean all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 ft MSL, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of the Regulations of the Administrator.

(e) "INT" shall mean intersection.
(f) "RBN" shall mean radio beacon.
(g) "VOR" shall mean omnirange station.
(h) "RR" shall mean LF or MF radio range station.
(i) "VORTAC" shall mean a collocated VOR and TACAN.
(j) "TACAN" shall mean a military tactical air navigational aid.
(k) "CONSOLAN" shall mean low frequency long range navigational aid.
(l) "FM" shall mean fan marker.
(m) "ILS" shall mean instrument landing system.
(n) "TVOR" shall mean terminal omnirange station.
(o) "OM" shall mean instrument landing system outer marker.
(p) "MM" shall mean instrument landing system middle marker.
(q) "LF" shall mean low frequency.
(r) "MF" shall mean medium frequency.
(s) "VHF" shall mean very high frequency.
(t) As used in this part all bearings shall be true from the point of origin.

602.3 Direction of coded jet routes.

(a) Even numbers are normally assigned to coded jet routes established in a westerly to easterly direction between the initial and final points of such routes, even though portions of such routes may deviate from the westerly to easterly direction between any two or more established intermediate points.

(b) Odd numbers are normally assigned to coded jet routes established in a southerly to northerly direction between the initial and final points of such routes, even though portions of such routes may deviate from the southerly to northerly direction between any two or more established intermediate points.

602.9 Establishment of navigational aids. The points and intersections described in subpart B are established as navigational aids.

(See Federal Register, November 27, 1957, for the listing in subpart B.)

602.10 Establishment of jet routes. In addition to the established navigational aids, the direct courses between the points or intersections described in subparts C, D and E are established as coded jet routes.

(See Federal Register, November 27, 1957, for the listing in subparts C, D and E.)

✓ NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel.

✓ USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

✓ ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

✓ ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200'MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

✓ FT WORTH ARTCC CONTROL AND FLIGHT ADVISORY BOUNDARY: Effective immediately, Ft Worth ARTC Center control and flight advisory boundary is revised as follows: FTW and OKC ARTCCs from the E edge of Blue arwy 5, 25 s mi N of the Ardmore H facility direct to a point 55 s mi SE of the OKC VOR on the OKC 110° radial. FTW and STL ARTCCs from a point 55 s mi SE of the OKC VOR on the OKC 110° radial direct to a point 20 s mi W of the MLC VOR on the MLC 257° radial thence along an arc counterclockwise 20 s mi SW of MLC VOR until intersecting MLC 180° radial thence direct to W edge of Blue arwy 13, cross Blue 13, 70 s mi S of FSM VOR. FTW and MEM ARTCCs from the E edge of Blue arwy 13, 70 s mi S FSM VOR direct to NW edge Victor arwy 54N at a point 25 s mi NE of TXK LFR.

✓ MIAMI PREFERENTIAL ROUTES: Effective December 1, 1957, preferential routes in the Miami Control Area for southbound flights landing Miami will be V35, V7, V267, V51. Preferential routes for northbound flights departing Miami will be V3, V97, V157. Pilots are requested to file flight plans accordingly.

✓ NAVIGATIONAL WARNING: USAF jet and conventional bombers will conduct daylgt VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route I. 40-18N, 95-40W; 40-26N, 100-16W; 41-08N, 101-57W; 42-12N, 102-27W; 42-52N, 99-37W; 42-46N, 98-05W; target Columbus, Nebraska.

Route II. 40-18N, 95-40W; 41-56N, 94-27W; 45-04N, 95-53W; 46-08N, 93-35W; 46-26N, 89-30W; target Marquette, Mich.

Route III. 39-07N, 92-07W; 37-35N, 89-31W; 37-32N, 88-04W; 36-34N, 88-09W; 36-55N, 90-16W; 36-32N, 92-17W; target Springfield, Mo.

Route IV. 41-40N, 91-24W; 44-03N, 90-00W; 44-55N, 88-30W; 45-50N, 91-05W; 44-35N, 92-37W; 43-00N, 92-45W; target Ames, Iowa.

Route V. 43-04N, 70-48W; 42-41N, 70-47W; 43-04N, 70-41W; 43-26N, 70-26W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-11N, 70-54W; target Franklin, N.H.

Route VI. 40-10N, 82-00W; 40-50N, 80-06W; 41-42N, 80-00W; 42-47N, 78-35W; 43-06N, 73-45W; target Rutland, Vt.

Route VII. 39-54N, 76-35W; 38-28N, 78-00W; 37-09N, 76-43W; 36-38N, 78-24W; 36-52N, 80-07W; 37-04N, 80-07W; 37-31N, 79-20W; target Charlottesville, Va.

Route VIII. 39-18N, 97-10W, 39-58N, 99-20W; 40-08N, 101-03W; 39-38N, 102-08W, 38-20N, 102-40W; 37-47N, 100-53W; 37-29N, 98-45W; target Kanopolis Dam, Kans.

Route IX. 39-40N, 94-46W; 40-47N, 92-26W; 41-09N, 89-21W; 40-13N, 88-42W; 39-38N, 89-35W; 39-19N, 92-27W; target Chillicothe, Mo.

Route X. 38-03N, 89-57W; 38-20N, 87-50W; 38-05N, 86-26W; 36-56N, 85-00W; 36-31N, 82-45W; 38-58N, 81-02W; 39-33N, 81-51W; target Columbus, Ohio.

Route XI. 36-47N, 80-03W; 37-00N, 81-58W; 38-29N, 80-17W; 39-54N, 80-44W; 39-42N, 79-23W; 38-15-30N, 78-03-30W; target Richmond, Va.

Route XII. 41-59N, 74-19W; 41-14N, 76-18W; 41-10N, 77-28W; 41-20N, 79-24W; 42-15N, 78-15W; 42-45N, 76-16W; 42-30N, 73-16W; target Springfield, Mass.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 212)
(December 19, 1957)

(1) Section 608.18, the Jacksonville, Fla. area (R-161A formerly R-161) amended January 29, 1956 in 21 F.R. 419 is redesignated as follows: Name and Location (chart): Jacksonville, Fla. restricted area (R-161A) (Jacksonville, Orlando); Description by Geographical Coordinates: Beginning at lat 30-21-20, long. 81-55-45; thence to lat 30-16-45, long. 81-50-25; thence to lat 30-16-45, long. 81-40-00; thence clockwise along an arc of a circle of 3 mi radius centered at lat 30-14-00, long. 81-40-00; to lat 30-14-00, long. 81-37-00; thence to lat 30-14-00, long. 81-36-00; thence to lat 30-10-45, long. 81-35-00; thence to lat 29-44-30, long. 81-35-00; thence to lat 29-44-30, long. 81-42-00; thence to lat 29-50-00, long. 81-57-00; thence clockwise along the arc of a circle 5 mi in radius centered at lat 29-53-20, long. 82-00-25; to lat 29-57-30, long. 82-02-00; but excluding that area one mi on either side of a 220°T brng from and more than 2 mi from lat 29-53-20, long. 82-00-25; thence to lat 30-00-00, long. 82-02-00 thence to lat 30-00-00, long. 82-19-30; thence to lat 30-03-00, long. 82-20-00; thence to lat 30-22-00, long. 82-20-00; thence to point of beginning lat 30-21-20, long. 81-55-45; Designated Altitudes: Surface to unlimited; Time of Designation: Continuous; Controlling Agency: Comfair Jax. NAS, Jacksonville, Fla.

(2) Section 608.18, the Jacksonville, Fla. area (R-161B) is added to read: Name and Location (chart): Jacksonville, Fla. restricted area (R-161B) (Jacksonville, Orlando); Description by Geographical Coordinates: Beginning at lat 30-00-00, long. 82-02-00; thence to lat 29-57-30, long. 82-02-00; thence counterclockwise along the arc of a circle 5 mi in radius centered at lat 29-53-20, long. 82-00-25; to lat 29-53-30, long. 82-03-30; thence to lat 29-53-30, long. 82-18-00; thence to lat 30-00-00, long. 82-19-30; thence to point of beginning lat 30-00-00, long. 82-02-00; Designated Altitudes: From 5000' to unlimited; Time of Designation: Continuous; Controlling Agency: Comfair Jax. NAS Jacksonville, Fla.

(3) Section 608.18, the Jacksonville, Fla. area (R-161C) is added to read: Name and Location (chart): Jacksonville, Fla. restricted area (R-161C) (Orlando); Description by Geographical Coordinates: Beginning at lat 29-44-30, long. 81-42-00; thence to lat 29-44-30, long. 82-00-00; thence to lat 29-49-00, long. 82-00-00; thence counterclockwise along the arc of a circle 5 mi in radius centered at lat 29-53-20, long. 82-00-25; to lat 29-50-00, long. 81-57-00; thence to point of beginning lat 29-44-30, long. 81-42-00; Designated Altitudes: 8000' to unlimited; Time of Designation: Continuous; Controlling Agency: Comfair Jax. NAS Jacksonville, Fla.

(4) Section 608.18, the Jacksonville, Fla. area (R-161D) is added to read: Name and Location (chart): Jacksonville, Fla. restricted area (R-161D)(Orlando); Description by Geographical Coordinates: Beginning at lat 29-44-30, long. 81-35-00; thence to lat 29-23-00, long. 81-35-00; thence to lat 29-23-00, long. 81-40-00; thence to lat 29-21-30, long. 81-40-00; thence to lat 29-21-30, long. 82-01-30; thence to lat 29-33-00, long. 82-13-00 thence to lat 29-42-00, long. 82-14-00; thence to lat 29-53-30, long. 82-18-00; thence to lat 29-53-30, long. 82-05-30; thence counterclockwise along the arc of a circle 5 mi in radius centered at lat 29-53-20, long. 82-00-25; to lat 29-50-35, long. 82-04-30; thence to lat 29-52-50, long. 82-02-25; thence counterclockwise along the arc of a circle 2 mi in radius centered at lat 29-53-20, long. 82-00-25; to lat 29-51-35, long. 82-01-15; thence to lat 29-49-35, long. 82-03-00; thence counterclockwise along the arc of a circle 5 mi in radius centered at lat 29-53-20, long. 82-00-25; to lat 29-49-00, long. 82-00-00; thence to lat 29-44-30, long. 82-00-00; thence to point of beginning lat 29-44-30, long. 81-35-00; Designated Altitudes: 15,000' to unlimited; Time of Designation: Continuous; Controlling Agency: Comfair Jax. NAS Jacksonville, Fla.

(5) Section 608.18, the Keystone, Fla. area (R-180) amended June 5, 1957 in 22 F.R. 3922 is rescinded.

(6) Section 608.18, the Bostwick, Fla. area (R-166) amended April 9, 1955 in 20 F.R. 2301 is rescinded.

(7) Section 608.28, the Patuxent River, Md. area (R-43) amended October 31, 1951 in 16 F.R. 11066 is redesignated as follows: Beginning at the town of Federalsburg, Md lat 38-41-15, long. 75-46-00; thence southerly to Sharptown, Md. lat 38-32-30, long. 75-43-45; thence SE to Fruitland, Md lat 38-19-00, long. 75-37-00; thence southerly along the railroad to Princess Anne, Md lat 38-12-30, long. 75-41-30; thence southwesterly to lat 38-02-30, long. 75-52-30; thence S to the W bndry of Victor 1 at lat 37-55-00, long. 75-52-30; thence southwesterly to lat 37-46-39, long. 75-57-43; (which is on the eastern bndry of R-88 and which is the point of beginning of the Chesapeake Bay, Virginia Controlled Firing Area); thence following the circumference of R-88 (5 n mi radius) to lat 37-45-00, long. 76-08-51 (which point is located in the southern circumference of R-88 and on the northern bndry of R-388); thence due W to lat 37-45-00, long. 76-23-30; thence northwesterly to lat 37-50-30, long. 76-32-00; thence northerly to lat 38-05-10, long. 76-34-15; thence northeasterly to lat 38-11-10, long. 76-25-10; thence northeasterly to lat 38-30-00, long. 76-04-00; thence northeasterly to New Market, Md. lat 38-36-00, long. 75-55-30; thence northeasterly along the railroad to Federalsburg, Md lat 38-41-15, long. 75-46-00; the point of beginning. (Note: From 3500' to an unlimited altitude excluding R-39, R-418, R-88, R-41 and excluding R-71, below 5000').

(8) Section 608.54, the Chesapeake Bay, Va. area (R-388) amended October 24, 1956 in 21 F.R. 8144 is redesignated as follows: Name and Location (chart): Chesapeake Bay, Va. restricted area (R-388) (Norfolk); Description by Geographical Coordinates: Beginning at lat 37-43-33, long. 76-00-45; thence southerly to lat 37-33-00, long. 76-03-55; thence northwesterly to lat 37-33-00, long. 76-08-34; thence northerly to lat 37-45-00, long. 76-09-48; thence due E to lat 37-45-00, long. 76-08-51; thence along the circumference of the Tangier Island Restricted Area R-88, 5 n mi radius to the point of beginning at lat 37-43-33, long. 76-00-45; Designated Altitudes: Surface to 30,000'; Time of Designation: Daylgt and darkness, 7 days a week; Controlling Agency: Virginia Capes Operating Area Coordinator NOV, Norfolk, Va.

✓ FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

✓ ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

✓ CHART CORRECTION: Coast and Geodetic Survey RF chart revision notice dated November 6, 1957, as follows: disregard item two listed under RF 30.

AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Albany	Detroit	Twin Cities	WAC 77
Boston	Green Bay	Detroit Local	WAC 216
Butte	Milwaukee	San Juan Local	WAC 217

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Butte	11-12-57	Seattle	11-8-57	WAC 304	11-15-57
Grand Canyon	11-6-57	Yellowstone Park	11-12-57	WAC 363	11-14-57
Klamath Falls	11-8-57	Miami Local	11-4-57	WAC 364	11-14-57
Miles City	11-8-57	San Francisco Local	11-4-57	WAC 404	11-8-57
Pocatello	11-6-57	RC 2217	11-8-57	WAC 405	11-4-57
Salt Lake City	11-4-57				

Instrument Flight Charts
released since Nov 4, 1957

AL 50 ADF/ILS R5	Birmingham Arpt, Ala.
AL 84 ADF-1/ILS R5L	Cleveland-Hopkins Arpt, Ohio
AL 110 RNG	Daytona Beach Arpt, Fla.
AL 119 ADF/ILS R3L/RNG/ILS R21R	Detroit Metropolitan Wayne Co. Arpt, Mich.
AL 237 ADF/ILS R25L/VOR-1/VOR-2	Los Angeles Intnl Arpt, Calif.
AL 243 ADF/ILS R5	Macon (Cochran) Arpt, Ga.
AL 277 RNG/VOR	Muscle Shoals Arpt, Ala.
AL 305 ADF/ILS R31	Orlando Arpt, Fla.
AL 359 VOR	Rosecrans Memorial Arpt, Mo.
AL 395 RNG/VOR	Sioux City Arpt, Iowa
AL 439 RNG/VOR-1/VOR-2	Waco Arpt, Tex.
AL 467 ADF-1/ILS R4R/RNG/ADF-2/VOR R4R/VOR R22L/VOR R14 & 18/VOR R9L-R/VOR Rs 27R, 32 & 36	Willow Run Arpt, Mich.
AL 473 RNG/VOR	Kingsley Fld, Oregon
AL 704 ADF	Republic Fld, N.Y.
AL 988 ADF	Zahns Arpt, N.Y.

RF 21, 24, 25, 26, 29, 31, 32, 33, 34, 35, 37
RF Terminal Area - Los Angeles-Burbank, San Diego, San Francisco
RF-VOR Terminal Area - Columbus, Dallas-Ft Worth, Dayton, Detroit, Los Angeles-Burbank, Oklahoma City, Pittsburgh, Portland, San Antonio, San Diego, Tulsa
RF Dates of Latest Prints

ON REQUEST REPORTING POINTS: The following on request reporting points are redesignated, or changed and shall become effective December 19, 1957:

REDESIGNATED:

(1) BROOKVILLE, IND. (VHF) INTSXN - the intsxn of the 029°M radial of the Nabb, Ind. VOR and the 321°M radial of the Cincinnati, Ohio VOR.

(2) MORRIS, IND. (VHF) INTSXN - the intsxn of the 029°M radial of the Nabb, Ind. VOR and the 306°M radial of the Cincinnati, Ohio VOR.

(3) NAVASOTA, TEX. (VHF) INTSXN - the intsxn of the 007°M radial of the Eagle Lake, Tex. VOR and the 115°M radial of the College Station, Tex. VOR.

(4) OSGOOD, IND. (VHF) INTSXN - the intsxn of the 029°M radial of the Nabb, Ind. VOR and the 290°M radial of the Cincinnati, Ohio VOR.

(5) WHITE WATER, KANS. (VHF) INTSXN - the intsxn of the 027°M radial of the Wichita, Kans. VOR and the 080°M radial of the Hutchinson, Kans. VOR.

CHANGED:

(1) HOLYOKE, COLO. (VHF) INTSXN - the intsxn of the 121°M radial of the Sidney, Nebr. VOR and the 234°M radial of the North Platte, Nebr. VOR.

(2) HOPE, IND. (VHF) INTSXN - the intsxn of the 136°M radial of the Indianapolis, Ind. VOR and the 351°M radial of the Nabb, Ind. VOR and the 171°M radial of the Shelbyville, Ind VOR.

(3) KENTLAND, IND. (VHF) INTSXN - the intsxn of the 151°M radial of the Peotone, Ill. VOR and the 311°M radial of the Lafayette, Ind. VOR and the 060°M radial of the Roberts, Ill VOR.

(4) LEBANON, IND. (VHF) INTSXN - the intsxn of the 343°M radial of the Indianapolis, Ind. VOR and the 131°M radial of the Lafayette, Ind. VOR and the 313°M radial of the Shelbyville, Ind. VOR.

(5) SUTRO, CALIF. (VHF) INTSXN - the intsxn of the 249°M radial of the Oakland, Calif. VOR and the 287°M radial of the Agnew, Calif. VOR.

(6) ZIONSVILLE, IND. (VHF) INTSXN - the intsxn of the 020°M radial of the Indianapolis, Ind. VOR and the 313°M radial of the Shelbyville, Ind. VOR.

HOLDING PATTERNS: The following holding patterns have been designated, redesignated, changed or cancelled and shall become effective December 19, 1957:

DESIGNATED:

(1) ROUND ROCK, TEX. (VHF) INTSXN - direction of holding - N on 007°M radial of the Austin, Tex. VOR; direction of turns - right; time - 2 mins; min alt 4400'.

(2) WALBURG, TEX. (VHF) INTSXN - direction of holding - N on 007°M radial of the Austin, Tex. VOR; direction of turns - right; time - 2 mins; min alt 4000'.

(3) BUTLER, TEX. (VHF) INTSXN - direction of holding - E on 100°M radial of the Austin Tex. VOR; direction of turns - right; time - 2 mins; min alt 2500'.

(4) OAK HILL, TEX. (VHF) INTSXN - direction of holding - SW on 213°M radial of the Austin, Tex. VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(5) JOHNSON CITY, TEX. (VHF) INTSXN - direction of holding - N on 353°M radial of the San Antonio, Tex. VOR; direction of turns - right; time - 2 mins; min alt 4000'.

(6) MARBLE FALLS, TEX. (VHF) INTSXN - direction of holding - NW on 284°M radial of the Austin, Tex. VOR; direction of turns - right; time - 2 mins; min alt 3500'.

REDESIGNATED:

(1) WHITE WATER, KANS. (VHF) INTSXN - direction of holding - NE on 027°M radial of the Wichita, Kans, VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(2) FLORENCE, KANS. (VHF) INTSXN - direction of holding - NE on the 027°M radial of the Wichita, Kans. VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(3) MARLOW, GA. (VHF) INTSXN - direction of holding - W on 284°M radial of the Savannah, Ga. VOR; direction of turns - left; time - 1 min; min alt 2000'.

CHANGED:

(1) MAXWELL, IND. (VHF) INTSXN - direction of holding - E on 083°M radial of the Indianapolis, Ind. VOR; direction of turns - right; time - 2 mins.

CANCELLED:

(1) LOSOYA, TEX. (LF) INTSXN - direction of holding - S on S crs of the San Antonio, Tex. LFR; direction of turns - right; time - 2 mins; min alt 2200'.

WATERVILLE, OHIO VOR SHUT DOWN: During shutdown (Dec 2 through approx Dec 23) the following changes will apply to the airway structure:

V275 between VWV and CRL VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V6, V126 and 1510 between VWV and CLE VORs replaced by G3, MEA published. V30 between VWV VOR and Bellevue VHF intsxn replaced by TOL LFR 301°M brng inbnd to point of intsxn with W crs of EOW variation, MEA 2000. V92 between VWV and MFD VORs replaced by TOL LFR direct MFD VOR, MEA 2500. V45 and 1506 between VWV and APE VORs replaced by TOL LFR direct APE VOR, MEA 2500. V47 and V275 between VWV and FDY VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V96 between VWV and FWA VORs replaced by TOL LFR direct FWA VOR, MEA 3000. V92, V126 and 1510S between VWV and Edgerton VHF intsxn replaced by G3, MEA published. V6 and 1510 between VWV VOR and Pioneer VHF intsxn replaced by TOL LFR 108°M inbnd to the point of intsxn with SBN VOR 092° radial, MEA 5000. V30 and 1506 between VWV and LFD VORs replaced by R57, MEA published. V47 between VWV VOR and Milan VHF intsxn replaced by B87, MEA published.

Intsxn listed below have been revised as outlined during the period of outage: (a) Carp VHF intsxn - SVM VOR 126° radial and CLE VOR 355° radial, MRA 2500'. (b) Perch VHF intsxn - SE crs RML LFR and 231°M brng inbnd from TOL LFR, MRA 2500'. (c) Ogden VHF intsxn - CRL VOR 237° radial and 135°M brng inbnd from TOL LFR, MRA 2600'. (d) McCluge VHF intsxn - FDY VOR 320° radial and the 080°M brng inbnd from TOL LFR. Holding to be accomplished on the FDY VOR 320° radial. Right turns. One min pattern. MRA 2000'

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II dated August 15, 1957, as follows:

(1) Page 21, Tampa, Fla. - change WB telephone number to REdwood 7-3617.
(2) Page 21, Springfield, Ill. - change WB telephone number to 3-5812*.
(3) Page 22, Grand Marais, Mich. - change CAA telephone number to 421.
(4) Page 22, Boston, Mass. - change WB telephone number to LO 7-4032.
(5) Page 22, Boston, Mass. - change CAA telephone number to LO 7-0015.
(6) Page 23, Oklahoma City, Okla. - change WB telephone number to MU 5-6350*.
(7) Page 23, Las Vegas, Nev. - change CAA telephone number to DU 4-2205.
(8) Page 24, Nashville, Tenn. - change CAA telephone number to AL 6-2237.
(9) Page 24, Galveston, Tex. - change WB telephone number to SO 3-2767*.
(10) Page 26, Region 1 - Air Carrier Safety - Boston, Mass. change telephone number to LO 7-1224.
(11) Page 29, Nantucket Shoals Lightship - correct position is 40-33-00N, 69-28-00W.
(12) Page 31, under Arizona, Prescott Radio Station KYCA, change transmitting freq to read: 1490 kc; change hrs of operation to read: 0600-2300.
(13) Page 34, under Ill., Aurora Radio Station WMRO, change location to read: In city; change latitude to read: 41-44-58.
(14) Page 36, under Mass., Worcester Radio Station WABB, change direction from city to read: 4 NNW.
(15) Page 75, add - Jacks Creek, Tenn. (Site 53, DAL-LOU): --267°; over beacon twr MKL; 1000'.
(16) Page 78, delete - Brunswick, Ga.
(17) Page 81, add - Rapid City, S. Dak.: 318°; lctd in front admin bldg adj to center taxi strip.
(18) Page 60, under Air Traffic Control Procedures, IFR, paragraph on "Position Reporting" is amended. See page 7 of this Airguide for new text.

REDESIGNATION OF THE DENVER-MINNEAPOLIS CENTER CONTROL AND FLIGHT ADVISORY BOUNDARY: Effective immediately, the Denver-Minneapolis Center Control and Flight Advisory Boundary is redesignated as follows: from a point 104-02W, 45-00N, eastward along the 45th parallel to a point 101-00W, 45-00N, thence southward along the 101st meridian, to a point 101-00W, 43-00N, such line crossing and forming the Denver-Minneapolis control boundaries on civil Arwys Victor 26, Victor 26N, Red 31 and Victor 1502.

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide, Vol. 12, No. 16, dated October 15, 1957, as follows:

(1) Page 37, item 9 Holding patterns - Marlow Int. Ga., correct direction of turns to read: "left".

DISCONTINUANCE OF AIRWAY BEACONS: Effective December 10, 1957, the following airway beacons will be discontinued: Reed Point, Mont. Site 15, 5 mi NW of Reed Point; Canyon Creek, Mont. Site 18, 9 mi NW of Laurel; Thurlow, Mont. Site 32, 6-1/2 mi W of Sheffield; Sutherland, Mont. Site 37, 2-1/2 mi W of Sutherland; Beacon Rock, Wash. Site 3A, 2 mi NE of Skamania; Espanola, Wash. Site 22, 2 mi W of Medical Lake; Wilbur, Ore. Site 41B 1/2 mi SE of Wilbur; Vader, Wash. Site 63A, 1 mi SE of Vader.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) Month and day item was reported.
** New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
* New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
**BESSEMER ARPT: Name change. Formerly carried as Durham Arpt. (12-1) Caution drag strip runs parallel to sod lndg strip with separation of 50'. Auto racing is not done on rnwy. Drag strip ends mrkd. Racing Sun only. (9-28)
BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18) Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V115 and V18 N, 5000'. (10-21)
BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down - relctn. FLD: Caution tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down until approx thru Nov for relctn due rnwy ext. (5-1)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Const. Clsd until approx Dec 1. (10-16)
EVERGREEN-RADIO: VOR radials 320° thru 360 out of tolerance acct excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)
FAIRHOPE-KLUMPP ARPT: 999'(1201MSL) lgtd twr being erected 9 n mi N(12°T) at lat 30-40-55, long. 87-49-41. (11-13)
**FLOMATON ARPT: Now a pvt arpt. (11-56)
**GUNTERSVILLE ARPT: Caution, paved drag strip 200' E of rnwy. (9-30)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
**HUNTSVILLE ARPT: Unicom decmsnd. (9-23)
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scallcping. (6-19)
MOBILE-BATES FLD-TOWER: June 19, ILS not to be used for automatic apch below 300'. Glide slope inop - equip. and const vcnty transmitter bldg. FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' & 1/2 mi is absolute tk-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
**TALLADEGA ARPT: City name change. Formerly carried under Anniston. (7-3)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (10-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE COUNTY ARPT: Clsd until approx Dec 1, 1957. (9-17)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
FT HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

ARIZONA: MARANA ARPT: Reported inactive. (10-2)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take-off xcpt prior permission arpt manager. (12-7) Men and equip along N edge rnwy 26L from apch end to point approx 2000'W. (8-23)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000' 135°-145°, and 165°-185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx Mar 3, 1958, conversion to VORTAC. During this period, the following arwys will be unusable during IFR conditions: V12 EED-INW; V105 White Hills Int-PHX; V105E PRC-PHX. (11-18)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)
**SEDONA-OAK CREEK CANYON ARPT: Name change. Formerly carried as Oak Creek Arpt. Longest rnwy avail 3400'. (4-16)
SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)
TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz. to be conducted week-ends - caution. (2-15)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi at 11,000'; 060°-075°, 35 n mi at 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17) About Jan 5, VOR will be shut down until approx Feb 5, VORTAC conversion; following Victor arwys unusable during IFR conditions: V-16 Toltec Int CIE, V-66 GBN-Mescal Int, V16-S TUS-Mescal Int. (11-18)
TUCSON ARPT: Perm structures in excess of 75' high being erected, 1 on E, 1 on S perimeter of fld. Clear of apchs. Lgtd at ngt. Obstn lgts apchs to rnwy 21 inop. (11-15)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 n mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB-SPECIAL NOTICE: Ngt weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of lgt and some of them explode a small marker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4)
**YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to hvy jet tfc. B-57 acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11) Jet barriers installed rnwy 3-21. (9-3)
ARKANSAS: **BENTON-SALINE CO ARPT: New arpt. Type "P"; lat 34-33, long. 92-36; lctd W; hwy N; elev: 325'; 1 strip turf; 2850' x 250'; no services. (1-15)
BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
LITTLE ROCK-ADAMS FLD: Trenches 6" wide, 30" deep being dug and back filled approx 12' both sides rnwy 17-35. Caution advised. (11-5)
**MARIANNA ARPT: New arpt. Type "L"; lat 34-47, long. 90-48; lctd 1 mi W; RR W; elev: 181'; 1 rnwy - 2640' x 300' (sod)' minor repairs and 80 oct fuel on call; caution - ruf. (3-6)
**NORTH LITTLE ROCK MUN ARPT: New fld: Type: L. Lat 34-50, long. 92-16. Lctn: 4.5 mi N. Elev: 545. No. of rnwys: 1. Longst rnwy and facs: 32.
TEXARKANA-RADIO: DME coverage 145°-235°, 1700'MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)
CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip on fld. (4-26)
ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)
BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 25 n mi 180°-200°; 30 n mi 280°-300° 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
**BONSALL-SHEARER'S RANCH ARPT: Abandoned. (2-4)
BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)
CAMARILLO-RADIO: All courses have multiples. (6-17)
**CONCORD-BUCHANAN FLD: Effective Oct 15, right hand tfc estabd on rnwys 14 and 19. Pat. alt 800' indicated. Rnwy 6-24 to be used only for hi-velocity wind conditions. Low flgt over populated areas should be avoided as far as practicable.
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)
DIXON ARPT: Clsd. (8-30)
ELSINORE ARPT: Caution - glider activity week-ends. Squirrel holes S edge of lndg area.
FAIRFIELD-TRAVIS AFB-RADIO: LFR has splits and multiples beyond 20 mi. (8-27)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
**FORT BRAGG-UNION LUMBER COMPANY ARPT: Now a private arpt. (2-5)
FT JONES-RADIO: VOR has lgt crs roughness all quads. Only arwy radials flgt-checked. Sept 19, VOR shut down, modernization. During this period the following arwys will be unusable for IFR opern: V23 Red Bluff - Talent Int: V23E Fort Jones - Klamath Junction int. The Bray Int will be unusable. (11-7)
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)
**FRESNO AIR TERM: Extreme caution advised in vcnty of arpt. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N and E of arpt. Jet barriers installed both ends rnwy 11-29. First 1000' of pavement apch end rnwy 29 converted to overrun area and mrkd accordingly. This area behind barrier, not to be used as rnwy. Barrier located 150' from end of rnwy. Barrier on NW end rnwy 11-29 lctd 150' from end of rnwy in dirt overrun area. Approx 15 min required to change barrier from up/down positions. Normally barrier at end of rnwy in use will be in up position. Use caution taxiing in vcnty of apch end rnwy 25 and overrun area rnwy 11. ALS lgts loctd both sides overrun area. Longest rnwy avail 6083'. (11-8)
**GASQUET ARPT: Caution - road materials piled S side. (9-23)
**GLENDALE-GRAND CENTRAL ARPT: NW/SE taxi strips SW side of fld perm clsd. Extensive const in progress. Fld clsd to all acft at sunset. (10-5)
★GOFFS-RADIO: Nov 8, VOR cmsnd. Freq: 108.2 mc. Ident: GFS. Lctd lat 35-08-00, long. 115-11-28. Elev: 3400'MSL. Monitoring category (3). Class: VORW. Coverage 265°-310°, 25 n mi at MEA. Below 9500' this area beyond tolerance. (11-8)
LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13)
LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. (10-4) VHF/DF bearings unreliable below 12,000'MSL. SW quad between 200°-230°. Nov 14, ASR shut down until approx Dec 5 - modernization. (11-15)
**LONG BEACH ARPT: Several 230'MSL portable oil derricks NW, W and S of fld. No fuel servicing avail for civil acft 2400-0600. Neon apch lgt lane rnwy 30 discontd indefinitely. (1-1) Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1500P week-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail lndg and take-off. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)
LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR and LF combined. (4-26)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000'MSL. (10-23)
LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000'MSL beyond 30 n mi. (4-19) About Dec 1, ASR will be shut down until approx Dec 22 - equip
** modification. (11-7) FLD: Use paved areas only. New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30-min req thru twr. Equip crossing rnwy. During VFR wea conditions, civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 mc at least 10 mi out. During IFR wea, civil acft ctc Apch Ctl on 118.1 or 119.3 or listen 118.1 or 119.3 mc and trans 122.7 mc. USAF-NAVY-CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off-shore W of arpt. All jet acft departing rnwys 25L-25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000'MSL approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E-bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by Air Traffic Ctl.

CALIFORNIA: Jet aircraft pattern downwind leg is 1500'MSL. Acft not intending landing at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34.

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev: 174'; 1 rnwy (15-33) 2300' x 90' (dirt and sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc acft operg vcnty Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in opern. Hereafter ceiling observations of less than 1500' will usually pertain to the middle mrkr location. Tfc operg in VFR weather should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland apch control on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco apch control on 118.5 mc. Communications during IFR flgt should not be conducted with Oakland apch control or San Francisco apch control utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF operg test basis. Freqs: 118.1; 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 121.5, 122.1, 124.3, 124.9, 126.18 mc. Coverage 40 n mi at MEA xcpt 020°-050°, 8000'MSL. (10-14)

OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi
** at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000'MSL. (8-6) FLD: Dredging and clam shell equipment working S of lndg area. All booms and equip lgtd and marked. Use extreme caution when flying over or within this area. Non-radio acft required to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd. (8-22)

OCEANSIDE-RADIO: July 10, VOR shut down until approx Dec 18, modernization. During this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN during shutdown period.

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and landings prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E and W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Tetrahedron replaced by lgtd wind sock. (10-8)

PALMDALE-EADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at

CALIFORNIA: 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W adjacent to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equipment. (8-14)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30) About Nov 20, VOR will be shut down until approx Mar 5, 1958 - conversion to VORTAC. During shutdown following V arwys will be unusable IFR conditions: V23 FJS- Sutter Buttes Int, V25 Geyserville Int - LMT, V195 ILA-FOT. V107 UKI-RBL usable substituting RBL LFR for VOR. (11-13)

RIALTO-MORROW FLD: Clsd Sun due drag races. (10-8)

RIVERSIDE-MARCH AFB-RADAR APPROACH CONTROL: Radar ctl will be exercised over mil acft only until approx Nov 30. (10-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR wea, actual apchs IFR wea. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO; VOR coverage 50 n mi MEA all quads except 20 mi MEA from 310° to 330°. (9-17)

**SAN DIEGO-LINDBERGH FIELD: Jet barrier relctd overrun area rnwy 27. (10-4)

SAN DIEGO-MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight during apch. Field unattended sunset to sunrise. Ditch 100 ft short of threshold lights rnwy 28. (10-24)

**SAN DIEGO-PILES ARPT: Abandoned. (10-14)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR approach, requested to make initial call to San Francisco Tower, freq 119.1 mc. (7-25)

SAN FRANCISCO-RADIO: About Jan 16, 1958, LFR will be perm discontd. (11-19)

SAN FRANCISCO INTNL ARPT: Const in progress continuously on various sections of fld. Caution advised. (11-4)

SAN FRANCISCO BAY-SPECIAL NOTICE: A moored Balloon (silver with black stripes) 8' x 25' is flown 500'MSL on an irregular schedule from U.S. Naval Net Depot located on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)

SAN FRANCISCO GAP RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN JOSE-RADIO: TVOR has scalloping beyond tolerance, 230°-240°. (11-12)

SAN JOSE ARPT-TOWER: About Dec 1, CAA ctl twr will be cmsnd. Freq: 287 kc; 119.9, 121.5, 257.8, 243.0 mc. Rcvs: 3023.5 kc; 122.5, 119.9, 121.5, 257.8, 243.0 mc. Trans and rcvs 121.7 mc for ctl mobile gnd tfc. Class: C (g.7). Voice call "San Jose Twr." (11-15)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylgt hrs W end rnwy. (10-14)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LFR has numerous multiples NW and E courses. (9-17)

**SANTA MARIA-HANCOCK FLD: Perm clsd. (10-25)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Granding and paving opern in progress all areas until approx Jan 1, 1958. Use extreme caution. (11-3)

**SELMA ARPT: Perm clsd. (10-2)

SHOSHONE ARPT: Strip clsd for paving. (8-9)

STOCKTON ARPT: Rnwys 11L-29R, 11R-29L and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip crossing SW end rnwy 4-22. Flagman on duty directing ground tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vcnty of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated rng apchs should exercise extreme caution. Min alt for low apchs is 528'MSL. (8-12)

CALIFORNIA: THERMAL-RADIO: VOR and DME coverage 330° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105°thru S and W to 305°over water not checked. (10-11)
**UKIAH ARPT: Dirt strip perm clsd. Use surfaced rnwy 15-33 only. (7-9)
**UPLAND-CABLE ARPT: Name change. Formerly carried as Cable-Claremont Arpt. (5-24)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5)
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in these areas. (5-8) About Dec 1, ASR will be shut down until approx Dec. 22. (11-12)
** FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Durg hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. Rotating beam ceilometer installed near MM at apch end rnwy 26L. Transmissometer cmsnd. Ceiling heights reported less than 1500' will pertain to MM lctn. (11-21)
**EADS ARPT: Sand drifts over 3' high - dangerous. (7-5) Perm clsd. (10-22)
ELLICOTT-RADIO: About Dec 11, H fac freq will be changed from 287 kc to 206 kc. (11-19)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about January 1, 1958, for reconst of rnwy and installing rnwy lgts. (8-20)
**LITTLETON-BAR NONE ARPT: Permanently clsd. (10-9)
NUCLA ARPT: Clsd. Const. (10-23)
PARSHALL - SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men & equip. on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)
CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14) About Dec 2, VOR/DME will be shut down until approx Dec 20 - modification and freq chg from 113.6 mc to 115.5 mc. (11-8)
DELAWARE: GEORGETOWN-SUXXEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men & equip. on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)
**MIDDLETOWN-BAKER'S FLD: New arpt. Type "P"; lat 39-32, long. 75-43; lctd 6 mi N; elev 65'; 2 rnwys (sod)-lngst rnwy 3100'; 80-87 octane fuel; E & N blkd. (9-5)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.
WILMINGTON-NEW CASTLE CO. ARPT-TOWER: About Nov 25, ILS LOM freq will be chgd from 251 kc to 248 kc. (10-8) FLD: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON - SPECIAL NOTICES: (1) See page 83, in Flight Information Manual, Vol. 11, dated August 15, 1957, for Washington, D. C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) Nov. 14, fixed white 60 inch searchlight of high intensity operg near south bank of Potomac River near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt operd only during hours of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac River departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (11-14)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9 mc, 318.2, 362.3, 378.8, & 385.4mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 mi. (10-28) FLD: USAF, NAVY, CG: Clsd to all aircraft except: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights requiring customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA require prior approval of airport director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO aircraft over 120,000 lbs without prior approval airport director. CG and Navy aircraft taxi to MATS terminal N of administration bldg. Limited parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of control tower only. Until approximately end of December, heavy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be closed as required to accomplish work adj to paved area. (6-10)
FLORIDA: **BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Saturday and Sunday must be obtained before 1500 Friday. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution on E end.
CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)
CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF - equip acft while VOR unusable. (9-12)
CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylight hours - caution. (5-6)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thruout entire service area. (2-13) DME operg test-basis only. (2-14)
**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(193°T) at lat 28-56-25, long. 81-18-33. (10-3)
FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men & equip. on fld. (3-9)
FT. MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.
**FT. PIERCE-SUNRISE ARPT: New arpt. Type "P", lat 27-25, long. 80-22; lctd 3 mi SW; elev 25'; 1 rnwy-2642' x 125'; 80-91 octane fuel; P-line W; use rnwy. (8-20)
HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)
★HOMESTEAD AFB-RADIO: Nov 8, freq H fac changed to 221 kc. (11-19)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)
★JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: November 19, freq 263.0 mc decmsnd. (11-15) November 19, voice communications inop. (11-12)
**JACKSONVILLE-IMESON ARPT: 996'(1003'MSL) lgtd twr erected 6.0 n mi S(187°T) at lat 30-19-22, long. 81-38-34. (9-23)

FLORIDA: KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail. on req to Key West Rdo. (7-23)

LAKE CITY ARPT: Fuel and servs unavail. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-GRAHAM AIR BASE: AF Contract primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat & Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L &8L-26R.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0, 269.0 and 291.6 mc inop. (10-21)

MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into & out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and tk-offs authorized on rnwy 27 and 30 only. Tk-offs & lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all tk-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (10-24) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs & tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-OCEAN REEF ARPT: New arpt: Type "L";30 mi S; lat 25-19, long. 80-15;elev 4'; 2 rnwys -longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

ORLANDO-RADIO:DME and VOR coverage 35 n mi at min en route alt.

★ORLANDO ARPT-TOWER: Nov 12, ILS LOM freq 219 kc changed to 221 kc. FLD: 651' (749'MSL) lgtd twr being erected 6 n mi WSW(266°T) at lat 28-32-10, long. 81-27-00. Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21)

PANAMA CITY –FANNIN FLD: Caution soft shoulders. (11-21)

★PANAMA CITY-TYNDALL AFB-RADIO: USAF LFR class changed to: SMRAZ. (11-13)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

★SARASOTA-BRADENTON ARPT-TOWER: Trans & rcvrs 121.5 and 126.18 mc operg.

**ST. AUGUSTINE-FAIRCHILD-ST. AUGUSTINE ARPT: E/W rnwy now opened. Rnwy 16-34 clsd-mrkd as ramp and taxiway. (9-10)

ST. PETERSBURG-PINELLAS CO INTNL ARPT-TOWER: Rcvr 257.8 mc inop. (11-4) FLD: Const. extending N end rnwy 17-35. Lndgs must be made well clear of this area.

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA ramains as charted. (10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acct exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

FLORIDA: TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32. (9-6)

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

**WAUCHULA ARPT: 220'(336'MSL) lgtd twr erected 2 n mi WSW(263°T) at lat 27-33-05, long. 81-48-30. (9-25)

**WEST PALM BEACH-PALM BEACH CO. PARK ARPT: SE rnwy designated preferential or calm wind rnwy. Use of E/W rnwy xcpt during darkness shall be held to a min.

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down-modern. Durg modern. shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int Int MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet-caution advised. Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner int of rnwys. Completely outside fld bndry lgts. (8-6)

**AMERICUS-SOUTHER FLD: Longest rnwy 3250'. (10-18)

ATHENS-RADIO: About Nov 22, VOR will be cmsnd. Freq: 109.6 mc. Ident: AHN. Lctd lat 33-56-51, long. 83-19-30. Monitoring category (1). Voice and monitoring from ATCS Anderson, S.C. Class: BVOR. (11-15)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730E Mon-Fri. (5-6)

ATLANTA-FULTON CO. ARPT: 515'(1374'MSL) lgtd twr being erected 8.5 n mi ENE(80°T) at lat 33-48-40, long. 84-21-50. (10-22) Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns until further notice. (2-15)

COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe multiples. (8-29)

COLUMBUS-MUSCOGEE CO. ARPT: 150'(584'MSL) unlgtd water tank being erected 4 mi SE(10-28)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

**MACON-COCHRAN ARPT: 423'(883'MSL) lgtd twr erected 5.2 n mi ENE(80°T) at lat 32-48-19, long. 83-32-20. (10-9)

**MACON-SMART ARPT: 423'(838'MSL) lgtd twr erected 1.8 n mi SE(139°T) at lat 32-48-19, long. 83-32-20. (10-24) 270'(610'MSL) lgtd twr being erected 3 n mi WNW(302°T) at lat 32-50-58, long. 83-36-08. (10-26)

MOULTRIE ARPT: Caution-intensive Spence AB student training. Right hand tfc rnwys 4, 10, 16. (10-17)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SAVANNAH-TRAVIS(CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000' MSL. (3-19) FLD: No acft shall oper off of or onto fld unless equipped with at least one rdo rcvr in operg condition. (6-10)

STATESBORO ARPT: 320'(490'MSL) lgtd twr being erected 1.6 n mi SSW(203°T) at lat 32-27-32, long. 81-45-32. (11-7)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive ruffness & course displacement with exception of arpt apch course 003°, usable to 10 n mi.

IDAHO: BOISE-RADIO: Oct 16, VOR shut down until approx Feb. 15, 1958-for VORTAC conversion. The following IFR route & min alts will apply: G10 BKE-BOI, 9000';BOI-BYI, 9000', SE bound after King Hill Int. 7000'. V253 BOI-TWF via G10 to King Hill Int. 9000'; King Hill Int.-TWF, 9000'; TWF-BOI until intsxg SE course BOI LF rng thence via G10 to BOI. (11-8)

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

IDAHO: BURLEY-RADIO: November 25, VOR shut down until approx March 16, conversion to VORTAC. The following V arwys will be unusable durg IFR conditions: V4 BYI-BOI, V 269 BYI-TWF, BYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD. Flgts using V1500-V1502 report to Pocatello Rdo. (11-20)

COEUR D' ALENE AIR TERMINAL: 240' lgtd twr being erected 5.5 n mi SE(153°T) at lat 47-41-05, long. 116-45-55. (10-16)

GRANGEVILLE-IDAHO CO ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg & tk-off. (10-22)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

MOOSE CREEK-FOREST SERVICE ARPT: Open Apr to Nov. Const. Hazardous. Forest service suggests land at Grangeville or Missoula for briefing prior lndg. (9-11)

STREVELL ARPT: All lgts perm discont. (10-31)

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (10-31)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT - SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling & visibility exceed 5000' & 5 mi, between 2500' & 5500' MSL.

AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°. (11-29)

**CHAMPAIGN ARPT: Closed. (11-4)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon thru Sat. Use caution while in area. (9-13)

CHICAGO AREA - SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd; unlgtd. (4-17)

CHICAGO-RADIO: Multiples NW and NE courses LF rng. (11-8)

✱CHICAGO AIR ROUTE TRAFFIC CONTROL CENTER: November 22 freq 120.2 mc replaced 124.2 mc. (11-22)

CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole being erected 300' NE of NE corner. (3-12)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT: 200'(790'MSL) lgtd smoke stack being erected 3 n mi NNW (359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW(349°T) at lat 41-49-23, long. 87-45-12. (9-24) Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N termin bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St & Cicero Ave - adj to arpt). (7-17) Radar twr being constd in SE corner of arpt, atop intnl term bldg. Twr will be 48' AGL 658' ASL. Lctd lat 41-46-48 long 87-44-35. To be mrkd & lgtd. (10-16)

CHICAGO O'HARE ARPT-TOWER: About Dec 6, freq 363.8 mc will replace 360.8 mcs. (11-3) About Dec 30, 119.0 mc will replace 118.3 mc. (11-19)

**CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Landing and take-off prohibited unless acft equipped with functioning rdo capable of 2-way direct commun with ctl twr. (4-27) Hvy const 3600' N.W of fld, passing thru apch to rnwy 14L. Included are lgt standards 70' AGL, 717' ASL lctd lat 42-00-56N, long 87-55-46W; 1200' N of Ravenswood Arpt; 2 mi SW of Des Plains.

ILLINOIS: Not mrkd, painted or lgtd. (10-16) Standard 3000' hi-intensity center line configuration A apch lgt system serving rnwy 14R cmsnd. (10-30)

**CHICAGO-STINSON ARPT: NW/SE rnwy perm clsd. Const in SE corner of arpt and on new NE/SW rnwy. New rnwy not useable. (11-21)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12)

DE KALB ARPT-SPECIAL NOTICE: Approx. 11 n mi WSW, Flight Test Area is designated Oct. 28, 1957 to Jan. 28, 1958 within a radius of 3 mi. centered at lat 41-52-25, long. 88-56-45. Tests will be conducted durg daylgt hrs only, when visibility is 5 mi or better.

DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT-special notice: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling & visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (5-13)

GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)

GILMAN ARPT: Closed. (10-11)

HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd. Aug. 13. (8-13)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (11-5)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Heights of twrs, 123', not mrkd or lgtd. (11-21)

MARION-WILLIAMSON CO. ARPT: Rnwys 2-20 clsd for const. Caution advised. Men & equip. crossing apch end rnwy 10. (9-19)

MATTOON-COLES CO. MEMORIAL ARPT: 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar. (11-4)

**MENDOTA-FITZGERALD: Reinstated. Type "P"; lat 41-34, long. 89-08; elev 800'; lctd 1 mi NW; 1 rnwy; Lngst rnwy & facs: 2400', S5; F2 fuel; p-line SE. (10-15-56)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-QUAD CITY ARPT: 998'(1778' MSL) lgtd twr being erected 9.8 n mi SE(138°T) at lat 41-19-40, long. 90-22-47. (8-26)

OLNEY-ULRICH ARPT: Unattended (11-8) 360'(820'MSL)lgtd twr being erected 2.9 n mi WNW(295°T) at lat 38-45-03, long. 88-05-23. (11-11)

**PANA ARPT: To be clsd perm Nov 30, (11-8)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11) Nov 18, VOR rng & voice shut down until approx Jan 1, 1958 - conversion to VORTAC. Durg shutdown, following temp MEAs can be utilized: V116 UIN VOR-PIA LFrng, 2000'; PIA LF rng-JOT VOR, 2000'. V48 BRL VOR-PIA LF rng, 1900'; PIA LF rng-PNT VOR, 2300. V233 SPI VOR-PIA LF rng, 2300'; PIA LF rng-BDF VOR, 2000'. (11-21)

★PEORIA-GREATER PEORIA ARPT-TOWER: Apch Ctl inaugurated. Class: AC(g). (11-5) FLD: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) 609'(1349'MSL) lgtd twr being erected 6.5 n mi ESE (106°T) at lat 40-38-03, long. 89-32-21. (10-11)

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

**ROCK FALLS-WHITESIDE CO. ARPT: Name change. Formerly carried as Rock Falls Arpt

ROCKFORD-GREATER ROCKFORD ARPT: Caution - rnwy 18-36 clsd due major const. Mrkd with X's painted on both ends. Caution in taxiing. (5-20)

**ROCKFORD-MACHESNEY ARPT: All fld lgts discontinued. (11-19)

SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)

**SHELDON-DISOWAY ARPT: Closed - now a restricted landing area. (10-14)

SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)

SPRINGFIELD-CAPITAL ARPT: Touch & go lndgs not permitted rnwy 4-22 by any type acft Rnwy 4-22 clsd to all opern 0800-1630 Mon thru Fri xcpt for taxiing or by special approval of arpt manager. At other times rnwy 4-22 open xcpt 1000' of overrun of 500' of rnwy at each end. Taxiways from end rnwy 4-22 clsd from end of rnwy to first intersection. (10-18)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area incolved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

INDIANA: CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution-lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. (5-29)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: 65'(451'MSL) stack being erected 1650' S.(10-28) Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW being extended in N, NW direction; pole height varies from 98' to 179' above gnd- n ot painted or lgtd. (1-24)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'. About Nov 25, DME will be shut down until approx. Dec. 25 - modernization. (11-7)
GREENCASTLE ARPT: Closed - construction. (7-12)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10-31)
**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr.(2-19) All rnwys open for opern at twr discretion. Due const, soft shoulders all rnwys. Caution.
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
**KOKOMO-RUZICKA ARPT: Abandoned. New arpt reported. Lctd 2 1/2 mi W and 1/2 mi S of old lctn; 4 SW of city; S5 serv, F2 fuel. (11-21)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150'(922.9'MSL) hi-voltage transmission line being erected 5100' S- not marked, painted or lighted. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MONTICELLO-CONGRAM ARPT: Clsd unless prior approval obtained from owner.(9-19)
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod 2300' in length. Use extreme caution. (7-9)
**PLYMOUTH ARPT: Now private arpt. (8-28)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TERRE HAUTE-COX ARPT: Use rnwys and taxiways only acct work in progress and equip. on fld during daylgt hrs. (3-22)
TILDEN-RADIO: See Indianapolis, Indiana.
WARSAW-MEMORIAL ARPT: 126'(950'MSL) lgtd twr being erected 1.8 n mi S(180°T) at lat 41-15-20, long. 85-50-49. (8-29)
IOWA: **ALGONA-SQUEEZE ARPT: Now private arpt. (8-25)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
**BONDURANT-TUFTS ARPT: Abandoned. (9-17)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
**CENTRAL CITY-WASSMER ARPT: Now private arpt. (8-25)
DES MOINES-RADIO: Nov 18, VOR/DME and voice shut down until approx Jan 6, 1958 - conversion to VORTAC. Durg shutdown temp MEA's to be utilized are listed on page 4.
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
**DES MOINES-NORTH ARPT: Now private arpt. (8-29)

IOWA: ELDORA ARPT: New arpt reported. 2 mi SSW;elev 1020';1 strip 2200';rnwy lgts; minor repairs, 80 oct fuel; P-line S. (10-30)
**IDA GROVE-NICHOLSON ARPT: Now private arpt. (9-6)
**MT. AYR ARPT: Now private arpt. (8-24)
**NEWTON ARPT: Acft restricted to rnwys when fld wet. (11-13)
OSAGE ARPT: New arpt reported: Type "L"; lctd 0.5 mi E;elev 1150'(est); 1 rnwy(N/S)- sod - approx 5000'; F2 fuel; remarks-P-line N, trees S. (8-23)
SHELDON ARPT: Clsd for const-machinery on fld. (5-3) Bcn inop. (11-21)
SHELDON MUN ARPT: New arpt reported. Lctd 2 NNE;Elev 1422; 1 strip,NE/SW, 2350'; rnwy lgts on prior req; P-line NW; soft when wet. (10-14)
SIOUX CITY ARPT-TOWER: May 9, ILS lclzr and glide slope shut down until approx. Dec 1-relctn of lclzr. Lclzr will be relctd 1415' NW of NW/SE rnwy. Freq change to
** 109.3 mc and glide slope freq chg to 332.0 mc. (10-14) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and taxiway NE of Air Force hangars, and on first 1500' rnwy 22. (10-24) Const completed. Rnwy 13-31 open entire 9000' length. (11-8)
SPENCER ARPT: Const of new NW/SE rnwy and taxiway to ramp in progress-men and equip. on fld daytime. Fld clsd to ngt opern. (4-2)
STORM LAKE ARPT: NW/SE and NE/SW rnwys clsd. Const. N/S rnwy open. Use extreme caution. Call Storm Lake Unicom for fld conditions. (11-12)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY MUN ARPT: NW/SE & E/W strips clsd const. Longest rnwy avail 2300'
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
DODGE CITY-RADIO: Nov 21, VOR shut down until approx Jan 4-modernization. (10-9) Durg this period the following MEA's can be utilized: V105-GCK VOR to *Int R089 GCK and R240 HUT, 6000'; *Int R089 GCK and R240 HUT to HUT VOR, 6000'; *(Descent can be made to 4300' NE bound after rcvg Intsxn.) V74-ANY VOR to *Int. R089 GCK and R286 ANY, 13,000'; *Int R089 GCK and R286 ANY to GCK VOR, 6000'; *(Climb to 13,000' prior to reaching intsxn when proceeding SE bound on V74.) Direct Routes: GCK VOR to HUT VOR 6200'; **Int R260 HUT and bear. 170/350 on GRB-H fac. to GBD H fac, 6200'. **(Descent to 4000' can be made N bound.) (Route authorized for WAL only). (11-21)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29) Nov 4, VOR shut down until approx Dec 18-conversion to VORTAC. (10-8) Durg this period, the following MEA's can be utilized: V10, V12N, V12-HUT VOR to Florence, Kans. Int. 3000'; Florence, Kans. Int to Int. HUT R068 and CNU R319(Emporia Temp Int.), 6000'; Emporia Temp. Int. via MKC R223 to Pomona, Kans. Int. 6000'; Pomona Kans. Int. to MKC VOR, 2800'. V12-ICT VOR to *De Graff, Kans. Int., 3000'; *(MRA to rcv Int. 4800'). De Graff, Kans. Int. to Cassoday, Kans. Int., 4000'; Cassoday Int. to Int ICT R051 and R319 CNU, 6000'. (11-8)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)
ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S 2400'; No facs. (9-20)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GOODLAND-RADIO: Nov 4, VOR shut down until approx Dec 18-conversion to VORTAC. (10-8) Durg this period, the following MEA's can be utilized: V4-TXC VOR to Int. TXC R087 and IML R176 (Goodland Temp Int.), 10,000'; Goodland Temp Int. to HLC VOR, 10,000'. V108-HGO VOR to Int. HGO R055 and IML R176 (Goodland Temp Int.), 10,000'. V-132-AKO VOR to Abarr, Colo. Int., 5800'; Abarr Int. to Int. AKO R110 and IML R176, 10,000'. Direct Routes - RSL VOR to HUT VOR, 4000'; *HLC VOR to GBD H fac, 4000'; *RSL VOR to GBD H fac, 4000'. *(Routes authorization for Continental Airlines only.)
GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600'AGL; hvy acft 1000'AGL. (8-15)
HAYS ARPT: Ident bcn inop. (10-18)
IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.
**LAWRENCE ARPT: 600' of SW end of NE/SW rnwy perm clsd due hangar const at extreme SW end of rnwy. (9-13)

KANSAS: PLAINS ARPT: Oil well being drilled in NE corner adj to N/S strip. (5-9)
**RUSSELL ARPT: Caution-ditch NE of intsxn rnwy 16-34 and 3-21 - marked. (11-8)
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const in progress. Men & equip on fld. (7-1)
TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) Two 158'(1067'MSL) lgtd steel stacks being erected 3 n mi ESE(119°T)
** at lat 39-03, long. 94-54. (6-10) 210'(1152'MSL) lgtd twr erected 3.9 n mi SW(240°T) at lat 39-02-30, long. 95-41-22, hgt. being increased to 310'AGL(1252'MSL). (11-12)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070; 1 rnwy (N/S) 2721' x 278' (turf); not lgtd; A & P by appointment; 80/87 oct. (4-9)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. (8-7) 168'(1498'MSL) lgtd twr being erected 2.1 n mi W(283°T) at lat 37-39-50, long. 97-28-30. (8-29)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & recv 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)
KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE & NW courses, 30 mi from stn. (5-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vicinity.
HARLAN ARPT: Caution - high grass. (7-3)
★HOPKINSVILLE-CAMPBELL AFB-RADIO: USAF homing fac relctd to lat 36-44-10, long. 87-24-27. Bear., dist to fld: 040°, 4.3 n mi. (11-12)
LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)
LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking
** area SE end SE hangar apron unsafe. (2-24) 553'(1624'MSL) lgtd twr erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26)
LOUISVILLE-RADIO: VOR out of tolerance beyond 10 mi from 45° clockwise to 100°-interference. (6-14) Oct 23, VOR shut down-freq change from 112.1 mc to 114.8 mc and conversion to VORTAC. During shut down temp MEA's to be utilized are listed on page 4. (10-15) Soon FM will be cmsnd at 2.24 s mi from end rnwy 32 at Bowman Fld on VOR 331° mag radial. Lat 38-11-44, long. 85-38-23. Ident: dot dash. Elev: 510'MSL. Mag var.: 1°E. About Dec 5, LFR will be decmsnd & about Dec 9 relctd & converted to Hfac at lat 38-05-10, long 85-45-24. No change in freq; ident will be changed to SDF. Voice will be ctld from Bowman. Class: BH. Relctn to Standiford ILS OM site. Concurrently, present LOM will be relctd to LMM site, ident: DF, no change in freq. (11-14)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD: Due non-visibility twr unable to ctl last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.
SOMERSET-PULASKI CO. ARPT: Closed to night operation. (10-11)
YORK-RADIO: DME coverage 35 n mi at 2500' MSL.
LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution-jet acft operg in vicinity. (6-26)
BATON ROUGE-RYAN ARPT: 310'(330'MSL) lgtd twr being erected 9 n mi WSW(261°T) at lat 30-30-34, long. 91-19-49. (10-18)
BOGALUSA ARPT: Caution-obstn lgtd twrs being erected 1800' from N end of N/S rnwy.
**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)
LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)
**LAKE CHARLES AFB/MUN ARPT: Reinstated. Type P. Lat 30-13, long. 93-09; lctd 4 mi E; elev 19'; 1 strip(15-33) 3000' x 150'; F4 fuel; S2 facs; Remarks: sod portion E side civil,

LOUISIANA: remainder USAF. (10-31)
**LAKE CHARLES-McFILLEN AIRPARK: Longest rnwy 2400'. (9-11) 199'(213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW(291°T) at lat 30-11-20, long. 93-19-45. (9-24)
**MANY-HART ARPT: Perm closed. (8-8)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: VOR/DME min reception alt revised as follows: V-18 Shreveport, to Monroe 2000'MSL; V18N Shreveport to Monroe 2500'MSL; V18 Monroe to Jackson, Miss. 1600'MSL; V18S Monroe to Jackson, Miss. 2400'MSL. VOR has scalloping and bends beyond tolerance between 20°-40° and between 310°-335°. (9-28) Nov 25, VOR shut down until approx Feb 25, 1958-conversion to VORTAC. (9-23) Durg this period LF rng may be substituted for VOR on adj V arwys. (11-21)
NEW ORLEANS-RADIO: VOR radials 271°-029° out of tolerance/acct scalloping & bends.
NEW ORLEANS ARPT-TOWER: Effect. Oct 24-Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans 382 kc and rcvr 3023.5 kc not avail. (10-24) FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT ARPT-TOWER: About Dec 20, Radar Departure ctl will be inaugurated in conjunction with long range clear. procedures. Apch ctl freq 250.4 mc gnd ctl 348.6 mc departure ctl 121.1 and 269.2 mc. (11-13) FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (7-13)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° & 220°-240°, 35 n mi at MOCA.
BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi;60°-240°, 26 n mi;240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)
HOULTON ARPT: Lumber piles ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obst lgts inop.
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3 in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)
MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots. (10-3)
PORTLAND ARPT: Runway 33 closed. Avail. as taxiway as directed by twr. 20' embankment 200' from apch end rnwy 33 mrkd by obstn lgt 250' from apch end and in line with S edge rnwy 33. (10-11)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi& 290°-30°, 30 n mi at MOCA.
ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
BALTIMORE-MARTIN ARPT: Const-men & equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwys 18-32 and 10-28 clsd. Ditching thru rnwys at intsxn 18-36 and 10-28. (8-15)
**BALTIMORE-PIER 4 HELIPORT: 39-18N, 76-36W; lctd Pier 4, Pratt St; elev 10'; size 100' x 72'; air marked; no lgts; no service. (10-22)
**BALTIMORE-PIER 6 HELIPORT: Closed. (10-22)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy(NW/SE) 2500' x 100'. (12-10) Rnwy extremely slippery when wet. Positively no ngt lndgs without rnwy lgts in opern.
GRANTSVILLE-RADIO: VOR usable dist 20 mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category. (3). (5-10)
HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730-2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S runway closed-parked military aircraft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 approach clearance line intersects runway. Entire runway available at pilots' discretion. W end E/W runway being extended. Use caution. Const equipment operating close to end of runway. (9-20) 75' temporary steel tower erected approximately 1500' off approach end runway 20. (11-1)

MARYLAND: **HOLLYWOOD-HALF PONE POINT ARPT: Three 235' MSL twrs 100' apart erected 11.5 n mi NNE(43°T) at lat 38-30-00, long. 76-20-00. (10-25)
LAYTONSVILLE-DAVIS ARPT: Caution-const extending rnwy 500' at ENE end. (7-11)
RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long 76-00; services minor repairs; 80 octane; 1 rnwy(NE/SW) 2000' x 200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)
WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 2460' x 200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
ACUSHNET ARPT: New arpt reported: 41-40-35N, 70-53-35W; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)
BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)
BOSTON-BEDFORD (HANSCOM) ARPT: Tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300'MSL; jets fly 1800' MSL. Rnwy 11-29 under exten const until about Nov 30. (9-13)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000';
** 330°-025°, 2500'. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Standard rnwy lgts entire length of pavement. (2-27) Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use. Transmissometer cmsnd. (8-19) 1249'(1349'MSL) lgtd twr erected 10.8 n mi WSW(252°T) at lat 42-18-37, long. 71-14-10. (10-16)
BOSTON-REVERE ARPT: Clsd to all night operations. Caution advised durg daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
*CHICOPEE FALLS AFB-RADIO: LF rng class changed to SMRAZ. (11-8)
**FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28) Longest rnwy 2900'. (11-8)
GARDNER-RADIO: About Dec 4, VOR/DME will be shut down until approx January 1, 1958 conversion to VORTAC. VOR freq will be changed from 114.2 to 110.6 mc. (11-22)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at night. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (9-19)
**MARTHA'S VINYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)
NANTUCKET-RADIO: Sept. 30, HH fac shut down until approx Dec 30 - conversion to consolan. (11-22)
NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)
**NANTUCKET SHOALS OFFSHORE-SPECIAL NOTICE: Effect. 0001 EST, Nov. 21, 1957 Warning Area W-506 revised as follows: Beginning at lat 41-12-30, long. 69-40-00; thence to lat 41-08-00, long 68-00-00; thence to lat 41-00-00, long. 68-00-00; thence to lat 39-53-30, long. 68-57-00; thence to lat 40-48-10, long. 69-40-00; thence to lat 41-12-30, long. 69-40-00; the point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass.
*WESTFIELD-BARNES FLD-TOWER: Nov 15, CAA assumed jurisdiction control twr. Hrs opern: 0700-2300. Class: C. (11-15)
*WORCESTER-ARPT-TOWER: Nov 19, twr freq 281 kc cmsnd; concurrently voice on LOM 254 kc decmsnd. (11-19)

MICHIGAN: ANN ARBOR MUN ARPT: N half of fld restricted due new rnwy const. Hvy equip, stakes, and men on fld. Bndry, obstn, and range lgts inop. (10-1)
BAD AXE-HURON CO. MEMORIAL ARPT: Clsd for const. (9-16)
BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and nights. (8-30) Men and equip on fld days. Trees above obstn lgts on SE edge fld. (3-29)
BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for night operns.
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
BOYNE CITY ARPT: 207'(1422'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 45-17-58, long. 84-51-09. (10-14)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
*DETROIT CITY ARPT-TOWER: Apch ctl freq 118.7 mc changed to 120.0 mc. (11-15) FLD: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27) Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)
**DETROIT-METROPOLITAN WAYNE CO. ARPT: Due non visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old arpt clsd to lndgs & take offs. Ramp & bldg const in front of and alongside main term bldg. Taxiway const left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 15. Taxiway const to right of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men & equip. on or adj to ramp and rnwys. Four 70' lgtd twrs erected 400' inside W bndry, 2000' N of apch end rnwy 9 and 2400' W of rnwy 21R. (11-14)
DETROIT-WILLOW RUN ARPT-TOWER: October 21, TVOR shut down - modernization. FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)
FREELAND-TRI-CITY ARPT: 305'(1220'MSL) lgtd twr being erected 9 n mi NNE(28°T) at lat 43-39-58, long. 83-59-54. (10-24)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd night traffic sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc.
INDIAN RIVER- CAMPBELL ARPT: 308'(1174'MSL) lgtd twr being erected 5.9 n mi SE (153°T) at lat 45-19-30, long. 84-32-43. (8-24)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses h-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) About Nov 25, ILS glide slope will be shut down until approx Dec 25 - relctn to 400' S of centerline E/W rnwy and 1200' from apch end. (11-7) FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 and connecting taxiway. NE/SW rnwy now 4000'. (10-8)
**MARQUETTE-COUNTY ARPT: Arpt approved by Mich Dept Aeronautics for night operation. Rnwy, bcn, and wind sock lgtd daily sunset to sunrise. Line, hangar, and unicom serv avail daily 0800-2000. Telephone Granite 59651. (11-15)
**MARQUETTE-SAWYER ARPT: Clsd to all civilian aircraft except emergency - now military airport.
MT. CLEMENS-MACOMB ARPT: Caution - const W end of fld. 2200' E end rnwy 9-27open.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MICHIGAN: MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

NILES-TYLER MEMORIAL ARPT: Unicom inop until approx Jan 1, 1958. (10-4)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (11-5)

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

**PRUDENVILLE-ROSCOMMON CO. ARPT: Perm. clsd. (9-12)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)

SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45 long 83-51-45. (9-25)

**SAGINAW-TRI-CITY ARPT: Use rnwys only. Extremely rough sod & chuck holes adj to & off rnwys. (9-12) Caution men & equip on rnwys daylgt hrs. (9-12)

ST IGNAC-MACKINAC CO ARPT: Pilots planning winter wheel lndgs phone St Ignace 854 prior to planning flgt. (9-9)

SAULT STE MARIE-RADIO: About Dec 19, VOR will be cmsnd. Freq: 112.2 mc, ident: SSM. Lctd lat 46-24-41, long. 84-18-52. Monitoring category (1). Class: BVOR. (10-25)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)

**STURGIS-KIRSCH ARPT: Longest rnwy 3200' (9-25)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)

AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr 1958. Not mrkd, painted or lgtd. (2-1)

BACKUS ARPT: Not maintained for wheel equip acft winter months. (11-6)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

✱ DULUTH ARPT-TOWER: Nov 13, LOM cmsnd. Freq: 201.0 kc. Ident: DL. Lctd at OM site 5.0 mi from apch end of E/W rnwy. (11-13) FLD: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip on fld days. (10-28)

**DULUTH-SKY HARBOR ARPT: New arpt. Lctd 5 mi SE; elev 602'; 1 rnwy; lngst rnwy & facs 21-S5;F3 fuel; remarks - skis winter. ARPT OF ENTRY.

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

**FAIRMONT MUN ARPT: 500(1710') lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)

FERGUS FALLS ARPT: N/S rnwy clsd for const. (8-29)

MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22)

MINNEAPOLIS-FLYING CLOUD ARPT: E/W strip clsd for const. Caution - men & equip. on fld. (7-22)

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: ASR-2 shut down ** until approx Dec. 6 - relctn. (11-7) FLD: First 1000' rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance estab standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. E/W rnwy and associated taxiways discontinued. Const area & equip. hazard mrkd day & ngt. (10-10)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6)

**ROCHESTER-LOBB FLD: Rnwy 9-27 discontd - has been converted to 60' taxiway. Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt.

ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

**ST.PAUL-HOLMAN ARPT: NE/SW rnwy discontd. To be used as taxi strip only. (9-20)

TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)

MINNESOTA: WILLMAR ARPT: 500'(1648' MSL) lgtd twr being erected 3.8 n mi NE(57°T) at lat 45-08-25, long. 95-00-50.

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)

COLUMBUS-RADIO: CAA VOR operg test basis only. Freq: 115.8 mc. Ident: UBS. Lctd: lat 33-29-12 long 88-30-32. Class: VORW. (11-14)

CORINTH ARPT, 7, MEM-TPA: Clsd until further notice. (7-22)

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100n mile radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)

GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for takeoff on rnwy 32 and 36. (6-11)

INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 330°-352° out of tolerance due to roughness. (10-2)

MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)

McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)

MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published.

MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope inop until approx Jan 1, 1958. FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. (7-5) Rnwy 9-27 clsd. (11-1) Men & equip. on fld days. (7-5)

**OXFORD-UNIVERSITY-OXFORD ARPT: Type "P"; 34-23N, 89-32 W; lctd 1 mi N; elev 445'; 1 rnwy(E/W) 4000' X 100' asphalt; BL4; remarks-unattended. (5-17)

RIPLEY ARPT: Clsd - construction. (5-16)

**STARKVILLE ARPT: Use rnwys only. (9-9)

MISSOURI: **BELTON-VILLANAVE ARPT: Name change. Formerly carried as Lamar Arpt. (10-25)

COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTO ARPT: New Arpt reported: Lat 38-08, long 90-33; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd. 929' (1773' MSL) lighted twr being erected 6.8 n mi NNE(35°T) at lat 38-41-28, long. 92-05-43. (10-11)

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)

KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23) Taxiway on W side of fld bgng at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution. (9-12)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (11-9)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

MISSOURI: NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. JOSEPH-RADIO: About Dec 2, VOR will be shut down until approx Feb 16, 1958 - conversion to VORTAC. Durg shutdown following temp MEA's can be utilized: V77 TOP VOR - Int. MKC R331 & R021 TOP, 2500'; Int MKC R331 and R021 TOP - LMN VOR, 2500'. V15 OMA VOR - Int. LMN R221 and OMA R144 (St. Joseph Temp. Int.), 2500'; St Joseph Temp. Int. - Camden, Mo. Int., 2800'; Camden, Mo. Int. - MKC VOR, 2400'. (11-8)

ST.JOSEPH-ROSECRANS MEML ARPT-TOWER: April 29, ILS lclzr and glide slope shut down until approx Feb 15, 1958 - relctn of lclzr. (10-17) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260' SE from the center intsxn of the diagonals on rnwy 13, for a dist of 340' and beginning 300' SW from the center intsxn of the diagonals on rnwy 22 for a dist of 560'.(10-22) Rnwy 17-35 and 1600' apch end rnwy 22 clsd - const. All const areas flagged and lgtd day and night. Caution. (9-27) Apch lgts rnwy 35 inop.(10-28)

ST LOUIS-LAMBERT FLD: Rnwys 6-24 clsd. Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution, men and equip. Taxiways 7 & 25 clsd from McDonnell taxiway to rnwy 24. Silos and grain elevator 1700' from apch end rnwy 30, obstn lgtd. Shoulders soft. Caution. Rnwy apchs rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E.(9-26)FLD:1152' (1649'MSL) lgtd twr being erected 10.5 n mi SSE(169°T) at lat 38-34-08, long. 90-19-51. [illegible] (8-30). 311'(1000'MSL) lgtd twr being erected 5 n mi SSW(206°T) at lat 38-40-36), long. 90-24-09. (7-19)

ST LOUIS-PARKS METROPOLITAN - SPECIAL NOTICE: Aero_batic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)

ST LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

ST LOUIS-SMARTT FLD: Following rnwys open to opern: 18R, 36L, 13R, & 31L. White "X" painted on clsd rnwys where tests conducted. (11-4)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markders. (11-12)

VICHY-RADIO: About Dec 2, VOR will be shut down until approx Jan 15, 1958 - conversion to VORTAC. Durg this period the following MEAs can be utilized: V14 SGF VOR to *Conway, Mo. Int. 2500'(*MRA 4700 to rcv intsxn); Conway, Mo. Int. to Int. CBI R155 and SGF R051 (Vichy Temp Int.) 7800'; Vichy Temp Int. to STL VOR 4800'. When SW or NE bnd on STL VOR R229 or SGF R051 climb should be made to 7800' prior to crossing CMI R155 in order intsxn can be rcvd. V174, V14S Int. CMI R155 and TOY R241 (Vichy Temp. Int.) to Meramec, Mo. Int. 9000'; Meramec, Mo. Int. to TOY VOR 2200'. Direct Routes -SGF VOR to VIH H fac 2600'; VIH H fac to STL VOR 2200'; VIH H fac to TOY VOR 2200'.(11-18)

MONTANA: **BILLINGS-LOGAN FLD: Name change. Formerly carried as Billings Mun Arpt. Rnwy 7-25 discontd as rnwy. Used as taxiway and ramp area during const of new admin bldg. Ramp area and section of E/W taxiway immediately N of present admin bldg perm clsd. (4-8) Configuration "A" apch lgt system on rnwy 9 cmsnd. Do not land short of threshhold lgts. (7-23)

BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000';90°-145°, 30 n mi at 12,000';145°-185°, 40 n mi at 12,000';185°-250°, 40 n mi at 11,000';250-340°, 40 n mi at 9000';340°-10°, 30 n mi at 11,000'. (7-23)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi, 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

**GREAT FALLS INTNL ARPT: Formerly carried as Great Falls Mun. F5 fuel avail.(5-15) Rnwy 2-20 open entire length. Redesignated 3-21. (11-13)

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

MONTANA: LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME & VOR coverage 320°-15°, 17 n mi at 11,000';15°-85°, 43 n mi at 9000';85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000;230°-250°, 35 n mi at 10,000';250°-280°, 35 n mi at 11,000'.(6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000';70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

**ST. IGNATIUS ARPT: Rnwy lgts abandoned (9-11)

WHITEHALL-RADIO: DME and VOR coverage 330°- 360°, 26 n mi at 10,500';360°-47°, 26 N mi at 11,000';47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.(6-23)

NEBRASKA: **AINSWORTH ARPT: NE/SW taxi strip closed. (3-2)

BURNING-STATE ARPT: NE/SW taxiway closed.

CENTRAL CITY-SILVER T ARPT: Two 349'(2049'MSL) lgtd twrs being erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E(100°T) at lat 41-12-31, long. 96-54-57. (9-3)

HAY SPRINGS ARPT: 583'(4578'MSL) lgtd twr being erected 2.1 n mi S(180°T) at lat 42-38-25, long. 102-42-04. (11-11)

LINCOLN-RADIO: About Dec 9, ILS will be shut down until approx Dec 16. (11-15)

NORTH PLATTE-RADIO: Dec 2, VOR will be shut down until approx Feb 16, 1958 - conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V6 SNY VOR to *Int. R077 SNY and IML R335 (Ogallala Temp. Int.), 10,000' *(Descent to 6100' authorized after passing Int. W-bound). Ogallala Temp Int. to Int. R077 SNY and IML R035 (North Platte Temp. Int.), 10,000'; North Platte Temp. Int. to GRI VOR, 10,000'. V148 IML VOR to *Int. R035 IML and R077 SNY (North Platte Temp. Int.), 10,000'; *(Descent to 4500' authorized after passing Int. SW bound. Direct Routes: SNY VOR - LBF LFR, 6100';LBF LFR - GRI VOR, 4800'; IML VOR - LBF LFR, 4500'; SUX VOR - LBF LFR, 10,000'.

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern. (9-11)

ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6)Ben inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000".

BATTLE MOUNTAIN ARPT, 35, SFO-SLC: Unlgtd oil derrick 60' high 1/2 mi from end rnwy 12 on right side of apch lane. (9-5)

**BEATTY ARPT, 20, RIV-TDL: Elev: 3170'.

BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used. (10-29)

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of La Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'.(11-6)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 13,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000';240°-05°, 35 n mi at 12,000'.

NEVADA: MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-74°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbnd bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel Concord, CApital 5-6611 ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel (CApital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: ★ATLANTIC CITY NAS-RADIO: Navy H fac freq changed from 532 kc to 516 kc.

BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11)

BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extn suspended. (10-11)

**BURLINGTON AIRPARK: Abandoned. (8-1)

CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA. (6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)

FLORENCE ARPT: Clsd. (8-1)

MILLVILLE ARPT: Non-military glider operns wk-ends and holidays. Engine testing by acft parked N end rnwy 18 day and ngt. (1-16) Trenching paralleling portions N/S NW/SE rnwys in sod area - mrkd. Use rnwys. Taxiways thru trench area clsd - marked. (8-6)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LFR, vcnty New York Metropolitan Area.

NEWARK RADIO: LFR has strong multiples 3 to 4° SW of SE crs. Lgt multiples other courses.

NEWARK ARPT: MILITARY: Clsd to mil acft except on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45 and C-47 type acft based at Newark Arpt. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Const taxiway B from Taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway and E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men and equip on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A serving rnwy 22 will be cmsnd. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 marked days and lowered ngts. (1-25)

READINGTON-SOLBERG-HUNTERDON ARPT: Sod area clsd - use paved areas only.

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only.

NEW JERSEY: Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndg. Rnwy 14-32 avail ngts only on special req. Equip on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) Helicopter lndg area now lctd on hard stand approx 500' N of control twr and 50' E of W taxiway. Unlgtd. (10-4)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

★TRENTON-MERCER CO. ARPT-TOWER: Hrs of opern: 0830-2300; Sat and Sun 0830-2200. FLD: Acft using rnwy 24 on take-off cont straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

TUCKERTON-MATHIS ARPT: Clsd. (8-1)

**VINELAND-RUDY'S ARPT: New arpt. Lat 39-33, long. 75-04; lctd: 5 NW; elev: 80; 1 strip E/W, 2400' x 200', turf; no fuel; major and minor repairs; E blkd; type "L".

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (2-11)

NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndg. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000. Coverage in Mexico not checked.

**DEMING ARPT: Rnwy 17-35 clsd. Rnwy 8L-26R lgtd sunset-sunrise. (11-20)

FARMINGTON ARPT: Rnwy 6-24 rul at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS-RADIO: VOR a has moderate to severe scalloping all courses beyond 35 n mi. Sept 19, VOR shut down until approx Dec 6 - modernization and relctn. During this period the following arwys will be affected: V60 OTO-LVS and V190 SAF LVS usable. Substitute LVS LFR for VOR. V19 and V19E LVS-RTN, V60 LVS-Conchas Dam and V190 LVS-DHT unusable. (11-23)

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)

TAOS-ZIA ARPT: Fuel unavail until April 15, 1958. (10-8)

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME CO ARPT-TOWER: Roughness vcnty MM. (10-19) FLD: Const equip and men adj to and on W ramp daily during hangar const program. (10-4) Const in progress in transient and freight ramp areas and adj taxiways - caution. (5-9) VORTAC.

BUFFALO-RADIO: About Jan 7, VOR/DME will be shut down until a pprox Jan 28-Conversion to

BUFFALO ARPT-TOWER: ILS lndg mins striaght in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9)

**COHOES-LOUDON ARPT: New fld. Type P. Lat 42-48, long. 73-43. Lctn: 1 mi NW. Elev: 280'. No. of rnwys 2. Lngst rnwy and facs: 22-S5. Fuel: 80. Rems: P-line S, W. Ditch N.

DE LANCEY-RADIO: Oct 3, VOR monitor category temp changed to (3), class VORW.

**DEPEW-BUFFALO SKY HARBOR ARPT: Abandoned. (9-6)

DOLGEVILLE ARPT: Clsd. (12-31)

DUNKIRK ARPT: Caution - men and equip all rnwys 0800-1600 Mon-Fri. (5-27)

NEW YORK: EAST AURORA-PRONER ARPT: Reported abandoned. (9-6)

**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5) 2 rnwys avail. (9-12)

GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)

HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)

★HEMPSTEAD-RADIO: LFR voice call: "Hempstead Radio". (11-21)

HUGUENOT-RADIO: VOR coverage restricted to 18n mi 210°-230° at MOCA. VOR monitor. category temp (3). About Jan 13, VOR will be shut down-conversion to VORTAC.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 π mi; 75°-50°, 26 n mi at MOCA. (6-14) About Nov 25, DME will be shut down until approx Dec 16-modification and VOR freq change from 117.2 mc to 115.9 mc and conversion to VORTAC. (10-25)

ITHACA-TOMPKINS ARPT: Arpt clsd to all but rdo equipped acft. Rnwy 1-19 clsd to all tfc. Rnwy 14-32, men and equipment along side and on rnwy Mon thru Sat between 0800-1700. Acft to ctc MOH 129.7-130.0 mc or ELM twr or ELM rdo for lndg instructions.

JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project. Arpt open for lgt plane activity during daylgr hrs only. Lgt acft use rnwy 12-30-length 2700'.

LAKE PLACID: Not a seaplane base-no facilities avail. Facilities for landplane avail at Lake Placid Arpt. (7-22)

MASSENA-RADIO: Sept. 19, J fac temp converted to BMH indef. Freq: 242. kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (10-24)

MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'. (8-29)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat, within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.

NEW YORK INTNL(IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1 acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR-holding E one min left turn pattern, Lido rng in lieu of Long Beach and Scotland rdo bcn. (10-17)

NEW YORK INTNL(IDLEWILD)ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230°-055°, 2000' at 40 n mi. (9-9) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type motorless and jet propelled acft. Clsd to mil acft xcpt on ofl bus. or flag rank or higher. Caution-use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes & hvy truck operns within arpt bndry-mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. National standard centerline apch lgtg system, configuration "A", 3000' long, serving rnwy 22 cmsnd. Existing sequence flasher installation serving rnwy 4 extended so that installation is now 2300' long, ending 700' from rnwy end. (6-10) Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L, and 13L-31R. (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft enroute to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR-holding SE one min. left turn pattern in lieu of the Oradell Holding Pattern. (9-27) VOR receiver check point signal 108.6 mc shut down. (11-5)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with LaGuardia apch ctl on 119.9 mc

** regardless of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Caution - use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13 & 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9-flagged by day & lgtd at ngt. (7-30) High intensity left lane and 3600' left lane neon apch lgt system serving rnwy 4 decmsnd. Standard 3000' high intensity center line configuration A apch system serving rnwy 4 cmsnd. (10-3) Avail. at all intensities. (11-14)

**NEW YORK-STATEN ISLAND ARPT: N/S rnwy perm clsd. No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution-ship tfc in area. (9-27)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and /or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: Soon, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB & Oneida Co. Arpt.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp and portions of taxiway serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879'MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities available. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

UPPER ST. REGIS LAKE: No seaplane facilities available. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

★UTICA-ONEIDA CO ARPT-TOWER: Nov 19, CAA ctl twr cmsnd. Trans freq: 332kc; 118.1 121.5, 243.0, 257.8 mc. Rcvg freq: 3023.5 kc, 122.5, 118.1, 121.5, 243.0, 257.8 mc. Freq 121.9 mc for ctl gnd tfc. Will trans on ILS voice 109.3 mc. Class: C(g). Voice call: "UTICA TOWER". (11-19)

NEW YORK: WATERTOWN-RADIO: Nov 12 - VOR/DME shut down until approx Nov. 29 - modification and freq change from 116.1 mc to 108.6 mc. J fac temp converted to BMH freq 224 kc, ident ART. Lat 43-59-22, long. 76-01-12. To be returned to J fac on completion of VOR modification. (11-21)
WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes. (10-25)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flight-checked. (6-10)
WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" clsd. (10-21)
WURTSBORO-MAMKATING ARPT: Glider and soaring operns being conducted during daylight hours within a 10 mi radius fo arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.
ELIZABETH CITY-RADIO: VOR/DME operg test basis - relctd to lat 36-15-27, long. 76-10-33. (9-25)
★FAYETTEVILLE-ARPT-TOWER: Nov 11, CAA control tower commissioned. Freqs: 118.3, 121.5, 257.8 mc. Rcvg 118.3, 121.5, 257.8, 122.5 mc; 3023.5 kc. Freq 121.7 mc for ctl gnd tfc. Class: C(g). Oper. cont. (11-22)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)
**KINSTON-STALLINGS FLD: Formerly carried as Stallings Air Base. (10-2)
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)
LUMBERTON-RADIO: About Dec 1, ATCS will be relctd to Fayetteville, N. C. Combined Stn/Twr. (11-4)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL, V3 RDU-LBT H fac 3300' MSL, V3W RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (11-5)
★RALEIGH-DURHAM ARPT-TOWER: Delete ILS BC restriction. (11-12) FLD: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested.
RICH SQUARE ARPT: New arpt reported: 36-15N, 77-17W; elev 78'; 1 strip, turf, 2900', NW/SE; no facs; P-line NW. (10-7)
**SALISBURY ARPT: Unicom 122.8 mc cmsnd. Arpt clsd for const xcpt with prior approval during daylight hours by use of Unicom. (9-12)
WILMINGTON-RADIO: VOR quad 65° to 235° flight-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)
WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)
NORTH DAKOTA: DICKINSON-RADIO: October 29, VOR/DME shut down until approx Dec 13 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: Direct Routes: MLS VOR to BIS VOR, 10,000'; MLS VOR to DIK LF rng, 4500'; DIK LF rng to BIS VOR, 4100'.
FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.
FARGO-HECTOR FLD-RADIO: October 7, ILS glide slope and MM will be inop until approx Dec 14 - relctn. (10-7)
**FARGO-HECTOR FLD: Longest rnwy 7150' x 150'. (9-27) Apch lgt system withdrawn.(11-2)
MINOT INTN'L ARPT: 1053'(3123'MSL) lgtd twr being erected 12.1 n mi S(191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440'(2200'MSL) lgtd twr being erected 2 n mi SSW

NORTH DAKOTA: (222°T) at lat 48-12-56, long. 101-19-05. (8-15)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 - perm U. S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' during daylight hours VFR conditions only. (11-28)
★APPLETON-RADIO: Trans and rcvs 243.0 mc. (11-13)
**BEACH CITY-AMES ARPT: New arpt. Type "P"; lat 40-39, long. 81-34; lctd 1 mi E; RR W; elev 1000'; 1 rnwy 1800 x 125' - turf; 80/87 octane fuel. (4-21)
CANTON-MARTIN ARPT: Clsd. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 octane gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (9-26) About Dec 6, ASR-3 will be
** shut down until approx Dec 20 - modernization. (11-14) FLD: 2 way rdo capable communicating Cleveland Twr in satisfactory manner mandatory. Rnwy 14-32 restricted to NW tk-offs & SE lndgs. Elevated lgts 30" high installed all taxiways and rnwys 18R-36L. Taxi signs now installed all taxiways. W taxiway reads letter R, NW taxiway reads S, N taxiway reads T. Rnwy 9L-27R open & normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Const of N concourse completed. (11-1) About Nov 30, left hand neon and flash blaze apch lgt systems serving rnwy 5L will be decmsnd. Simultaneously standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5L will be cmsnd. (11-7)
**COLUMBUS-SPECIAL NOTICE: During daylight hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 & proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include : (1) Rolls in excess of 90° of level flight; (2) dives in excess of 5,000'/ min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)
★COLUMBUS RADIO: Trans and rcvs 243.0 mc. (11-13)
COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const. E/W rnwy clsd. Hvy equip. crossing rnwys. Lgts on wind indicator inop. (11-19)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

OHIO: ★COLUMBUS-PORT COLUMBUS ARPT-TOWER: Nov 4, radar departure control
** implemented. (10-1) FLD: Due non-visibility twr unable ctl tfc on E taxi strip between hangars 1 and 4. Excavation 2' deep 150' wide in extension N taxiway between 6500'-8000' mark. Men and equip working 0700-1700E daily. Men and equip also working 30' N of rnwy 12-30 0730-1600E. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 and 18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "1" approx 75' N of intsxn with rnwy 12-30. 2900' hi-intensity centerline apch lgtg system, configuration "A" serving rnwy 27 cmsnd. (11-19)

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON ARPT-TOWER: Nov 25, ILS glide slope, MM and LMM will be shut down until approx Dec 24 - relctn and conversion, acct extension rnwy 6. Glide slope will be relctd 1050' NE of SW end extended rnwy and 400' NW centerline. MM and LMM will be relctd centerline 3540' SW of SW end extended rnwy. Glide slope angle will be 2.6°. Alt over MM 1210'MSL; over OM 2040'MSL. FLD: Caution when apchg arpt as fluorescent street lgtf paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26) Rnwy 6-24 being extended 1000' SW end and 500' NE end; l total length to be 7000'. Soon, neon apch lgt lane to be shut down for approx 30 days for relctn to rnwy 6 and conversion to standard 3000' hi-intensity centerline configuration A apch lgt system. (9-30)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°, below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

**FREEMONT-SLAGER AIRPARK: Perm clsd. (9-26)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13) May 10, VOR monitor category temp changed to (3). (5-10)

LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet.

MANSFIELD-RADIO: VOR out of tolerance from 3 - 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT:Use hard surface rnwy only;holes on each side of all hard surfaces.Clsd ngts.

MT. VERNON-WYNKOOP ARPT: Caution - paved automobile race strip 1/2 mi NW, unsafe for acft opern. (11-22)

MIDDLETOWN-RADIO: June 6, H fac operg test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

NORWALK AIRPARK: Abandoned. (4-26)

PAINESVILLE-CONCORD AIRPARK: New arpt. Type "P", lat 41-39, long. 81-12, lctd: 4 SE; elev: 1020'; 2 rnwys; longest rnwy & facs: 24-S3; 80/87 oct fuel; rmks: E blkd; p-line S.

PORT CLINTON ARPT: Const men and equip on fld.N end N/S rnwy unusable. Ctc fld unicom for conditions prior lndg. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)

PORTSMOUTH-RAVEN ROCK ARPT: Abandoned. (9-9)

PORTSMOUTH-SCIOTO CO. ARPT: New arpt. Type "P". Lat 38-50, long. 82-51; lctd 11 NE elev: 664'; 1 rnwy - 4200 x 100' - hard surfaced. BL4; no fuel. (10-26)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton unicom for fld conditions. (7-16)

SANDUSKY-GRIFFING ARPT: Formerly carried as Sandusky Arpt. (4-21)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT: Paved extns each end rnwy 7-24 completed but not yet opened. Const rnwy lgt extension areas. Threshold lgts temp placed on rnwy to provide 5200' usable rnwy. Taxiways serving extensions not yet opened. Do not lnd short of threshold lgts.

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) Abotu Dec 2, VOR/DME will be shut down until approx Dec 23, - conversion to B VORTAC. (11-8) During this period, arwy structure changes listed on page 9.

WELLSTON-WINTERS ARPT: New arpt. Type "P"; lat 39-06, long. 82-34; lctd 1 mi SW; elev: 720'; 1 rnwy -2000'x175'; storage and 80 oct fuel. (5-16)

OHIO: WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: Nov 18, VOR/DME shut down until approx Dec 6 - modification. During shutdown, following routings will apply: V43 between YNG VOR and Linesville VHF Int replaced by YNG LFR direct ERI VOR, MEA 2500'. V43 between YNG VOR and Marchand VHF Int replaced by YNG LFR direct Tiverton VOR, MEA 3000'. V6-V1510 between Chagrin Falls VHF Int-YNG VOR-KNOX VHF Int replaced by G3, MEA published. V72 between YNG VOR and Titusville VHF Int no replacements, MEA none. V30 between YNG VOR and EOW VAR replaced by YNG LFR-R57 AKR-R19-EOW, MEA published. V41 between YNG VOR and Palestine VHF Int replaced by YNG LFR S crs and the PIT VOR 331° radial, MEA 3000'. V10 between YNG VOR and North Perry VHF Int replaced by YNG LFR direct Perry rdo bcn direct North Perry, MEA 2500'. The following VHF Ints will be unusable during shutdown period: Hadley, Mercer, Atwater, Fairlawn, Ravenna, Sebring, and Power Point. (11-18)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000'MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

★ZANESVILLE-RADIO: Nov 20, VOR cmsnd. Freq: 111.4 mc. Ident: ZZV. Lctd: lat 39-56-28, long. 81-53-28. Mag var.: 2°W. Elev: 899'MSL. Monitor category (1). Class: BVOR.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BEAVER CITY ARPT: Clsd due men and equip on fld and rnwys unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and aprt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)1

GAGE-RADIO: About Dec 17, VOR will be shut down until approx Mar 1, 1958 - conversion to VORTAC. (9-23) During shutdown VOR flgts will be authorized to utilize LFR fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG) 11,000'. (11-21)

GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

GUYMON ARPT: Caution - equip on fld. (6-14)

**IDABEL ARPT: Unattended. No fuel or services avail. (9-10)

McALESTER-RADIO: Soon VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23) During this period V63 MLC-Bunch Int unusable. (11-21)

MOORE-SOUTHSIDE ARPT: Drilling rig loct 210' E of centerline of rnwy and 20' N of S end of rnwy - use entreme caution. (3-11)

MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16) Bcn inop.

MORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men and equip on fld.

OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)

OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429'MSL) water tank being constructed W side of fld (lat 35-24-04, long. 97-36-58). Mrkd and lgtd. (9-13)

OKMULGEE-RADIO: About Nov 29, VOR will be cmsnd. Freq: 108.2 mc. Ident: OKM. Lctd lat 35-41-30, long. 95-52-00. Class: VORW. (11-14)

PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd for drag racing. Use N/S rnwy. (10-21)

PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn mrkd and lgtd. (8-1)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800'MSL. (5-20) About Dec 2, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-28) During dhutdown flights authorized to utilize LFR fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted xcpt bearings from LFR to following intsxns: Adair Int 054°. Pryor Int. 081°, Wagoner Int 110°, Mazie Int 110°, Shell Lake Int 247°, Sand Springs Int. 225°, Mounds Int 194°, Sapulpa Int, 211°, Drumright Int, 233°, Yale Int 250°, College Int 041°. MEA for VOR equipped acft V14 7500'. MEA for V74 7500'. (10-3)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-off to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L daylgt hrs only.

[redacted]: TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000'x 60'. Caution on Suns - drag racing. Racing held up while acft in tfc pat. (9-25)

[redacted]: ALBANY ARPT: NE/SW rnwy clsd. Fld clsd to ngt operns due hi-way const and hvy equip. on fld. Caution daylgt hrs. (9-10)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000';125° lmtd 31 n mi usable dist at 9000';alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEAVERTON-BERNARD ARPT: Road const N end of rnwy. Hvy equip. in motion. (11-6)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

✱EUGENE MAHLON SWEET ARPT-RADIO: ILS glide slope lctd 2200' from N end rnwy 16.

**EUGENE-MAHLON-SWEET ARPT: Const completed. Rnwy 16-34 extended to 5500'.Power poles 30' high, 1400' N rnwy 16. Obstn lgtd. Numbers and center markings not painted on rnwy 16-34. No warm-up apron at N end of taxiway to N end rnwy 16-34. Soft shoulders at ends and both sides rnwy 16-34. (11-6)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORT ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pat when arpt tfc is NW or W, left pat when arpt tfc is SE or E. (4-16)

**MEMALOOSE USFS ARPT: Fld elev 6790'. (12-56)

NEWBERG-RADIO: VOR figt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island,usable dist 26 n mi at 3000'. (9-26)

NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'.

NORTH BEND-RADIO: VOR figt-checked for en route use only at min terrain clearance alts on the 21°,86°,114°,161° and 343°radials. Usable dist lmtd in the signal shadow areas imposed by intervening high terrain. Oct 8, VOR shut down - modernization. Durg shutdown the MEA on V27 between Crescent City and Newport is 13,000';The MEA on V121 between North Bend and Eugene is 9000'. North Bend Int.(ONP 163° mag EUG 201° mag) is designated as a compulsory reporting point. Tiller and Cottage Grove Ints are unusable. (11-7)

PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)

**PILOT ROCK-ELDRIDGE ARPT: Perm clsd. (9-27)

PORTLAND INTN'L ARPT: Rnwy 7-25 clsd const on E end. 110' lgtd pile driver in area. (7-20) Temp twr 146' high lctd 1500' N centerline mid position rnwy 10-28. Lgtd - not day mrkd. (1-29)

**PORTLAND-SEAPLANE BASE: Closed. (9-30)

PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Figt-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500';80°-110°, 32 n mi at 9000';228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000'; 352°-354°, 35 n mi at 7500'. (10-28)

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip. on fld. (5-2)

SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy; 3200' gravel; rmks-Caution-fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES-RADIO: About Dec 15, VOR will be shut down until approx Apr 15, 1958 - conversion to VORTAC. Following V arwys unusable durg IFR: V112 PDX-PDT, V182 PDX BKE, V25 YKM-RDM, V25E YKM-DLS. (11-8)

[redacted]: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA.(6-14) DME coverage 290°-330°, 35 n mi at 4000';330°-055°,26 n mi at 4000'. Soon, DME will be shut down for approx two days - modernization. (10-8)

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

[redacted]: ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19)

BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip. on fld. (9-17)

**BEAVER FALLS-PATTERSON HEIGHTS ARPT: Perm clsd. (10-17)

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous.

BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry-lat 40-01-00;S -lat 39-59-30; E -long.77-47-00; W-long.77-49-00.

DOWNINGTON ARPT: New arpt reported: 39-58N, 75-43W; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; S2 facs; F1 fuel. (9-27)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT-TOWER: About Dec 17, CAA ctl twr will be cmsnd. Trans: 278 kc 124.1, 121.5, 243.0. Rcvs 3023.5 kc;122.5. Trans and rcvs 121.9 for ctl mobile gnd tfc. Class: C(g). (11-21) FLD: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)

**FAIRVIEW-ERIE CO. ARPT: Permanently clsd. (11-13)

FREEPORT-McVILLE ARPT: New arpt reported. Lctd 7 mi NE. Lat 40-44, long. 79-36; 2 strips, turf, N/S 1550', E/W 1500'; 80-87 oct fuel avail. (11-14)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

LEESPORT-MARELLO ARPT: Closed. (11-1)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

NEW LONDON ARPT: New arpt reported. 39-47N, 75-53W; lctd 1/4 mi NW; 1 rnwy - 2550'; S5 facs; F1 fuel. (9-20)

PHILADELPHIA INTERNATIONAL ARPT-SPECIAL NOTICE: Jet penetration JA-JAL - 320 ADF via Newcastle OM suspended due shutdown Philadelphia Radar. Jet tfc operg on IFR figt plans lndg this arpt proceed from Newcastle OM to arpt under VFR conditions or lnd Newcastle Arpt.(9-30)

✱PHILADELPHIA INTL ARPT-TOWER: VHF/DF cmsnd. Freq:118.5,119.0,121.5,121.7,122.5, 126.18, 142.74 mc. Coverage at 40 mi from stn 10° clockwise to 50°, 2000'; 50°-130°, 1800'; 130°-170°, 2000'; 170°-260°, 1800'; 260°-300°, 2000'; 300°-10°, 2500'. Figt-checked Nov 7. (11-15) About Dec 6, freq 257.8 will be decmsnd and trans & rcvr 338.2, 307.2 will be cmsnd. (11-22) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 & 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 & 9 - flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 & 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail, load & unload stops at Pier C only avail for 3 min. Acft requiring customs serv use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Exten const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp & rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men & equip. on fld daily. (9-13) 1116(1364' MSL) lgtd twr being erected 11 n mi WSW(257°T) at lat 40-02-38, long. 75-14-26. (9-13)

PHILIPSBURG-RADIO: About Dec 15, TACAN will be cmsnd.

PHILIPSBURG ARPT: Const completed. Rnwy 6-24 open hard surface, 5000' x 100'. (11-13)

PENNSYLVANIA: PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long 78-15; 1 strip, shale, E/W, 3650'. Fuel avail. (11-14)

✱PITTSBURGH-AIR ROUTE TRAFFIC CONTROL CENTER: Nov 20, trans and rcvr 119.2 mc cmsnd.

**PITTSBURGH-ALLEGHENY CO. ARPT: Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for night operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15) 842'(2042'MSL) lgtd twr erected 7.5 n mi NW(336°T) at lat 40-27-47, long. 80-00-17. (7-17)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi. (9-11) About Dec 1, radar departure control will be implemented 0800-2400. Short clearance limits will be utilized as follows: Ford, Scottdale, Millsboro, Old Concord and Palestine Ints., Wheeling and Bergholz rdo bcns and Ellwood City VOR. 7000'MSL max alt. **FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in** progress in area bounded by taxiway, the E parking apron and the taxiway between them.

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3 facs: F1 fuel. (9-20)

PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

READING-GENERAL SPAATZ FLD-TOWER: About Nov 25, ILS LOM freq 230 kc will be chgd to 251 kc. (10-8) Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**SHIPPENVILLE-RHEA ARPT: Name change. Formerly carried under Clarion. (11-19)

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

SOMERSET-COUNTY ARPT: Clsd. Men & equip. on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down. (10-17)

**WASHINGTON ARPT: E/W rnwy, hard surfaced, 3000' long, 75' wide, open for use. Use hard surface only. Shoulders soft. NE/SW rnwy clsd. (10-25)

WEST CHESTER-RADIO: October 7, VOR/DME shut down until approx Dec 22 - modification and freq change from 112.3 to 108.6 mc. (11-22)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANNA ARPT: New arpt reported. Lat 41-13, long 77-05; lctd 3.5 mi W; elev 538'; one strip, sod, 2500'; Major repairs & F2 fuel avail.

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: 40-48N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: **NARRAGANSETT BAY-SPECIAL NOTICE: Effect. 0001 EST, Nov 21, 1957, Warning Area W-105 revised as follows: Beginning at lat 40-40-00, long. 72-30-00; to lat 40-41-30, long. 72-07-00; to lat 41-09-30, long. 70-13-00; to lat 39-52-00, long. 69-34-00; to lat 39-52-00, long. 71-01-30; to lat 39-07-00, long. 71-53-00; to lat 39-34-00, long. 72-30-00; thence to point of beginning. Controlling Agency: Commander 4735th Air Defense Group, Otis AFB, Mass. (9-13)

PROVIDENCE-RADIO: Nov 15, VOR operg test-basis. Freq: 110.2 mc. Ident: PVD. Lctd lat 41-43-27, long. 71-25-40. Class: VORW. (11-15)

PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

RHODE ISLAND: **WOONSOCKETT ARPT: Formerly Personal Use Arpt. Type "P"; lat 71-28, long. 42-01; lctd 2 mi E; elev 400'; lngst rnwy & facs: 19-S5; F2 fuel; E, NE, S blkd. P-line N. Caution - ruf.

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is located at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR/DME shut down. Durg shutdown the following temp flight opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 North Int CHS-LFR 5000'; Jamestown Int FLO 183, MYR 236; Lake Mountrie Int FLO 198, MYR-247; Holly Hill Int CAE 138, ALD 075 Flag MRA 2000, St. George Int ALD 81, CAE 144 Flag MRA 2000. Following Intsxns unusable: Bull Point, Isle of Palms Tybee and Azalea. (10-21)

CHARLESTON AFB/MUN ARPT-TOWER: ILS and LMM will be shut down - relctn. (8-2) ILS lclzr back course unusable. (9-6) FLD: Men & equip installing taxiway lgtg in close proximity to all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods durg const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) Rnwy 15-33 clsd until approx Dec 10. Rnwy 3-21 will remain open durg this period. (11-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

DARLINGTON ARPT: Drag racing on taxi strip in front of hangar from 1300E until dark each Sat. Rnwys not affected. (10-8)

FLORENCE-RADIO: VOR radials 225° thru 265° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flight-checked. (10-9)

SUMTER ARPT: NW/SE rnwy (3600') clsd due const. (6-25)

✱SUMTER-SHAW AFB-RADIO: Nov 14, RAPCON cmsnd as conventional non-radar fac. Tr and rcvs: 121.5, 126.18, 137.88, 243.0, 270.6, 363.8 mc. (11-13)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

**CLARK ARPT: Perm clsd. (11-6)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-RADIO: About Dec 3, LF rng will be shut down until approx Dec 13. (11-21)

RAPID CITY ARPT: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-RADIO: Nov 18, VOR shut down until approx January 2, 1958 - conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V15 HON VOR - Int. HON R115 and SUX R335(Sioux Falls Temp Int.), 7000'; Sioux Falls Temp. Int. - SUX VOR, 7000'. V181 ATY VOR - Oakwood, S. Dak. Int., 3000'; Oakwood, S. Dak. Int. - Int. ATY R160 and HON R115 (FSD Temp. Int.), 7000'; V80 RWF VOR - Int. RWF R228 and SUX R335 (Sioux Falls Temp Int.), 7000'. Direct Routes: HON VOR - FSD LFR, 3000'; FSD LFR - SUX VOR, 3000'; FSD LFR - RWF VOR, 3000'; ATY VOR - FSD LFR, 3000'.

SIOUS FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

WATERTOWN ARPT: 310'(2209'MSL) lgtd twr being erected 27.8 n mi WSW(265°T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flight on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flight identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350'W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

TENNESSEE: CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

DYERSBURG-RADIO: About Dec 1, VOR will be shut down until approx March 1, 1958. conversion to Vortac. Durg this period H fac may be substituted and the following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH to Milan Int. as charted, Milan Int. to McEwen Int. 7000';V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints. (10-15)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: VHF/DF shut down. (9-26) ILS glide slope operg test basis only. (10-22) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

✱MEMPHIS ARPT-TOWER: Nov 21, VHF/DF cmsnd. Freqs: 118.3, 119.1, 119.7, 120.3, 121.5, 122.1, 122.5, 126.18, 126.7, 132.0, 135.9 mcs. (11-21) FLD:Caution - men and equip. on fld.(5-9) 200'(474'MSL) lgtd twr being erected 5.3 mi ENE(78°T) at lat 35-04-31, long. 89-52-37.

MORRISTOWN-MURRELL ARPT: 263'(1552'MSL) lgtd twr being erected 4 n mi NE(63°T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 180°-270°, 35 n mi at MEA. (10-14) Due to limited coverage VOR courses, use of temp MEAs and routing as follows: V-16 GHM VOR to BNA LFR via GHM 066° MEA 3000'; V-16 BNA LFR direct Smithville VHF Int via CSV 284° MEA 3500'; V-16 Smithville Int to CSV VOR via CSV 284° MEA 5000'. V-140 DYR VOR to McEwen Int via DYR 083° MEA 5000'; V-140 McEwen Int to BNA VOR via BNA 266° MEA 3500'; Min hold alt at McEwen 3500'; V-140 BNA VOR to Hartsville Int via BNA 056° MEA 3500'; V-140 Hartsville Int to Highway Int via BNA 056° MEA 7000'. V-7 BNA LFR to Lewisburg Int MEA 3000'. V-16 BNA VOR via GHM 067° MEA 3000'; V-16 BNA VOR to CSV VOR via CSV 282° MEA 5000'. (11-9)

NASHVILLE-BERRY ARPT-TOWER: About Dec 19, twr freq 118.1 mc will be changed to
** 123.7 mc. (11-19)FLD: Taxiway between ends of rnwy 9 and 15 clsd for an indefinite period. Rnwy 2R-20L clsd to all tfc as a rnwy - use as a taxiway. (12-28)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400' MSL. Will be mrkd & lgtd. (9-25)

TEXAS: AUSTIN-MUELLER ARPT: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

**ABILENE-HUGHES ARPT: Perm clsd. (10-15)

ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Rnwy lgts inop. (10-22)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27)FLD: Neon apch lgt system removed due const. (6-24) 834'(4295'MSL)
** lgtd twr being erected 8.8 n mi WNW(308°T) at lat 35-18-55, long. 101-50-03.(10-31)465' (4044'MSL) lgtd twr erected 9.5 n mi WNW(296°T) at lat 35-17-33, long. 101-50-48 hgt. being increased to 722'AGL(4295'MSL). (11-14)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: About Jan 6, apch control will implement radar arrival control procedures. Radar separation standard will be applied as specified in the MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to the following fixes: Round Rock, Butler, Bergstrom, Manchaca, Oak Hill, Lake Travis, Austin VOR, Austin H fac, Bergstrom H fac and Austin ILS LOM. (11-21)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13) Const with men & equip. in clear zone NW of arpt and apch end rnwy 11.

BIG SPRING - SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated

TEXAS: ON Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

**BROWNFIELD-TERRY CO ARPT: Name change. Formerly carried as Municipal. (10-17)

BROWNSVILLE-RADIO: Nov. 14, VOR shut down until approx Jan 13, 1958 -modernization.

**BROWNWOOD ARPT: 549'(2049'MSL) lgtd twr erected 4.8 n mi SSW(214°T) at lat 31-43-33, long 90-00-45. (5-3)

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000';95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600';135°-165°, 35 n mi at 2000'. (2-6)

**DALHART-RITA BLANCA ARPT: Name change. Formerly carried as Ingram. (4-19)

**DALLARDSVILLE-BIG SANDY ARPT: No facilities. Emerg use only. Land at own risk.(9-19)

DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°-345° out of tolerance - severe scalloping. (11-19)

DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; Elev 644'; rnwys, 2, longest 4500' asphalt surface; Fuel F4; Facs S-5; Lighting BL4; Attended 24 hrs. (9-8)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250'NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions. (11-14)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness. Single point JP-4 plus gas turbine compressor starting equip avail.

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: Nov 1, RAPCON operg test basis. Trans & rcvg: 118.1, 118.7, 119.1, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236, 6, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Trans only: 114.5; rcvg only: 122.7, 3023.5kc IFF operg but not cmsnd.

FALFURRIAS-BROOKS CO. ARPT: 268'(298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)

FORT STOCKTON-RADIO: Nov 22, VOR shut down until approx Feb 22, 1958 - conversion to VORTAC. (11-21) Durg shutdown, following arwys unusable: V198 Rock Springs to Hudspeth; V211 Rocksprings to Ft. Stockton; V222 Junction to Culberson. (11-6)

✱FT.WORTH-CARTER FLD-TOWER: About Nov 24, ASR will be shut down until approx Dec 5 - modernization. (10-30) Nov 14, trans & rcvr 120.7 mc chgd to 118.9 mc. Freq 123.9 mc cmsnd. (11-14) FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Equip is 19' high, flagged days & lgtd ngts. Rnwy will be clsd to NW lndgs periodically when equip is adj to rnwy end. (9-12)

FT WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Dec. 13. (11-5)

FT. WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed. (7-13)

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr erected 5 n mi SW(225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radial 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authrized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints. remain using above temp radials and charted ELA

TEXAS: VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial.

HOUSTON-CLOVER ARPT: Caution on lndg and take-off. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

**HOUSTON-INTNL ARPT: Tetrahedron replaced by lgtd wind sock-lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-offs to E only, no lndgs. (3-11) Old apch lgt system changed to new centerline system, configuration A to rnwy 3. Flight checked and opern normal. (9-12)

**HOUSTON-LINDA SUE ARPT: Abandoned. No facs. Fld dangerous. (10-24)

JEFFERSON-CYPRESS RIVER ARPT: Rough-use extreme caution.(4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explositions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)

LAMESA-ADCOCK ARPT: New arpt reported. 32-48N, 101-36W; lctd 5 mi NNE; elev: 3050' 1 strip N/S 2000'; Fl fuel. (8-27)

LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640', E/W 1620'; 91 oct fuel. (10-7)

LAPORTE ARPT: NW/SE rnwy clsd until approx Dec 11. Const. (10-30)

LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on crs. (8-3)

✱LEONA-RADIO: Caution when using VOR radials 35 n N, due to severe scalloping. (11-19) Monitoring category (1). (11-21)

LEVELLAND ARPT: 388' (3958'MSL) lgtd twr being erected 3.5 n mi NNW (337°T) at lat 33-36-11, long. 102-24-05. (10-16)

**LONGVIEW-GREGG CO ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK ARPT-TOWER: ILS glide slope, MM, LMM shut down until approx Dec 1, relctn. FLD: S 6300' rnwy 17-35 open and lgtd. N 2200' including 2000' of new extension clsd. New taxiway to rnwy 17 clsd. Men and hvy equip working during daylgt hrs in apch zone rnwy 17 and parallel to the rnwy on W side from rnwy 12 N. Rnwy 17-35 clsd to Convair and larger acft during const period xcpt during IFR wea conditions or with N or S winds of 20 knots or more. (9-26)

LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Suns. Fld will be clsd by a white X both ends of strip. Acft desiring to lnd circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-off and lndg. (11-26)

MIAMI-CLARK ARPT: New arpt reported, lat 35-45, long. 100-45; lctd 10 mi NW; elev: 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: VOR/DME coverage 30 n mi from 0°-95°, at 2300'. (6-15) About Dec. 1, VOR will be shut down until approx Mar 1, 1958 - conversion to VORTAC. During shutdown, flgts authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int - MWL H fac by MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int by ABI 055; to MWL H fac by MWL 262; to HTT H fac by MWL 062; to McKinney Int by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int by ABI 085; to MWL H fac by MWL 231; to Russell Int by MWL 091. Intaxns as follows: For Breckenridge Int use radials ABI VOR 055, MWL H 262; Russell Int use MWL H 091 FTW ILS; Mill Int use ACT VOR 306, BRT VOR 255; Cisco Int use ABI VOR 085, MWL H 231, Newark Int use FTW VOR 128, MWL H 059; Lake Worth Int use FTW VOR 149, DAL VOR 257; Saginaw Int use DAL VOR 257, FTW ILS; Chapel Int use MWL H 332, FTW VOR 239; Haslet Int use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)

TEXAS: MUNDAY-LEFLAR ARPT: 433' (1939'MSL) lgtd twr being erected 9.8 n mi WSW (258°T) at lat 33-25-00, long. 99-48-16. (10-21)

**ODESSA-ECTOR CO ARPT: 500' (3444'MSL) lgtd twr erected 5.5 n mi SSW (220°T) at lat 31-50-50, long. 102-27-15. (9-19) Rnwy 7-25 clsd. (5-16)

ORANGE-BROWN ARPT: 767' (787'MSL) lgtd twr being erected 10 n mi WNW (297°T) at lat 30-08-59, long. 93-58-54. (10-3)

PALACIOS ARPT: 150' AGL oil derrick being erected NE corner arpt. Lgtd at ngt. (11-15)

PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE (113°T) at lat 27-51-46, long. 97-15-41. (9-18)

RAYMONDVILLE-FOX ARPT: 286' (301'MSL) lgtd twr being erected 4.5 n mi SSE (177°T) at lat 26-24-13, long. 97-47-32. (10-26)

**ROCKPORT-ARANSAS CO ARPT: 320' (346'MSL) lgtd twr erected 12 n mi SW (241°T) at lat 27-59-30, long. 97-14-50. (10-22) Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025°-045° beyond 35 n mi at MEA. 10,8000'. About Nov 25, all voice trans and rcvg channels will be shutdown for about 5 days. Concurrently voice trans on LFR and VOR rngs permanently discontd. (11-19)

SAN ANTONIO-RADIO: About Nov 22, VOR will be shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23) During shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163 direct to next VOR; V193W, V222 SAT LFR 328 to Fredericksburg; V163 SAT N crs and MTA 163 to MTA VOR; V17W SAT N crs to Spring Branch Int; V222 SAT LFR rng direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LFR 158 and CRP 312. MEAs remain as charted. Reporting points remain as usable with following substitution: Blanco Int SAT LFR rng 188 bearing and AUS VOR 228, Sattler and Kyle Ints use SAT LFR direct. CMK rbn crs use CMK rbn for Bergstrom Int. (11-7)

✱SAN ANTONIO INTNL ARPT-TOWER: Freq. 118.9 mc cmsnd. (11-5) This corrects AIRGI Vol. 12, No. 18, dtd Nov 12, 1957.

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHERMAN ARPT: 316' (1060'MSL) lgtd twr being erected 8 n mi NNE (35°T) at lat 33-44-23, long. 96-29-56. (10-29)

SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted and lgtd. (10-8)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LFR.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320'MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev: 1720'; 1 strip-2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'; coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men and equip on fld 0800-1700C every Fri. (7-31)

WEATHERFORD-GAARE ARPT: Clsd. (7-9)

WICHITA FALLS-SHEPPARD AFB: 2-way rdo required. (10-25)

UTAH: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys and taxiways. (10-15)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Oct 22, VOR shut down until approx Feb. 15, 1958 - conversion to VORTAC. During this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (10-22)

**MILFORD ARPT, 45, LAX-SLC: Fld unsuitable for acft over 12,500 lbs. (3-13)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

PRICE-CARBON CO ARPT: NE/SW rnwy clsd - const. (11-1)

SALT LAKE CITY-RADIO: VOR crs scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL; 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL, 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000'MSL. (8-10)

UTAH: SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° & 185° to 235° from stn unreliable below 15,000'MSL. Area 95° to 135° from stn unreliable all alt. About Dec 16, until approx. Jan 2, radar departure ctl will be inop. (11-21)

UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040°, 35 n mi; 40°-thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Commun(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BRISTOL ARPT: E/W rnwy clsd - obstn. (4-4)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000';110°-140° below 4000';235°-255° below 4000';255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi:345°-067° below 6000';344°-280° below 7600';279°-255° below 9500';255°-175° below 8500';174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW;elev 130'; 1 strip 1900'; P-line N. (10-25)

VIRGINIA: BLACKSTONE(CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. Rnwy 3-21, 12-30 &8-26 clsd & mrkd with white X.

**BRIDGEWATER-SHEN-MYER ARPT: Converted to pvt fld. Use at own risk. Unattended.

BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

CHESAPEAKE BAY-SPECIAL NOTICE: Effect. Dec 19, 1957, the controlled firing area will be reestablished as follows: Beginning at lat 37-46-39, long. 75-57-43; thence to lat 37-43-42, long. 75-55-30;lat 37-27-00, long. 76-02-48;lat 37-27-00, long. 76-08-00; lat 37-33-00, long. 76-08-34;.lat 37-33-00, long. 76-03-55; lat 37-43-33, long. 76-00-45, thence along the circumference of the Tangier Island restricted area R-88, 5 n mi radius to point of beginning at lat 37-46-39, long. 75-57-43. Designated altitudes: Surface to 30,000 ft. Activities Conducted: Anti-acft firing at towed targets, surface gunnery and ship exercises. Time of Use: Daylgt and darkness, 7 days a week, VFR or better weather conditions. Controlling Agency: Virginia Capes Operating Area Coordinator NOB, Norfolk, Va. (5-22)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present Extreme hazard to acft all altitudes all times.

FLAT ROCK-RADIO: Oct 31, VOR/DME shut down until approx. Feb. 1, 1958-conversion to VORTAC.

FREDERICKSBURG-SHANNON ARPT: Ngt opern prior req basis only. (10-24)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)

FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men & equip on fld.

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500';75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500';130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)

HOT SPRINGS-INGALLS FLD: Clsd until approx Apr 15, 1958. Use in emergency only.

INDEPENDENCE-COX ARPT: Closed. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat/alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN-TOWER: About Nov 26, CAA ctl twr will be cmsnd. Trans & rcvg: 118.7, 121.5, 243.0 mcs. Trans only: 287 kc. Rcvg only: 3023.5 kc, 122.5 mc. Freq 121.9 mc for ctl of gnd tfc. Class: C(g). (10-21) FLD: Signal for below VFR wea minimums inop, nights. (7-6)

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)

VIRGINIA: NEWPORT NEWS-P. HENRYARPT: Rnwy 2-20 length 5000'-1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29) FLD: Const in progress N of term ramp adj to ramp and N/S taxiway. Area mrkd at ngt. Men and equip. on fld daylgt hrs. (4-26)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi;15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000';40°-120°, 43 n mi at 6000';120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000';225°-255°, 43 n mi at 6000';255°-010°, 26 n mi at 6000'. (6-14)

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

RICHMOND-BYRD FLD-TOWER: ILS LOM 212 kc unreliable for ADF use-interference. FLD: Rnwy 6-24 clsd during daylgt hrs. During hrs of darkness opened full length & width xcpt last 1000' NE end; opened 150' width in ctr only. Const area and threshold NE end mrkd by flares at ngt. Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only-all other soft.

ROANOKE-WOODRUM FLD-TOWER: TVOR out of tolerance beyond 15 mi 270°-030°-interference. V103, 260 and 258 unusable for IFR tfc. (10-22) About Dec 2, TVOR will

** be shut down for approx. 5 days-freq chg from 108.6 mc to 110.0 mc. (11-6) FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways-caution. No 180° turns on rnwys. Lndg FEE for multi-eng acft. All acft rqrd to have operg 2-way rdo for day and ngt opern.

WAVERLY ARPT: Unattended-no services avail-land at own risk. (4-20)

WINCHESTER ARPT: New arpt reported: Lctd 18 mi N;elev approx. 900';1 rnwy; 3500' long (graded dirt-shale);remarks-telephone line parallel to rnwy 100' to one side. (3-8)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000';260°-300°, 15 n mi at 1500'. (10-11)

BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 closed to all Naval acft.

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000';60°-150° unknown prohibited area;150°-175°, 26 n mi at 5500';175°-260°. 43 n mi at 10,000';260°-290°, 43 n mi at 8000';290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area;227°-280° 35 n mi at 8000';280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000';275° 340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon Intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end - unmarked.

PULLMAN-MOSCOW REGIONAL ARPT: Rnwy lgts avail. on request. W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, 1958, const in progress-use rnwys & taxiways only.

SEATTLE-BOEING FLD-TOWER: Disregard spurious radiations 109.9 mc durg daylgt hrs lctd S end fld until approx Nov 29. (10-29) FLD: 2-way rdo required xcpt on prior request Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rney 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc. (3-15)

WASHINGTON: SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx. 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA-INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto. apch. (3-15) VHF/DF inop. (10-19) FLD: Taxiway btwn rnwy 29 and 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily -actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm. discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000';153°-224°, 43 n mi at 5000';225°-264°, 43 n mi at 6000';265°-35°, 43 n mi at 8000'. (6-17)

✱SPOKANE-FAIRCHILD AFB-RADAR APPROACH CONTROL CENTER: Nov 9, freq 348.6 and 263.0 mc cmsnd; 298.9 mc decmsnd. (11-14)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

✱SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000';261°-280°, unreliable;281°-330°, 40 n mi at 9000';331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period-relctn & rnwy extension. (3-29) June 24, ILS LOM and LMM shut down-relctn. (7-3) Nov 16, freq 348.6 mc decmsnd.

** FLD: Rnwy 3-21 lengthened 800' NE end. Totel length 9000'. Crash barriers installed both ends. 1000' overrun area both ends, beyond barrier, not to be used as rnwy. Caution advised, soft shoulders both sides entire length rnwy. Rnwy 16-34 clsd, const. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6) Hi-intensity centerline configuration A apch lgt lane to rnwy 21 cmsnd. Operg dusk to dawn. Neon apch lgts decmsnd. (11-7)

**TOLEDO-WINLOCK ARPT: Acft restricted to rnwys and taxiways due farming unsurfaced area on permenent basis. (2-14)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30N, 121-32-00W; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000';130°-195°, 8000';195°-30°, 40 n mi at 10,000' MSL. (9-20)

WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test

** basis. (10-29) FLD: Acft fuel and servg avail. 0600-2400E daily. Other hrs by prior arrangement. (2-19)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-13) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (11-1)

HUNTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

**WHITE SULPHUR SPRINGS-GREENBRIER ARPT: 5000' strip avail. 1500' sod extension W end rnwy 27 usable. Caution advised during thawing wea. Contact Greenbrier unicom for info. (11-15)

**WINFIELD-CLARK ARPT: To be perm closed November 30. (11-13)

WISCONSIN: **DEPERE-NICOLET ARPT: City name change. Formerly carried under Green Bay. (5-7)

EAU CLAIRE ARPT: 265'(1191'MSL) lgtd twr being erected 7.1 n mi NE(46°T) at lat 44-56-54, long. 91-22-55. (10-21)

**FOND DU LAC ARPT: Rnwy lgts perm discontd. (10-17) Arpt clsd. No services. (10-29)

GREEN BAY-RADIO: Oct 22, VOR shut down until approx Dec 12-conversion to VORTAC. Durg this period, the following MEAs can be utilized: V26, V55, V1500-AUW VOR to Int. R103 AUW VOR and R001 MKE VOR, 9000'; Int R103 AUW VOR and R001 MKE VOR, via R300 HIC VOR to Pentwater, Mich. Int., 9000'. V7- MKE VOR to Int. R001 MKE VOR and R103 AUW VOR, 9000'. Direct Routes (authorized for NCA only) AUW VOR to NOR H fac, 2400'; NOR H fac to HIC VOR, 4000'; NOR H fac to MKE VOR, 2600'. (10-22)

LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (8-13) Oct 28, DME shut down until approx Jan 27, 1958-relctn. Soon, TVOR will

WISCONSIN: be cmsnd. Freq: 108.4 mc. Ident: LSE. Lctd lat 43-52-34, long. 91-15-23.

**LAKE TOMAHAWK-DOLHUNS ARPT: Effect. Dec 1 bcn & rnwy lgts will be operg on req only.

LODI LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip-(E/W) 2640' x 200'; 87 oct gas; remarks-unattended. (1-14)

MACISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. 59'(916'MSL) lgtd radar twr being erected atop terminal bldg. (10-11)

**MANITOWOC-MUNICIPAL ARPT: Formerly carried as Kakuk. (9-19)

MERRILL ARPT: Closed due construction. (10-3)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500' MSL at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic approaches. (11-18) FLD: Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left, (8-15) Rnwy 13-31 clsd to jet acft. (8-21) 4350' rnwy 7L-25R open to daylgt opern only. 630' not usable marked with yellow line and yellow cone. (11-20)

OSKKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld-use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

**PORTAGE-PORTAGE-MANLEY ARPT: Longest rnwy 2000'. (9-16)

WATERTOWN ARPT: 103'(923'MSL) lgtd pole & pipe supporting an antenna being erected approx. 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

✱WOODRUFF-ARBOR VITAE-RADIO: Privately owned H fac operg on 206 kc oper on req.

WOODRUFF-ARBOR VITAE ARPT: Attended part time until May 1, 1958. Fone Minoqua 367 for serv. (11-12)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. About Dec 1, Apch Ctl will be cmsnd. Freqs:348.6 mc & 121.9 mc for ctl gnd tfc. Class:

** AC(g). (10-25) FLD: Two 200' fences SW end of ramp not obstn lgts. (11-16) Unicom freq changed from 122.8 to 123.0 mc. (11-19)

**GILLETTE ARPT: Rnwys open & usable as follows: S 3400' of N/S, 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft & rough. Not maintained. Emerg or overrun only. Soft when wet. Use rnwys only. (11-5)

**GREYBULL ARPT: E/W rnwy clsd. Const equip. stored E of N/S rnwy. N/S rnwy now open. (11-12)

KEMMERER ARPT: Clsd. unsafe for acft. Use only in extreme emerg. All lgts turned off.

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000';225°-300°, 26 n mi at 15,000'.

LUSK ARPT: E/W rnwy clsd, const. Shorter rnwy graded out in the dirt S of original rnwy for temp use. Use caution especially during wet weather. (10-8)

NEWCASTLE-MONDELL ARPT: Caution-men and equip. working on rnwy 14-32. (8-9)

ROCK FPRINGS-RARIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept. 30, VOR shut down until approx Jan 15, 1958-conversion to a VORTAC. Durg this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. V6 between FBR and CKW will be usable at 11,000'. (9-26)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy-area mrkd.

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution 1800' S end N/S rnwy clsd-const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end of rnwy. New arpt & rnwy under const 1 mi E of town. Clsd to all tfc until completion approx. March 1958.

Puerto Rico: SAN JUAN-ISLA GRANDE TOWER: Clsd-rnwy lgts avail by contacting San Juan overseas rdo, San Juan twr or Coast Guard Air Detachment. (11-22) FLD: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution. Use outside taxiway in front of large hangar near entrance. Equipment on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTERNATIONAL ARPT: Parking circles, 2, 3, 4 and 5 on N departure ramp not fully visible from tower-caution. (6-7) Lighted temporary steel tower, 110' MSL, located approximately 3500' off north boundary of rnwy 7-25. (5-20)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

·Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

WATERLOO, IOWA-MUNICIPAL ARPT, TVOR-30, Original, Effect. 21 Dec. 57:
Change minimum altitude over facility to read "1500 feet" in lieu of "1400 feet".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
0	360	within 25 mi	3000	Precision approach			
				S-dn 9	200-½	200-½	200-½
070	290	within 15 mi	2200	A-dn 9	600-2	600-2	600-2
				Surveillance approach			
				T-dn	300-1	300-1	200-½
				C-dn*	400-1	500-1	500-1½
				C-dn-15	500-1	500-1	500-1½
				S-dn*	400-1	400-1	400-1
				S-dn-15	500-1	500-1	500-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from radar site with sector azimuths progressing clockwise.
*Runways 27, 33, 3, 9

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ 9 & 3, climb to 3000 and proceed to Conyers Int via E crs ILS or climb to 3000 on NE crs ATL LFR within 20 mi.
→ 15, climb to 2200', turn right and proceed to ATL VOR or proceed on SE crs of ATL LFR within 20 mi.
→ 27 & 33, climb to 3000' and proceed to Chattahoochee Int via W crs ILS, or turn left and proceed on SW crs of ATL LFR within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Atlanta, Ga	Atlanta 1024'	Atlanta Radar	1, Amdt 4, 4 Jan 58	3, 7 Dec 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

PROCEDURE CANCELLED EFFECTIVE 7 NOVEMBER 1957, DUE TO DECOMMISSIONING OF FACILITY.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chicago, Ill.	O'Hare Int'l 666'	LOM - OR	2, Amdt 2, 28 Apr 57	1, 27 Apr 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

PROCEDURE CANCELLED EFFECTIVE 7 November 1957, DUE TO DECOMMISSIONING OF FACILITY.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Chicago, Ill	O'Hare International 657'	ILS-IORD, LOM-OR	1, Amdt 4 27 Apr 1957 Comb ILS-ADF	3 7 Apr 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Radar transition to ILS NE crs with established surveillance patterns for Runway 23R	to be conducted in accordance			T-dn	300-1	300-1	200-½
				C-dn ILS	400-1	500-1	500-1½
				*ADF	700-1	700-1	700-1½
→ Stadium RBn	4 mile Radar fix (Final)	Direct	1600**	S-dn-23R-ILS	400-1	400-1	400-1
				A-dn ILS & ADF	800-2	800-2	800-2

Procedure turn N side NE crs, 054 Outbnd, 234 Inbnd, 2500' within 10 miles of Stadium RBn.
→ No glide slope or markers. *Minimum altitude over Stadium RBn inbnd final, 2000' ADF. Descend to ADF minimums
→ after passing Stadium RBn. Minimum altitude to 4 mile fix 2000' without Stadium RBn. **Descend to landing
→ minimums after passing 4 mile fix, as determined by surveillance radar. Without radar fix, ADF minimums apply.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4 mi after passing radar fix or 6.9 mi after RBn, climb to 2200' (or at higher altitude when requested by ATC) on SW crs ILS or 234° from Stadium RBn to LOM. No glide slope and no altitude information given on final approach between ASR 4 mi fix and airport unless requested.
NOTE: The following radar transition altitudes are applicable to all procedures; S, NW, and N quadrants of Cleveland LFR within 10 mi 2000', within 30 mi 3000' in SE quadrant within 30 mi 3000' in all quadrants in accordance with established radar patterns.
CAUTION: 1970' TV towers approximately 6 mi ESE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	ILS CLE	ILS-23R, Amdt 5, 4 Jan 58 Comb. ILS-ADF	4, 21 Sept 57

FNO LFR	LOM	direct	1700	T-dn	300-1	300-1	200-½
FNO VOR	LOM	direct	1700	C-dn	500-1	500-1	500-1½
Bowles Int (LFR)	LOM	direct	1700	S-dn-29 #ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Fowler Int (VHF)	LOM	direct	1700	A-dn ##ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

#400-¾ required with glide slope inoperative. 400-1 required when only localizer and either the outer marker or outer compass locator operative
800-2 alternate landing minimums with any regular component of ILS inoperative.

Procedure turn S side of crs, 109 Outbnd, 289 Inbnd, 1700 within 10 miles of LOM. Beyond 10 mi NA.
(Nonstandard for more favorable terrain)
Minimum Altitude at G.S. int inbnd, 1700 ILS, minimum altitude over LOM inbnd final 1000 ADF
→ Altitude of G.S. and distance to approach end of rny at OM 1440-3.8, at MM 566-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 miles after passing LOM (ADF), climb to 1500' on course of 289, turn left and climb to 2000' on W crs of FNO LFR within 20 miles, or climb to 2000' on R-270 FNO within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fresno, Calif	Air Terminal 331'	ILS-FNO, LOM-FN	ILS-29, Amdt 8, 28 Dec 57 Comb ILS-ADF	7, 19 Dec 57

LGB LFR	LOM	Direct	1500	*T-dn	300-1	300-1	200-½
Huntington Beach FM	LOM (Final)	Direct	1400	C-dn	500-1	600-1	600-2
San Pedro Int	LOM	Direct	1500	S-dn 30			
				#ILS	300-¾	300-¾	300-¾
LGB VOR	LOM	Direct	1500	ADF	500-1	500-1	500-1
Int SW crs El Toro LFR & SE crs LGB LFR	LOM (Final)	Direct	1400	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Int SW crs EL TORO LFR & LGB R-120	LOM (Final)	Direct	1400				

* 300-1 required for take-off runways 16, 16R, 25L, 34R.
# Straight-in landing minimums are 400-1 with glide slope inoperative.
→ Radar vectoring to final approach course authorized.

Procedure turn S side SE crs, 120 Outbnd, 300 Inbnd, 1500' within 10 mi of LOM. Beyond 10 mi NA.
Minimum Altitude at glide slope int inbnd - 1400 ILS. Min. alt. inbnd final - 1100' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1320-4.7; at MM 245-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi, after passing LOM (ADF) climb to 800' on NW crs LGB LFR; turn left to 200 continuing climb to intersect 160° crs from LAX Rbn and proceed to San Pedro Int at 2500', or when directed by ATC, climb to 800' on NW crs LGB-LFR, reverse crs to left and return to Long Beach LFR at 1500'
NOTE: Glide slope unit now at beginning of usable portion runway 30. 800' SE end closed permanently.
CAUTION: Standard clearance over obstructions not provided for circling minimums; 500' hill with oil derricks one mi S of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Long Beach, Calif	Municipal 56'	ILS-LGB LOM-LG	ILS-30, Amdt 14, 4 Jan 58 Comb. ILS-ADF	13, 16 Nov 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Lubbock VOR	LOM	direct	4500	T-dn	300-1	300-1	200-½
Lubbock LFR	LOM	direct	4500	C-dn	400-1	500-1	500-1½
Roundup FM	LOM	direct	4500	S-dn-17 ILS	300-¾	300-¾	300-¾
Int R 018 LBB and N crs ILS	LOM	direct	4500	ADF	400-1	400-1	400-1
Int E crs LBB LFR and N crs ILS	LOM	direct	4500	A-dn ILS	600-2	600-2	600-2
Int R 114 LBB and N crs ILS	LOM	direct	4500	ADF	800-2	800-2	800-2

Procedure turn E side N crs, 348 Outbnd, 168 Inbnd, 4500 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd 4500 ILS, minimum altitude over LOM inbnd final 4000 ADF
Altitude of G.S. and distance to approach end of rny at OM 4500-4.1, at MM 3490-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles after passing LOM (ADF), climb to 5100' on S crs ILS (168) within 20 miles, or when directed by ATC, turn left, climb to 4500' on E crs of LBB LFR within 20 miles, or climb to 4500' on R-110 LBB within 20 mi.
CAUTION: 4067 MSL Tower 7.5 miles S of airport on ILS missed approach.
NOTE: No approach lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Lubbock, Tex	Municipal 3256'	ILS-ILBB, LOM-LB	ILS-17, Amdt 4, 28 Dec 57 Comb ILS & ADF	3, 9 Jul 55

Lubbock VOR	Broadway Int	direct	5100	T-dn	300-1	300-1	200-½
Lubbock LFR	Broadway Int	direct	5100	C-dn	400-1	500-1	500-1½
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn E side S crs, 168 Outbnd, 348 Inbnd, 5100 within 10 mi. Beyond 10 mi NA.
No Glide Slope, minimum altitude Broadway Int 4600', distance to appr end of rny at Broadway Int 4.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 mi, climb to 4500 on N crs ILS or when directed by ATC, climb to 4500 on E crs LFR or R-110
→ LBB within 25 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Lubbock, Tex	Municipal 3256'	ILS ILBB	ILS-35, Amdt 2, 28 Dec 57	1, 9 Jul 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

La Habra FM	LGB-LFR	Direct	1800	T-dn	300-1	300-1	*200-½
Int SE crs LGB LFR, and				C-dn	500-1	600-1	600-2
SW crs EL TORO LFR	LGB-LFR	Direct	1400	S-dn-30	500-1	500-1	500-1
Huntington Beach FM	LGB-LFR (Final)	Direct	1000	A-dn	800-2	800-2	800-2
Long Beach VOR	LGB-LFR	Direct	1500				

*300-1 required for take-off runways 16, 16R, 25L, 34R.
→ Radar vectoring to final approach course authorized.

Procedure turn S side SE crs, 118° Outbnd, 298° Inbnd, 1500' within 10 miles, beyond 10 miles NA
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 298-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, climb to 800' on NW crs, then turn left to 200° continuing climb to Int. of 160° crs from LAX RBn and proceed to San Pedro Int at 2500', or when directed by ATC, climb to 800' on NW crs LGB, reverse course to left and return to LGB LFR at 1500'.
CAUTION: 500' hill with oil derricks one mile S of airport; standard clearance not provided over obstructions for circling minimums.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Long Beach, Calif	Municipal 56'	SBMRLZ LGB	1, Amdt 15, 4 Jan 58	14, 2 Nov 57

				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side NE crs, 060 Outbnd, 240 Inbnd, 3000' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 2300'
Crs and distance, facility to airport, 210-3.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 mi, make a climbing right turn, return to LFR climbing to 3000'
→ NOTE: ADF approach not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Utica, N. Y.	Oneida County 742'	BMRLZ UCA	1, Amdt 6, 4 Jan 58	5, 24 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Baton Rouge LFR	BTR-VOR	Direct	1500	T-dn	300-1	300-1	200-½
				C-d	800-1	800-1	800-1½
				C-n	800-1	800-1	800-2
			→	S-d-4	800-1	800-1	800-1
			→	S-n-4	800-1	800-1	800-2
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 244 Outbnd, 064 Inbnd, 1300' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 064-7.6.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 7.6 mi, climb to 1500' on R-064 within 20 mi, or when directed by ATC, turn right, climb to 2000' on R-085.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Baton Rouge,La	Ryan 70'	BVOR BTR	1, Amdt 4, 28 Dec 57	3, 28 Sept 57

→ Dallas RBn	DAL-VOR	Direct	2000	T-d	300-1	300-1
				C-d	500-1	500-1
				A-d		

Radar Terminal Area Transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 mi or 1000 vert separation or 3 to 5 mi and 500 vert separation from radio towers 1108 MSL - 20 mi N-2349 MSL 16 mi. SSW - 1230 MSL 10 mi WNW of airport.

→ Procedure turn E side of crs, 332° Outbnd, 152° Inbnd, 1900' within 10 mi. Beyond 10 mi. NA.
Minimum Altitude over facility on final approach crs, 1400'
→ Crs and distance, facility to airport, 152-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.3 mi, turn left, climb to 2000' and return to DAL VOR. No weather service available.
NOTE: Air Carrier use NA. Night operations NA.

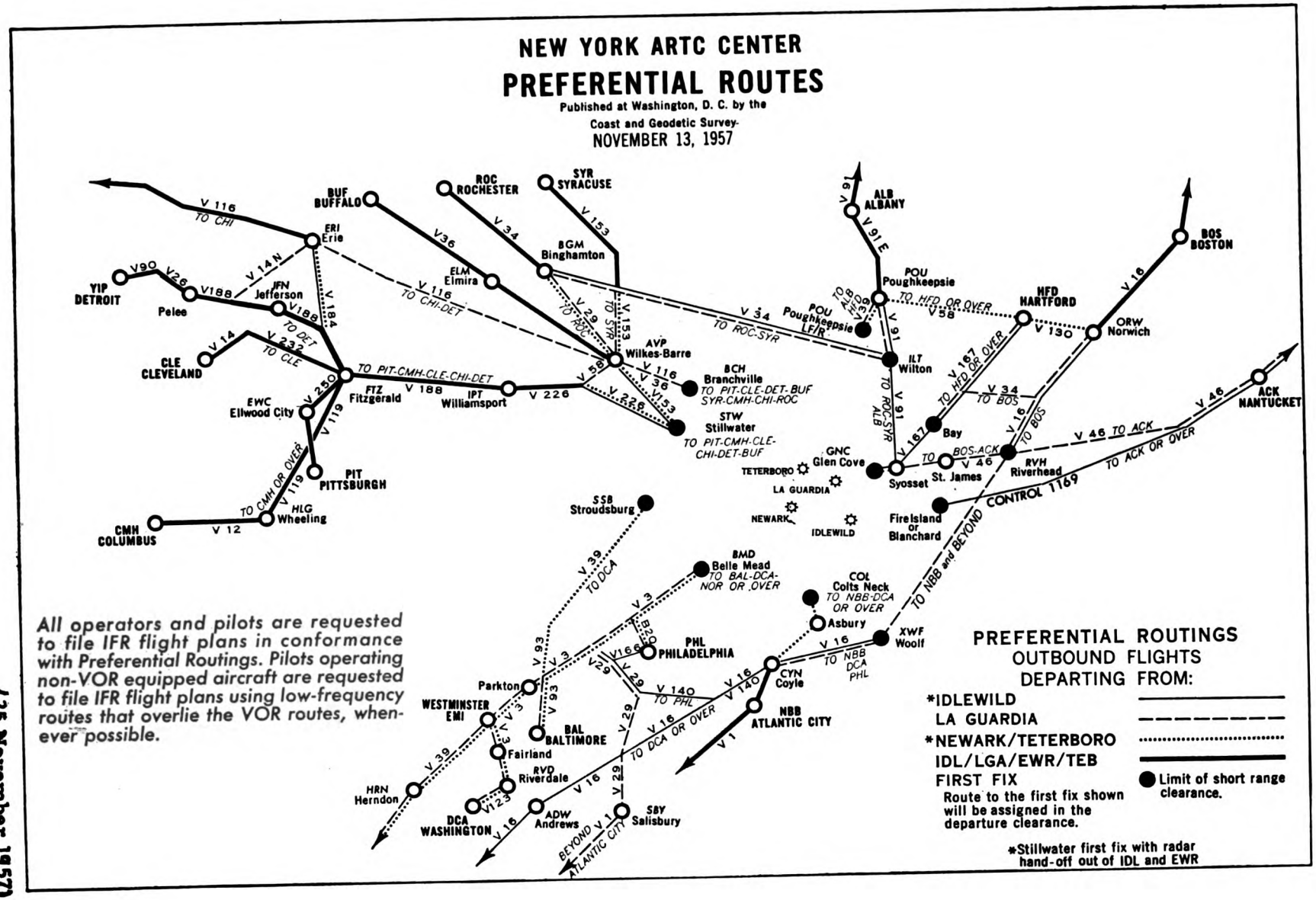
City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Dallas, Tex	Garland 614'	BVOR DAL	1, Amdt 1, 28 Dec 57	Orig, 8 Oct 55

→ Dallas RBn	DAL-VOR	Direct	2000	T-dn	300-1	300-1
				C-dn	500-1	500-1
				A-dn		

Radar terminal area transition altitude: 2000 within 5 to 20 mi. Radar control must provide 3 mi or 1000 vert separation or 3 to 5 mi and 500 vert separation from radio towers 1108 MSL - 20 mi N-2349 MSL 16 mi SSW - 1230 MSL 10 mi WNW of airport.

→ Procedure turn E side of crs, 106 Outbnd, 286 Inbnd, 2000' within 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
→ Crs and distance, facility to airport, 286-4.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 mi, turn right return to DAL VOR climbing to 2000'. No weather service available.
NOTE: Air Carrier use NA.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Dallas, Tex	Highland Park 524'	BVOR DAL	1, Amdt 1, 28 Dec 57	Orig, 8 Oct 55



(25 November 1957)
U. S. GOVERNMENT PRINTING OFFICE : 1957

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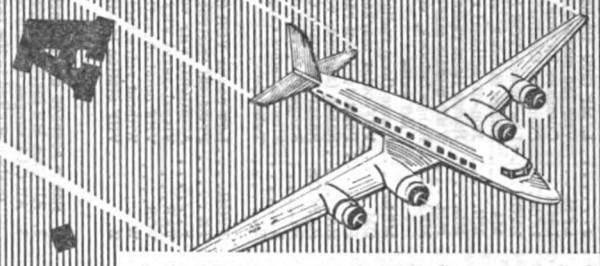
AIRMAN'S GUIDE



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DECEMBER 10, 1957

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
■ Information deleted.
✓ New facility has been added to tabulation and listed on page 31 until placed in proper sequence.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR . . . . Air Route Surveillance Radar
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, CAA
CI . . . . . Control Tower, (City, County, Private, etc.)
CM. . . . . Control Tower, (Military, listing only civil frequencies available)
D . . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . VHF fan marker (100 watts)
GCA. . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L MF (200-415 kc) voice facility on other than range frequency
LFM. . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MA. . . . . Range (adcock, vertical radiators), power less than 50 watts
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . VHF middle marker
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype

TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 50 cents.

RADAR AVAILABLE: How and Where

(10 December 1957)

PAR = Precision Approach Radar. **ASR** = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment) **ARSR** = Air Route Surveillance Radar. **RAPCON** = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON), page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C. O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See page 17, Flight Information Manual, Vol. II, dated August 15, 1957.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc; 122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 118.1, 119.1, 121.9, 126.18, 119.5, 125.7, 338.2, 343.6, 257.8, 348.6, 271.2, 290.8, 243.0	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR - PAR	Runway 4R. Arrival & Departure Control
Buffalo Arpt., N.Y.	278, 280; 110.3, 119.8, 123.7, 126.8, 126 65, 243.0, 257.8, 319.8	ASR	
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.7, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival & Departure Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.9, 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival & Departure Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8, 312.6	ASR	Arrival & Departure Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18 243.0, 257.8	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 116.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 123.9	ASR	Arrival & Departure Control
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 123.8, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	Arrival Control
Los Angeles Intnl Arpt., Calif.	278; 109.9, 118.1, 119.3, 118.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6, 250.2, 269.0	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	Arrival Control
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Rnwy 4 Gds 122.7mc Arrival & Departure Control. Trans TEB ILS 109.3 mc.
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR - PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
New York-La Guardia Fld., N. Y.	362; 109.9, 118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2	ASR-PAR	Rnwy 4. Arrival & Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 118.9, 119.9, [redacted] 122.2, 123.7, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 284.6, 319.8, 348.6, 381.6	ASR	Arrival & Departure Control Guards 122.1 mc. Does not guard 122.2, 135.0 [redacted]
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival Control Limited Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2 284.6, 290.3, 305.4	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 293; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival & Departure Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	201; 109.5, 118.5, 119.1, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 119.4, 126.5 134.64, 257.8, 291.6, 269.0, 311.8	ASR	Rnwy 36 Arrival & Departure Control ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

(10 December 1957)

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9;120.7, 121.5, 124.3, 125.5; 132.3;137.88;243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0	ASR	Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Phillip Billard Arpt & Forbes AFB. Does not gd 3023.5 kc.
Wichita-McConnell AFB, Kans.	332;082,118,120,121.5,124.5 125.7, 134.1, 136.8, 137.88, 142.02 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd. Does not gd 3023.5 kc.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 121.5, 126.18, 123.9, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4(on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8,		IFF operg. but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 126.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 263.0, 270.6, 275.8, 289.4 335.8, 348.6, 352.6, 363.8	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3, 21 &34 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8	ASR-PAR	Runway 34. Arrival & Departure Control.ASR apchs available to rnwys 16 & 34.
Dayton-Wright Patterson AFB, Ohio	379;118.4, 121.5, 126.18, 134.1, 136.8, 139.32, 137.88, 142.02, 151.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR-PAR	Arrival & Departure Control ASR apchs not avail. IFF operg but not cmsnd.
Omaha-Offutt AFB, Nebr.	120.1, 121.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4		Does not gd 3023.5 kc. Arrival and Departure Control
Rome-Griffiss AFB, N. Y.	118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8		
Waco-Connally AFB, Texas	119.3, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 143.64, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8		Gds: 3023.5 kc; 122.7 mc.
Albuquerque-Kirtland AFB, New Mexico	121.5, 120.7, 137.88, 142.02, 243.0, 270.6, 363.8		Gds: 3023.5 kc; 122.5
Lake Charles AFB Louisiana	119, 121.5, 126.18, 134.1, 1368, 137.88, 142.02, 2366, 255.4, 243.0, 270, 2758, 2894, 3358, 363.8, 3784		Arrival & Departure Control ASR apch avail. rnwy 15 &33. Rcvg only: 122.5 mc

STATION	TRANSMITS	RADAR FACS.	REMARKS
RADAR APPROACH CONTROL (RAPCON) Cont'd.			
Riverside-March AFB, California	113.4, 121.5, 124.7, 1255, 1265, 134.1, 1368, 137.88, 138.42, 142.02, 243.0, 2706, 2894, 335.8, 3638 Req. 126.18, 142.74, 2366, 2758, 3054, 3274		Gds: 3023.5kc; 122.5 mc. Arr. & Depart ctl. Norm clearance lmts TRM & March VORs, RIV LFR. Apch serv Norton AFB -norm clear lmts RIV LFR, ONT LOM & VOR.
Falmouth-Otis AFB, Mass.	121.5, 124.7, 1378, 1368, 134.1, 142.02 126.18, 2430, 2366, 3638, 2894, 3358, 2758, 3794, 2706, 3054, 260.7	ASR-PAR	Arr. & Depart ctl HYA, MVY & ACK arpts. ASR apchs unavail. PAR apchs avail rnwy 5 & 23. Norm clear. lmts arriving acft HYA & MVY H facs or ACK VOR. Gds: 3023.5 kc; 122.5 mc.
Sumter-Shaw AFB, South Carolina	121.5, 126.18, 137.88, 243.0, 270.6, 363.8		conventional non-radar

RADAR BEACONS - (continued from page 3)

ATCRBS - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Example: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic area will comply with (3) above. Aircraft entering the domestic control area will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control center.

INSTRUMENT LANDING SYSTEMS

(10 December 1957)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	139	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi.
Fresno Air Terminal (L5)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Monterey-Peninsula	110.1W	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L5)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.9	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW fac.
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68		6.18	212 SD	
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. [redacted]
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Duluth							5.0	201 DL	
Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	223	0.64		5.5		rnwy 4 or 22. Simultaneous opern not avail.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock (L5)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	[redacted]
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice BC - Back course BC-restricted - Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	230 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 6.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Beaumont-Jefferson Co.	109.5	BPT	332.6	113	0.4	206 PT	4.8	236 BP	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	212 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

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(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;243.0, 255.4; 212	(3), #	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0	(3), #	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 305.4, 385.6	(2), #	
Dothan	SBRAZ-DTV	DHN	368;V;243.0, 255.4	(3), #	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;243.0, 255.4; 382	(3), #	
(1)Huntsville	BVOR	HSV	112.3;V;243.0, 255.4,	(3), #	
"	AC(g)		278;119.7, 125.3, 257.8, 348.6	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;255.4, 243.0	(3), #	
" Bates	AC(g)		385;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;255.4, 243.0; 317	(3), #	DME
" Dannelly	AC(g)		302;119.7, 126.18, 257.8, 137.88, 243.0, 348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
" " "	CM		362		
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	*MSL	251;V;255.4, 243.0	(3), #	11 A 095 N 191 A 311 N
(1) "	BVOR	MSL	109.6		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	BMRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
" "	MHW	SYC	296		
" "	CM		272		
Tuscaloosa	BMH-DTV	TCL	206;V;255.4, 243.0	(3), #	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379	(3), #	
Ft. Huachuca-Libby AAF	HW	FHU	410		
" " "	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4	(3), #	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Luke (A)	HW	LUF	219		Clsd sunset Mon-Fri durg VFR
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4	(3), #	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7, 126.18, 257.8, 348.6, 118.1	(2), #	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 301.4, 243.0	(3), #	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3)San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0	(3), #	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3, 243.0, 257.8 348.6	(2), #	
Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0	(3), #	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4	(3), #	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" Vincent AFB	MH	VNT	344		
" " "	CM		344;119.1, 126.18, 236.6, 243.0, 275.8, 305.4	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;255.4, 243.0	(3), #	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;243.0, 255.4; 206	(3), #	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;243.0, 255.4; 212	(3),	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;243.0, 255.4	(3), #	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;243.0, 255.4	(3), #	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4	(3), #	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;243.0, 255.4	(3), #	DME
CALIFORNIA					
(1)Agnew ATCS-Oakland	BVOR-DTXV	AGW	117.6;V;243.0, 255.4	(3), #	DME
Arcata	SBMRLZ-DTV	ACV	209;V;243.0, 255.4	(3), #	4 A 94 N 184 A 274 N
"	VHF/DF			122.1, 126.7 135.9	
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9, 126.18, 243.0 257.8	(2), #	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4 243.0, 255.4	(3), #	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;243.0, 255.4	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6	(1), #, 122.7	
Calistoga (A)	MH	CST	206		
Camarillo	*SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;243.0, 255.4; 272	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4	(3), #	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4	(3), #	68 A 165 N 248 A 345 N
(1)El Centro	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;255.4	(3), #	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4	(3), #	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Glendale	MHW	GCE	341		
" Grand Central	CI		201;119.7, 126.18, 257.8,	(2), 126.18	(07-1530 Mon-Fri)
(3)Goffs	VORW	GFS	108.2		
Hawes (A)	HW	HAZ	376		
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;243.0, 255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1	(1), 122.6, #	
"	VHF/DF		Gds: 118.5, 119.3, 119.5, 119.9, 120.5, 121.1, 122.5, 126.18, 132.0		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4	(3), #	
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1, 118.9, 119.3, 121.1, 126.18, 243.0, 250.2, 257.8, 291.6, 348.6, 269.0, 307.0	(1), #, 122.7	
"	Center		120.3, 124.1, 124.5, 125.1, 125.9, 301.4, 243.0 311.8, 353.9, 318.2, 323.2 340.6	#	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr)VHF/DF		Gds: 118.1, 118.9, 119.3, 119.5, 120.3, 121.1, 122.1, 122.5, 122.7, 126.18, 135.9		
Marysville	TVBJ		305;V;243.0, 255.4	(3), #	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(1)Modesto ATCS-Stockton	BVOR-DTV	MOD	116.6;V;243.0, 255.4	(3), #	
Montague	BH-DTV	SIY	388;V;243.0, 255.4	(3), #	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
" Peninsula	CM		356;119.9	(1), #	
Mountain View, Moffett NAS	SMRLZ	NUQ	379;126.18, 233.8, 142.74, 243.0	(1), #	21 A 111 N 201 A 291 N
" " "	CM		121.3	#, 122.5	
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4	(3), #	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 250.4, 257.8, 269.2, 274.3, 305.4, 348.6	(2), #	
"	Center		118.9, 119.7, 120.3, 124.3, 124.9, 243.0, 301.4, 317.5 326.2, 335.6, 355.8	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.3, 120.3, 120.7, 122.1, 122.5, [redacted] 126.18, 126.7, 140.22		
"	UHF/DF			255-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1) Ontario	BVOR-DTV	ONT	117.0;V;243.0, 255.4	(3), #	DME
" Intnl	AC(g)		215;120.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4	(3), #	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
" Arpt	C(g)		281;120.5, 126.18, 243.0, 348.6, 257.8	(2), #	
(1) Paso Robles	BVOR-DTVJ	PRB	116.9;V;243.0, 255.4; 278	(3), #	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;126.18, 142.74, 243.0, 250.6	(1), 233.8, #	
(1) Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4	(3), #	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			122.1, 126.7, 135.9	(Test-basis)
Richmond (A)	MHW	RMN	265		
Riverside ATCS-Ontario	SBMRAZ-DTV	RIV	388;V;243.0, 255.4	(3), #	76 A 144 N 256 A 314 N
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4	(3), #	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
"	AC(g)		278;119.5, 121.1, 126.18, 243.0, 257.8, 312.6	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1) Salinas	BVOR-DTV	SNS	112.1;V;243.0, 255.4	(3), #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1) San Diego-Lindbergh	TVOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3, 126.18, 257.8, 348.6, 243.0, 363.1,	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;255.4	(3), #	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;118.5, 119.1, 120.5, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 120.9	(1), #, 122.7	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
"	VHF/DF		Gds: 118.5, 119.1, 120.5, 120.9, 122.7, 126.18 Req: 120.1, 120.3, 122.1, 126.7, 135.9		
(3) San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3, 121.5	(2), #	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;126.18, 233.8, 142.74, 243.0	(1), #	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4	(3), #	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1, 126.18, 243.0, 257.8	(2), #	(0700-2300)
" (P)	TVORW	SMO	110.8		
Santa Monica	C(g)		353;119.1, 126.18, 243.0 257.8	(2), #	
Stockton	BMRLZ-DTV	SCK	212;V;243.0, 255.4	(3), #	65 A 147 N 245 A 327 N
"	C(g)		278;118.7, 126.18,	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;243.0, 255.4	(3), #	DME
(1) Ukiah	VORW-TVRJ	UKI	112.3;V;243.0, 255.4; 278	(3), #	DME
Van Nuys	C(g)		227;120.1, 126.18, 243.0 257.8,	(2), #	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS-Marysville	*BVOR	ILA	113.1;V;243.0, 255.4	(3), #	
COLORADO					
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4	(3), #	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(3)Alamosa	VORW	ALS	116.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;255.4	(3), #	
" Peterson	AC(g)		272;119.9, 126.18, 243.0 257.8	(2), #	
Denver	SBMRAZ-DTXV	DEN	379;V;243.0, 255.4	(3), #	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3, 119.5, 120.5 126.18, 137.88, 257.8, 243.0, 271.2, 343.6 348.6	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 124.7, 243.0, 290.8, 301.4, 307.9, 319.2, 324.7, 338.2	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 122.1, 126.18, 135.9, 137.88		
Eagle	TVBJ	EGE	V;243.0, 255.4;391	(3), #	
Ellicott	MHW	ELL	287		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;243.0, 255.4 278	(3), #	DME
(3)Hugo	VORW	HGO	108.2		
(1)Kiowa ATCS-Denver	BVOR-DTV	IOC	112.6;V;243.0, 255.4	(3), #	
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391	(3), #	
La Junta	SBMRLZ-DTV	LHX	281;V;243.0, 255.4	(3), #	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;243.0, 255.4	(3), #	
Pueblo	SBRAZ-DTV	PUB	302; V-122.2, 255.4	(3), #	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
Arpt	AC(g)		396;119.1, 126.18, 243.0, 257.8	(2), #	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4	(3), #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;120.9, 257.8, 243.0	(2), #, 126.18req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford ATCS Windsor Locks	SBMRAZ-DTV	HFD	329;V;243.0, 255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich ATCS-Providence, RI.	BVOR-	ORW	117.9;V;243.0, 255.4	(3), #	DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;255.4	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CONNECTICUT					
Windsor Locks-Bradley	AC(g)		284;119.5, 124.2, 126.18, 257.8, 243.0, 348.6	(2), #	
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(3)Kenton	VORW	ENO	114.8		DME
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.1, 126.18, 136.8, 243.0, 257.8, 305.4	(1), #, 122.7	
"	VHF/DF			100-156	
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;126.7, 122.2	(3)-135.9, #	32 A 140 N 214 A 309 N
	Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)				
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		
"National Arpt	AC(g)		278;118.1, 118.3, 119.1, 119.4, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
	Center		119.7, 120.3, 120.5, 125.1, 124.0, 124.4, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4, 301.4, 318.2, 353.9 362.3, 378.8, 385.4	#	Call Washington Center
" " "	VHF/DF		Gds: 118.1, 118.3, 119.1, 121.5, 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4	(3), #	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.18, 126.7, 135.9, 136.8, 137.88		
Cross City	SBMRAZ-DTV	CTY	269;V;243.0, 255.4	(3), #	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;243.0, 255.4	(3), #	16 A 101 N 196 A 261 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	209		
Fleming Island(N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3	(2), #	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;243.0, 255.4	(3), #	
(1) "	BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville ATCS-Cross City	BVOR-DTV	GNV	116.2;V;243.0, 255.4	(3), #	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4	(3), #	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6	(2), #	
"	Center		119.7, 120.5, 243.0, [redacted] 274.3, 301.4, 317.5, 326.2	#	
" NAS	SMRLZ	NIP	359		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	VORW	NZC	117.4		
" " "	HW	NZC	414		
" " "	CM		396		
" Mayport NAS	HW	NI-1	332		
" " "	CM		323		
Key West	SBRAZ-DTV	EYW	332;V;243.0, 255.4	(3), #	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	BVOR	LEL	117.8		
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;243.0, 255.4; 275	(3), #	
Melbourne	SBRAZ-DTV	MLB	257;V;243.0, 255.4	(3), #	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;243.0, 255.4,	(3), #	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.1, 118.3, 119.7, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.9, 243.0, 269.0, 291.6, 301.4, 311.8	#	
" Marine Master	HW	NIG	382		
" NAS	CM		396		
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;243.0, 255.4	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"Pinecastle AFB	MHW	POS	245		
Panama City, Tyndall AFB	SMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" " "	VORW	PAM	112.4		
	CM		233;119.1	(2), #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4	(3), #	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9, 132.3, 243.0, 126.18 req, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS	VOR	NAS	117.2		
" Chevalier NAS	CM			(1)	
" Corry NAS	CM			(1)	
" Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAS	CM			(1)	
Perrine IATCS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
St. Augustine Fairchild	CI		272;126.18	(2), #	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3, 257.8	(1), #, 122.7 [redacted] 126.18	(0600-0200)
Sanford NAS	HW	NRJ	296		
Sarasota (P)	MH	SRQ	263	126.18	
"Bradenton	CI		121.3, 126.18	#, 122.5,	(0700-1830)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4	(3), #	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;243.0, 255.4	(3), #	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4	(3), #	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
" Palm Beach Intnl/AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4	(3), #	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
"Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4	(3), #	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
(1)Athens ATCS-Anderson,S.C	BVOR-DTV	AHN	109.6;V;243.0, 255.4	(3), #	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4	(3), #	50 A 154 N 235 A 324 N
"	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.5, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

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LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: 120.7, 122.5, 126.18, 126.7, 119.5, 122.7, 125.7, 135.9, 118.1, 119.1		
" "	Center		118.9, 120.3, 120.9, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7	#	
Atlanta Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8 348.6	(2), #	(0700-2300)
" NAS	MRLZ	NCQ	323; 126.18, 233.8, 142.74, 243.0	(1), #	108 A 177 N 267 A 357 N
" "	CM			(1)	Sunrise-Sunset
" Dobbins AFB	CM		120.5	#	
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4	(3), #	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	206; V; 243.0, 255.4	(3), #	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N 239 A 322 N
" "	HW	NEA	275		
(1)Columbus	BVOR-DTV	CSG	117.1; V; 243.0, 255.4	(3), #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Lawson AAF	CM			(1)	
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6; V; 243.0, 255.4; 230	(3), #	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209; V; 243.0, 255.4	(3), #	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6; V; 243.0, 255.4	(3), #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3; V; 243.0, 255.4	(3), #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278; 119.1, 126.18, 257.8 348.6	(2), #	
" "	UHF/DF			257.8, 348.6 305.4	
Valdosta	BMH-TV	VLD	224; V; 243.0, 255.4	(3), #	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		45 A 135 N 225 A 315 N
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4	(3), #	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
"Air Term.	AC(g)		278; 118.3, 126.18, 257.8 305.4, 348.6	(2), #	
" "	UHF/DF			225-400 req	
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4	(3), #	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4	(3), #	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215; V; 243.0, 255.4	(3), #	
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4	(3), #	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4	(3), #	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4	(3), #	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
(1)Bradford	BVOR-DTV	BDF	114.7; V; 243.0, 255.4	(3), #	DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350; V; 243.0, 255.4	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C		206; 121.3, 126.18	(2), #	(0600-2200)
"Midway	AC(g.7)		278; 118.7, 119.5, 119.9, 123.7, 126.18, 126.5, 243.0 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		119.7, 120.2, 120.5, 120.9 123.6, 123.9, 124.5 124.7, 125.1, 125.5, 125.9, 126.5, 243.0, 250.2, 301.4, 320.7, 323.2, 323.4, 340.6, 352.0, 353.9, 355.2, 362.3, 378.8, 379.9, 385.4	#	
" O'Hare	AC(g)		332; 118.1, 118.3, 125.4, 125.7, 126.18, 236.6, 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights ATCS-Chicago	BVOR-DTV	CGT	114.2;V;243.0,255.4	(3), #	DME
Effingham	MRLWZ	EFF	275		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;243.0, 255.4	(3), #	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBMRAZ-DTV	MLI	224;V;243.0, 255.4	(3), #	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;243.0, 255.4	(3), #	DME
(1)Northbrook ATCS-Chicago	BVOR-DTV	OBK	116.2;V;243.0, 255.4	(3). #	
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4	(3), #	89 N 182 A 254 N 358 A
(1) "	BVOR	PIA	115.2		
" Arpt	AC(g)		278;119.1, 126.18, 257.8	(2), #	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;243.0, 255.4	(3), #	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;243.0, 255.4	(3), #	93 A 132 N 273 A 314 N
(1) "	BVOR	RFD	116.5		DME
Springfield	SBMRAZ-DTV	SPI	239;V;243.0, 255.4	(3), #	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3, 257.8, 305.4 348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;243.0, 255.4	(3), #	DME
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3; V;243.0, 255.4	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4	(3), #	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA		114.6	
" Baer	AC(g)		278;119.1, 126.18, 257.8	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4	(3), #	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;243.0, 255.4	(3), #	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,118.5,119.9,121.1, 126.18, 243.0, 257.8, 269.4, 284.6, 390.3,	(2), #	
"	Center		119.3,119.7, 120.1, 124.1, 124.9,125.3 , 301.4, 307.2 312.6, 319.8, 338.6, 353.7, 358.6	#	
"	VHF/DF		Gdc: 118.1, 118.5, 119.9, 121.1,122.1, 122.5, 125.3, 126.7, 126.18, 132.0, 135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0;V;243.0, 255.4	(3), #	
Madison AAF	CM		126.3	#	
McCool	MHW	MCL	359		
(1)Nabb ATCS-LouisvilleKy	BVOR DTV	ABB	113.5;V;243.0, 255.4	(3), #	
Richmond	MHW	RID	385		
(3) "	VORW	RID	116.1		
(3)Scotland	VORW	SCJ	117.8		DME
(1)Shelbyville	VORW	SHB	108.4		
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4	(3), #	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5, 243.0, 257.8	(2), #	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;243.0, 255.4	(3), #	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3, 126.18, 257.8 243.0	(2), #	(0700-2300)
IOWA					
(1)Burlington	BVOR DTV	BRL	111.4;V;243.0, 255.4	(3), #	DME
Cedar Rapids	BMH-DTV	CID	248;V;243.0, 255.4	(3), #	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4	(3), #	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Dubuque ATCS-Cedar Rapids	BVOR-DTV	DBQ	117.4;V;243.0, 255.4	(3), #	
(1)Fort Dodge ATCS-Mason City	BVOR-DTV	FOD	114.1;V;243.0, 255.4	(3), #	
(1)Iowa City ATCS-Cedars Rapids	BVOR-DTV	IOW	116.1;V;243.0, 255.4	(3), #	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275	(3), #	
(1)Mason City	BVOR-DTV	MCW	114.9;V;243.0, 255.4	(3), #	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,	(3), #	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1)Waterloo	BVOR DTV	ALO	116.4;V;243.0, 255.4	(3), #	
" Arpt	AC(g)		278;119.3, 257.8	(2), #	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;243.0, 255.4	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4	(3), #	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;243.0, 255.4	(3), #	
(1)Emporia	BVOR-DTV	EMP	112.8;V;243.0, 255.4	(3), #	
Ft. Riley - Marshall AAF	CM		126.3	#	
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4	(3), #	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;243.0, 255.4	(3), #	DME
Great Bend NAS	CM		251;121.3, 151.2, 243.0, 250.6	(2), #	(0730-1700 Mon-Fri xcpt holidays)
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 299	(3), #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4	(3), #	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5, 236.2	(2), #	
" NAS	HW	NEP	404		
" "	CM		293	(1)	
Kansas City Fairfax	C(g.7)		278;119.1, 126.18, 243.0 257.8	(2), #	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;243.0, 255.4; 278	(3), #	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;243.0, 255.4; 278	(3), #	DME
" Schilling AFB	CM		118.3	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
(1)Salina - Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;255.4	(3), #	DME
"	MHW	TOP	304		
"Philip Billard	C(g)		278;118.7, 126.18, 243.0 257.8	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4	(3), #	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5, 137.88, 243.0, 257.8	(2), #	See RAPCON McConnell AFB
"Beech	CI(g)		239;119.9, 121.5, 126.18	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V-122.2, 243.0, 255.4	(3), #	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;243.0, 255.4	(3), #	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
(1) Lexington	BVOR-DTV	LEX	112.4;V;243.0, 255.4	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1, 243.0, 257.8	(2), #	(0700-2300)
London	BMH-DTV	LOZ	263;V;243.0, 255.4	(3), #	
Louisville	SBMRLZ-DTXV	LOU	359;V;243.0, 255.4	(3), #	86 N 180 A 266 N 360 A
(1) "	BVOR	LOU	114.8		
" Bowman	C(g)		278;119.5, 126.18, 243.0, 257.8	(2), #, 121.9	(0700-2300)
" Standiford	AC(g.7)		317;119.0, 124.5, 126.18, 120.3 243.0, 257.8, 319.2, 381.6	(1), #, 122.7	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;243.0, 255.4	(3), #	
"	BMH	PUK	215		
(1)York	VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4	(3), #	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4	(3), #	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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LOUISIANA					
Baton Rouge - Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Fort Polk AAF	MHW	POK	224		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4	(3), #	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;243, 255.4	(3), #	
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4	(3), #	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4	(3), #	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 243.0,	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2	(1), #, 122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;255.4	(3), #	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	(2), #	
" Downtown	C(g.7)		293;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4	(3), #	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4	(3), #	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4	(3), #	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	108.2		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;255.4	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4	(3), #	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;255.4	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 255.4, 257.8	(2), #	
Presque Isle	SRAZ-DV	PQI	388;126.18, 236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	1.4.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl frm Presque Isle AFB Twr)	SMLZ-DV	SPR	371;126.18, 236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash., D.C.	SBMRAZ-DTXV	ADW	379;126.7, 122.2	(3)-135.9, #	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;243.0, 255.4	(3), #	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3, 126.18, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 120.4, 257.8, 360.8, 3814	(2), #	
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(07-16 M, F, S & Sun 07-2230 T, W & Th)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2), #	(0730-2400 Mon-Fri.)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;243.0, 255.4; 326	(3), #	DME
Shadyside	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1)Westminister ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;243.0, 255.4	(3), #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3, 124.4, 124.9, 125.2, 132.3, 301.4, 307.9, 319.2, 324.7, 353.7	#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston Bedford (Hanscom)	AC(g)		278;123.7, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF		Gds: 233.8, 243.0, 257.8, 305.4 348.6		
" Logan	AC(g)		278;118.1, 118.3, 120.5, 126.18, 126.5, 137.88, 243.0 257.8, 263.0, 271.2, 290.8, 343.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.3, 120.5, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-WindsorLocks, Conn	BVOR-DTV	CTR	108.6;V;243.0, 255.4	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		(on req)
FtDevens,Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTVJ	GDM	114.2;V;243.0, 255.4; 254	(3), #	DME
Hayannis	MHW-DV	HYA	239;V;	#, 122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;	#, 122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;243.0, 255.4; 278	(3), #	
"	HHW	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	CI		254;121.3	(2), #	(0630-2330)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, ATCS-WindsorLocks,C onn	SBMRLZ-DV	BAF	230;V;243.0, 255.4	(3), #	23 A 113 N 203 A 293 N
Westfield, Barnes	C		212;121.3, 126.18, 275.8, 257.8(req)	(2), #	(0700-2300)
Worcester	TVJ		254;V;243.0, 255.4	(3), #	
" Arpt	C(g)		291;120.1,243.0 257.8	(2), #	(0700-2300)
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4	(3), #	3 A 93 N 183 A 273 N
" Kellogg Arpt	C(g)		396;118.3, 257.8	(2), #	
(1)Carleton ATCS-Detroit	BVOR-DTV	CRL	114.9;V;243.0, 255.4		DME
"	SBRAZ-DTV	RML	388;V;243.0, 255.4	(3), #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278;118.7, 120.0, 243.0, 257.8	(2), #	
" Metropolitan-Wayne Co.	C(g.7)		245;121.1, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 123.9, 125.3, 243.0, 250.4, 268.2, 301.4, 317.5, 326.2, 335.6, 343.8, 126.4, 119.8	#	
" Willow Run	AC(g)		332;118.4, 123.7, 121.3, 124.9, 243.0, 257.8, 263.0, 126.18, 381.4, 355.8, 290.3	(2), #	
(1) " " "	TVOR	YIP	111.4		
Flint	TV		V;255.4	(3), #	
" Bishop	AC(g)		278;119.5, 243.0, 257.8	(2), #	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;243.0, 255.4	(3), #	
Grand Marais	BRL-DTV	GMI	341;V;243.0, 255.4	(3), #	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3, 257.8	(2), #	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227;V;243.0, 255.4	(3), #	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;243.0, 255.4	(3), #	
(1)Keeler-ATCS-South Bend, Ind.	BVOR-DTV	ELX	115.1;V;243.0, 255.4	(3), #	
Lansing	SBMRAZ-DTV	LAN	206;V;243.0, 255.4	(3), #	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9, 243.0, 257.8	(2), #	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		
Marquette-Sawyer(A)	HW	SAW	359		
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1, 257.8	(2), #	(0730-2330)
Pellston	BMH-TV	PLN	332;V;243.0, 255.4	(3), #	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;243.0, 255.4	(3), #	
(1) "	BVOR	MBS	112.9		
(1)Salem ATCS-Detroit	BVOR-DTV	SVM	116.9;V;243.0, 255.4	(3), #	
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;243.0, 255.4	(3), #	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4	(3), #	34 A 139 N 214 A 319 N
(1) "	BVOR	TVC	112.4		
(3)White Cloud	*VORW	HIC	114.5		
Wurthsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4	(3), #	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	TVOR	BJI	111.2	122.1	
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-05-23 wkdays 05-1915Sat;09-23Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4	(3), #	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
"Arpt	AC(g)		278;118.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
Eveleth (S)	TVOR	EVM	108.2		V-08-17
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4	(3), #	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(2), #	
"	Center		120.3, 124.7, 125.5, 243.0, 301.4, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds:118.7, 119.1, 119.5, 120.3, 122.1, 122.5, 126.7, 126.18, 135.9		
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;243.0, 255.4	(3), #	
Rochester	SBMRLZ-DTV	RST	236;V;243.0, 255.4	(3), #	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3, 257.8	(2), #	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A
Columbus	VORW	UBS	115.8 (test-basis)		265 N 355 A
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4	(3), #	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Gulfport	CM		121.3, 126.18, 236.6, 243.0, 305.4	#	(0600-2100)
" -Keesler AFB	CM			(1)	
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4	(3), #	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	BVOR-DTV	MCB	116.7;V;243.0, 255.4	(3), #	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;243.0, 255.4	(3), #	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4; 391	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4	(3), #	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;243.0, 255.4; 272	(3), #	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4	(3), #	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 119.5, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(2), #	
"	Center		1188, 1189, 1197, 1236, 1251, 125.9, 2430, 301.4, 317.5 326.2, 335.6, 355.8	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;243.0, 255.4	(3), #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	BVOR-DTV	MCM	112.9;V;243.0, 255.4	(3), #	ATCS-Kirksville
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;243.0, 255.4; 278	(3), #	
(1)Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;243.0, 255.4	(3), #	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;243.0, 255.4	(3), #	DME
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	(0700-2300)
St. Louis	SBRAZ-DTXV	STL	209;V;243.0, 255.4	(3), #	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3, 118.5, 119.5, 126.18, 243.0, 257.8, 290.8, 338.2, 348.6, 360.6, 379.1	(2), #	
"	Center		120.3, 124.5, 125.5, 125.7, 243.0, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 119.5, 122.1, 122.5, 120.3, 126.7, 126.18, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4	(3), #	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	BVOR-DTV	VIH	117.7;V;243.0, 255.4	(3), #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Logan	AC(g)		278;118.3, 243.0, 255.4 257.8, 348.6	(2), #, 126.18	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4	(3), #	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;243.0, 255.4	(3), #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4	(3), #	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4	(3), #	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4	(3), #	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Intnl	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		120.3, 301.4	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4	(3), #	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4	(3), #	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	BH-DTV	LVM	224;V;243.0, 255.4	(3), #	
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4	(3), #	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4	(3), #	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	111.8		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;243.0, 255.4	(3), #	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	116.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;243.0, 255.4	(3), #	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;243.0, 255.4	(3), #	
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 301.4	(3), #	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEBRASKA					
(1)Imperial	BVOR-DTV	IML	117.9;V;243.0, 255.4	(3), #	DME
Kearney (S)	TVOR	EAR	111.2	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;243.0, 255.4	(3), #	71 N 170 A 251 N 350 A
" AFB	CM		272;118.5	(2), #	
McCook (S)	TVOR	MCK	110.0	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 06-23)
" "	TVOR	OFK	109.6,	121.5, 122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;243.0, 255.4	(3), #	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4	(3), #	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
"	AC(g)		278;119.1, 126.18, 243.0, 257.8	(2), #	
" Offutt AFB	MH	OFF	296		
" " "	CM		296	(1)	
Scottsbluff	SBMRLZ-DTV	SCT	341;V;243.0, 255.4	(3), #	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;243.0, 255.4	(3), #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 301.4	(3), #	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4	(3), #	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	NSV	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4	(3), #	23 A 112 N 208 A 282 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3, 137.88, 257.8 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4	(3), #	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4	(3), #	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3, 137.88,243.0, 257.8, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;243.0, 255.4; 296	(3), #	
Tonopah	SBRAZ-DTV	TPH	221;V;243.0, 255.4	(3), #	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;243.0, 255.4	(3), #	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4	(3), #	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	108.2		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;243.0, 255.4	(3), #	
Manchester (S)	MHW	MHT	338		
" Grenier	CI		126.18, 137.88, 236.6 243.0	#, 122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
" "	CM		272;119.1	(1)	
Beachwood	MHW	BWO	203		
Belmar-Ft. Monmouth	CM		281;121.3, 126.3	(1), #	
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;255.4	(3), #	DME
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;255.4	(3), #	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Millville	SBRAZ-DTV	MIV	365;V;243.0, 255.4	(3), #	72 A 157 N 243 A 324 N
Morristown	CI		203;121.3	(2)	(1000-1700 weekends only)
Newark ATCS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4	(3), #	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;118.3, 119.2, 120.6 126.18, 126.5, 257.8	(1), #, 122.7	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.6, 243.0, 257.8	(2), #	
Trenton-Mercer County Arpt	CI(g)		121.5, 119.3, 126.18	#, 122.5	(0830-2300) 0830-22Sat-Sun)
Trenton (P)	*TVOR		111.6	Monitor category (1) twr hrs opern	
(1)Woodstown ATCS-Millville	BVOR-DTV	OOD	114.3;V;243.0, 255.4	(3), #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
" Hollman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3, 120.7, 121.1, 123.9, 126.18, 134.1, 136.8, 137.88, 142.02 243.0, 257.8, 270.6, 289.4, 348.6, 355.8, 363.8	(2), #	
"	Center		119.7, 120.3, 123.7, 243.0 269.4, 284.6, 301.4, 307.2	#	
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
Cannon	HW	CVS	272		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;243.0, 255.4	(3), #	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4	(3), #	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
(1)Farmington	BVOR-DTV	FMN	115.3;V;243.0, 255.4	(3), #	
Frazier (A)	HW	FZR	407		
(1)Grants	BVOR-DTV	GNT	116.5;V;243.0, 255.4	(3), #	
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4	(3), #	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V-122.2, 243.0, 255.4	(3), #	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Pinon	VORW	PIO	110.4		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4	(3), #	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;243.0, 255.4	(3), #	
(3)Texico	VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4	(3), #	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4	(3), #	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Zuni	BMRLZ-DTV	ZUN	353;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) Zuni	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4	(3), #	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18, 142.74, 233.8	(2), #	(0800-1630 Mon-Fri)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;243.0, 255.4	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4	(3), #	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;123.7, 126.18, 119.8, 257.8, 126.5, 243.0, 319.8	(2), #	
Calverton, Peconic River	CI(g)		323;121.3, 126.18, 142.74 233.8	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;243.0, 255.4	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4	(3), #	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;119.1, 243.0, 257.8	(2), #	(0700-2300)
Farmingdale Republic	CI		371;121.3;126.18, 257.8	(2), 126.18, 257.8	(0700-1530 Mon - Fri)
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0, 255.4	(3), #	
Glenville	MHW	GVI	284		
Hempstead, ATCS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4	(3), #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUQ	112.9		
Islip, MacArthur	CI(g)		257;126.18, 121.5, 119.3	(2), #	(0800-2400)
Lido	MHW	LDO	239		
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4; 243	(3), #	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;255.4	(3), #	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2, 381.4	(1), #, 122.7	
New York	Center		118.9, 119.6, 119.8, 120.0 120.8, 120.9, 121.0, 1202 121.1, 123.6, 123.8, 123.9, 124.1, 124.3, 124.5, 124.7, 124.8, 124.9, 125.1, 1253 125.4, 125.5, 125.6, 1258, 125.9, 126.0, 126.4, 132.3, 137.88, 243.0, 250.4, 269.6, 285.4, 301.4, 306.3, 310.4, 335.6. 343.8, 355.8, 363.1, 381.6	#	
" Idlewild	MHW	IDL	353		
(1)" "	BVOR-DTXV	IDL	117.2;V;255.4	(3), #	DME
"Intnl(Idlewild)	AC(g)		119.1, 121.1, 123.7, 123.9 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 285.6, 290.3, 313.4, 348.6	(1), #, 122.7	
" (Idlewild)	VHF/DF		Gds: 119.1, 121.1, 122.7, 1237, 1239 132.3, 134.1, 134.64, 142.74		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 257.8, 236.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 243.0, 257.8, 305.4		
Peconic	SRAWZ	PIC	341		53 A 129 N 234 A 321 N
(1)Plattsburgh ATCS-Burlington, Vt	BVOR-DTV	PLB	116.7, V;255.4	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4	(3), #	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	112.2		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	114.5		DME
" Arpt	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(3) Rockdale	VORW	RKA	108.4		
Rome-Griffiss AFB	MHW	RME	212		
" "	VORW	RME	112.4		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	(0700-2300& req)
Syracuse	SBRAZ-DTV	SYR	350;V;255.4	(3), #	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 257.8, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	BMRLZ-DTV	UCA	359;V;243.0, 255.4	(3), #	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	116.1;V;243.0, 255.4; 224	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Wellsville ATCS-Elmira	BVOR-DTV	ELZ	108;V;243.0, 255.4	(3), #	
White Plains Westchester Co.	AC(g)		260;118.5, 126.18, 148.32 257.8, 243.0	(2), #	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4	(3), #	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2), #	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	307;V;255.4	(3), #	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;118.1, 123.7, 126.18 243.0, 257.8, 335.6, 348.6	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
"	BVOR	NKT	115.4		
"	CM			(1)	
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;243.0, 255.4, 320	(3), #	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
" Grannis Arpt	C(g.7)		278;118.3,348.6,243.0	(2), #	
Ft. Bragg-Pope AFB	H	FTB	338		
" " "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4	(3), #	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1)Hickory	BVOR-TVJ	HKY	113.1;V;323	(3), #, 255.4	
Lumberton	MHW	LBT	359 [redacted]	[redacted]	Unmonitored
(3) "	VORW	LBT	117.0		[redacted]
Murphy	HW	MUY		230	
New Bern	BMH-DTV	EWN	391;V;243.0, 255.4	(3), #	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3, 126.18, 243.0 257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;243.0, 255.4; 317	(3), #	
Weeksville NAF	MRLWZ	NFG	254		64 A 139 N 244 A 319 N
NORTH CAROLINA					
Wilmington	BMH-TV	IMN	368;V;243.0, 255.4, 301.4	(3), #	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7, 126.18,	(2), #	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4	(3), #	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4	(3), #	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4	(3), #	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;243.0, 255.4	(3), #	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 301.4	(3), #	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
(3) Williston	VORW	ISN	116.3		
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4	(3), #	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5, 142.74, 243.0 257.8	(1), #, 122.7	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 305.4, 255.4, other freq on req.		
" Canton	AC(g)		278;118.3, 126.18, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton ATCS-Columbus	BVOR-DTV	APE	116.7;V;255.4,243.0	(3), #	
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
(1)Chardon ATCS-Cleveland	BVOR-DTXV	CXR	117.5;V;243.0, 255.4	(3), #	
Cincinnati	SBRAZ-DTV	LUK	335;V;243.0, 255.4	(3), #	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3, 126.18, 124.7, 257.8, 243.0, 285.6	(1), #, 122.7	
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4	(3), #	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;118.1, 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0, 291.6, 307.0, 348.6	(2), #	
"	Center		120.5, 124.2, 124.3, 124.7, 125.5, 125.9, 243.0 284.6, 301.4, 311.8, 318.2, 323.2, 340.6	#	
" "	VHF/DF		Gds: 118|118.5|119.9|121.0|122.5|126.18		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0	(3), #	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;109.5, 116.7, 121.1, 121.3, 126.18, 126.5, 136.8, 142.02, 243.0, 257.8, 263.0, 274.3, 348.6	(2), #	
" "	UHF/DF			225.0-399.9	
(1) Dayton	BVOR-DTV	DAY	115.0;V;243.0, 255.4	(3), #	DME
" Arpt	AC(g)		278; [redacted] 119.5 [redacted] 125.7, 126.18, 243.0, 257.8, 313.4	(2), #	
" Wright-Patterson AFB	SBMRAZ	FFO	379		16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Findlay	BMH-TV	FDY	209;V;243.0, 255.4	(3), #	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	VORW	JFN	115.2		
Mansfield	BMH-TV	MFD	329;V;243.0, 255.4	(3), #	
(1) "	BVOR	MFD	113.9		
"	AC(g)		278;118.7, 257.8	(2), #	(0700-2300)
Perry	MHW	PEX	332		
(1) Sidney ATCS-Dayton	BVOR-DTV	SIE	108.2;V;243.0, 255.4	(3), #	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(3) Tiverton	VORW	TVT	110.2		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3, 126.18, 243.0, 257.8	(2), #	
(1) Waterville	BVOR	VWV	113.1		DME
(3) Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4	(3), #	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;125.5, 126.18, 243.0, 257.8, 275.8	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-TV	ZZV	275;V;243.0, 255.4	(3), #	
(1) "	BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;243.0, 255.4	(3), #	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4	(3), #	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1) Hobart	BVOR-DTVBJ	HBR	114.7;V;243.0, 255.4; 206	(3), #	
(1) Lawton	VOR	LAW	112.2		
" Post AAF	MHZ	PFL	308		
" " "	CM		308	122.5	
Mannsville (A)	MHW	MVI	299		
(1) McAlester	BVOR-DTVBJ	MLC	112.3;V;243.0, 255.4; 206	(3), #	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla CityRdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4	(3), #	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;243.0, 255.4	(3)#	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4	(3), #	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7, 119.1, 126.18 243.0, 257.8, 338.6, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4	(3), #	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 301.4	(3), #,	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;255.4	(3), #	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
" "	VHF/DF			100-156	
(1) Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;255.4	(3), #	
(3) Newport	VORW	ONP	117.1		
(1) North Bend	BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278	(3), #	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4	(3), #	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4	(3), #	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.1, 118.7, 119.2, 126.18, [redacted] 243.0, 257.8, 284.6, 290.3, 348.6, 363.8	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4	(3), #	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3) Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4	(3), #	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBRAZ-DTV	ABE	320;V;255.4	(3), #	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5, 243.0, 257.8	(2), #, 126.18 req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4	(3), #	23 A 88 N 203 A 281 N
(1) Bradford	BVOR-DTV	BFD	114.4;V;243.0, 255.4	(3), #	DME
"	BMH	BFD	224		
Brookville	BH-TV	BKL	356;V;243.0, 255.4	(3), #	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1) Ellwood City ATCS-Pittsburgh	BVOR-DTV	EWC	114.2;V	(3)	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4	(3), #	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		
(1) Fitzgerald	VORW	FTZ	108.2		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4	(3), #	07 A 104 N 194 A 298 N
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;119.5, 126.18, 243.0 257.8, 382.2	(2), #	
Hazleton	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1) Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;243.0, 255.4	(3), #	
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;243.0, 255.4	(3), #	58 A 148 N 238 A 328 N
" Arpt	C(g)		326, 121.3, 126.18, 2430, 2578	(2), #	
Philadelphia ATCS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4	(3), #	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.5, 119.0, 121.7, 126.18, 142.74, 243.0, [redacted] 2630, 3072, 312.6, 3382, 3486	(2), #	
"	VHF/DF		Gds: 1185, 1190, 121.7, 122.5, 126.18, 142.74		
Philadelphia - Mustin NAS	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4	(3), #	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4	(3), #	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3, 126.18, 243.0 257.8	(2), #	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7, 119.3, 121.1 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 379.1	(2), #	
"	Center		118.9, 119.2, 120.1, 120.9, 125.1, 1378, 2430, 2554, 290.8, 301.4, 319.2 324.7, 343.6	#	
" "	VHF/DF		Gds: 118.7, 119.3, 121.1, 122.5, 126.18, 126.7, 132.3, 135.9		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1) Pottstown ATCS-N. Phila.	BVOR-DTV	PTW	110.8;V;243.0, 255.4	(3), #	
Reading, General Spaatz Arpt	AC(g)		281;126.18, 119.1, 243.0, 257.8	(2), #	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		ATCS-Williamsport
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(3) Tower City	VORW	TWR	108.2		
(1) Tyrone	VORW	TON	110.0		
(1) West Chester ATCS-N. Phila.	BVOR-DTV	ESR	112.3;V;243.0, 255.4	(3), #	DME
Westover	MHW	ESV	329		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4	(3), #	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;243.0, 255.4	(3), #	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SBRLZ	NXX	391;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "					
" "	CM		356	(1)	
(1)Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;243.0, 255.4	(3), #	47 A 106 N 205 A 291 N (Test-basis)
"	VORW	PVD	110.2		
" Green	AC(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;243.0, 255.4	(3), #	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4	(3), #	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3, 119.3, 126.18 257.8, 263.0, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
Columbia	SBRAZ-DTV	CAE	227;V;255.4	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5, 126.18, 243.0 257.8, 348.6	(2), #	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4	(3), #	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4	(3), #	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9, 125.9, 126.18 257.8, 348.6	(2), #	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;243.0, 255.4	(3), #	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4	(3), #	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
" "	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4	(3), #	110 A 162 N 290 A 342 N
(1)Aberdeen	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4	(3), #	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1)Philip	BVOR-TV	PHP	115.7;V;243.0, 255.4	(3), #	
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4	(3), #	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 301.4	(3), #	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4	(3), #	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Watertown	BVOR DTV	ATY	116.6;V;243.0, 255.4	(3), #	
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	BVOR-DTV	CHA	112.8;V;255.4	(3), #	
" Lovell	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	BVOR-TV	CSV	113.4;V;243.0, 255.4	(3), #	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;243.0, 255.4	(3), #	
"	BMH	DYR	245		
Emmett	MHW	EME	320		
Gainsville (N)	MHW	NQ4	263		
(1)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4	(3), #	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4	(3), #	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.1, 118.7, 123.9, 126.18, 257.8, 305.4, 348.6, 382.2	(2), #	
" "	VHF/DF		Gds:118.3,118.7,120.3,122.1,122.5,123.9,126.7,126.18,132.0,132.3,135.9		
" "	UHF/DF			243.0, 255.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4		
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278, 118.3, 119.1, 126.18 243.0, 257.8, 291.6, 340.6, 348.6	(2), #	
"	Center		119.3, 120.1, 120.5, 243.0, 250.2, 301.4, 311.8, 318.2, 323.2	#	
"	(twr)VHF/DF		Gds:118.3,119.1,119.7,120.3,122.1,122.5,126.7,126.18,132.0,135.9		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL: OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 236.6 243.0	(1), #	63 A 145 N 243 A 325 N
" "	CM		396	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4	(3), #	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;118.1, 126.18, 243.0 257.8, 383.8	(2), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.1, 120.3, 122.1, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4	(3), #	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18 257.8, 348.6	(2), #	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4	(3), #	01 A 71 N 181 A 248 N
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18, 257.8, 348.6, 363.8	(2), #	
Alice	SBRAZ-DTV	ALI	224;V;255.4	(3), #	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;243.0, 255.4	(3), #	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
Austin	BH-DTV	AUS	281;V;243.0, 255.4	(3), #	
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4	(3), #	70 A 160 N 250 A 340 N
(1) "	BVOR	BPT	114.9		
" Jefferson Co.	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4	(3), #	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	114.3		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4	(3), #	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7, 126.18, 118.1, 250.2, 257.8, 348.6	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;243.0, 255.4	(3), #	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;243.0, 255.4; 206	(3), #	
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;243.0, 255.4	(3), #	DME
" Easterwood	AC(g)		272;118.5, 126.18 243.0, 257.8, 347.0	(2), #	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;243.0, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 141.84, 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	VORW	NGP	114.0		
" "	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;243.0, 255.4	(3), #	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;243.0, 255.4	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4	(3), #	
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;243.0, 255.4	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 137.88 243.0, 250.4, 269.2, 301.4, 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft.Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0, 255.4	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296,118.1,118.9,123.9,126.18 236.2, 243.0, 257.8, 263.0, 307.9, 324.7, 363.8	(1), #, 122.7,	
" Meacham	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	(0700-2300)
"	Center		120.3, 120.9, 125.5, 243.0 301.4, 353.7, 360.6, 379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;243.0, 255.4	(3), #	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	BVOR-DTV	GGG	117.4;V;243.0, 255.4;	(3), #	
"	C(g)		236,118.1,257.8,348.6	#	
Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4	(3), #	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1, 118.3, 118.7, 120.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #, 141.3	
	VHF/DF		Gds:118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;243.0, 255.4	(3), #	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4	(3), #	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan-Bay)	HW	NG1	356		
"	HW	NQI	335		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ-DTV	LRD	206;V;243.0, 255.4	(3), #	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
(1)Leona	VORW	LOA	108.4		
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4	(3), #	79 N 174 A 259 N 354 A
(1)Lubbock	BVOR	LBB	117.1		
" Arpt	AC(g)		278,119.9,126.18,257.8,348.6	(2), #	
(1)Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;243.0, 255.4	(3), #	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;243.0, 255.4	(3), #	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;243.0, 255.4	(3), #	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;243.0, 255.4	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4	(3), #	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
(1)Rocksprings	VORW	RSG	109.0		
Salt Flat	BMRLZ-DPTV	SFL	335;V;243.0, 255.4	(3), #	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
San Angelo	BMRLZ-DTV	SJT	227;V;255.4	(3), #	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
" Mathis	AC(g)		272,118.3,243.0,257.8,348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4	(3), #	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.9,123.9,124.3,243.0 257.8, 348.6, 381.4	(2), #, 126.18	
"	Center		119.7, 120.1, 120.5, 137.88, 243.0, 263.0, 301.4, 319.8, 363.1	#	
"Randolph AFB	MRLWZ	RND	359		53 A 143 N 233 A 323 N
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" " "	CM		335		
Smithville	MHW	SIH	203		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Snook (A)	MHW	SOK	371		
Somerset	MHW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH DTV-	TYR	320;V;255.4	(3), #	
" Pounds Fld	AC(g)		272;119.1, 243.0, 257.8, 348.6	(2), #	
Van Horn	HW	VHN	353		
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV		385;V;243.0, 255.4	(3), #	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9, 126.18 257.8, 260.6, 348.6	(2), #	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;243.0, 255.4	(3), #.	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 348.6	(2), #	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;243.0, 255.4	(3), #	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278	(3), #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4	(3), #	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;243.0, 255.4	(3)	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;243.0, 255.4; 278	(3), #	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;243.0, 255.4	(3), #	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promotory Pt	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4	(3), #	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18, 243.0, 257.8, 305.4, 348.6	(2), #	
Salt Lake City	Center		1189,1192,1203,1245,2430 269.2, 274.3,301.4,326.2	#	
"	UHF DF			305.4	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;243.0, 255.4	(3), #	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;255.4	(3), #	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6, 363.8	(2), #	
"	VHF DF			100-156	
"	UHF DF			257.8, 305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4	(3), #	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash., D. C	SBRAZ-DTXV	ARV	233,126.7, 122.2	(3)-135.9, #	41 A 135 N 222 A 316 N
Bacon Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4	(3), #	64 A 178 N 272 A 358 N
Brooke	VORW	BRV	109.2		
(3)Cape Charles	VORW	CCV	112.4		
Chincoteague NAAS	SBMRLZ	NKZ	221;V,126.18, 142.74 233.8, 243.0	(1), #	36 A 99 N 216 A 279 N
"	CM		278	(1)	
Dahlgren NAF	CM		375	(1)	
Danville	BMH-TV	DAN	344,V;243.0, 255.4	(3), #	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;243.0, 255.4	(3), #	DME
Fentress ALF	HW	NTU	404		
Ft Eustis,Felker AAF	CM		126.3	#	
Front Royal	SBMRAZ-DTV	FRR	359;V;243.0, 255.4	(3), #	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4	(3), #	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash., D.C.	*BVOR-DTXV	HRN	114.0;122.2, 126.7	(3)-135.9, #	DME
(1) Hopewell ATCS-Richmond	BVOR-DTV	HPW	109.4;V;243.0, 255.4	(3), #	
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;243.0, 255.4	(3), #	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4	(3), #	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;243.0, 255.4	(3), #	DME
Newport News Patrick Henry	C(g)		317; 118.7, 243.0, 257.8	(2), #	(0700-2300)

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AIR NAVIGATION RADIO AIDS

(10 December 1957)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Norfolk	SBMRLZ-DTV	ORF	281;V;243.0, 284.6, 301.4, 319.8, 381.6	(3), #	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;118.9, 121.1, 123.7 137.88, 132.3, 257.8	(2), #	
"	Center		108.7, 118.1, 118.5, 119.9 120.7, 122.2, 124.1, 126.7 132.3, 135.9, 137.88, 255.4, 257.8, 263.0, 348.6	(3), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" NAS	CM		329	(1)	
" Chambers Fld (N)	SMRLZ	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5, 126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;243.0, 255.4	(3), #	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	20 A 110 N 200 A 290 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4	(3), #	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.0, 119.5, 126.18 257.8	(2), #	
Roanoke	SBRAZ-DTV	ROA	371;V;255.4	(3), #	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278, 118.3, 243.0, 257.8	(2), #	
(1) "	TVOR	ROA	108.6		
(1) South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4	(3), #	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;243.0, 255.4	(3), #	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4	(3), #	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
Everett Paine AFB	HW	EV	396		
"	CM		374	(1)	
(1) Hoquiam	BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278	(3), #	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1) Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18, 121.3	(2), 126.18	(0900-1700)
Richland	CI		126.18, 121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 120.7, 125.3 132.3, 243.0, 285.4, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 118.5, 119.5, 119.9, 120.3 122.1, 122.5, 126.18, 135.9, 137.88		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" "	HW	MWG	404		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4	(3), #	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 363.8, [redacted]	(2), #	
"	Center		120.5, 301.4,	#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
"	CM		272	(2)	(Ctc ctl zone)
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4	(3), #	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2 243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4	(3), #	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1, 257.8, 348.6	(2), #	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;243.0, 255.4	(3), #	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha Co.	AC(g)		317;118.5, 119.8, 125.9, 126.18, [redacted] 257.8 383.8	(2), #	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4	(3), #	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;243.0, 255.4	(3), #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4	(3), #	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4	(3), #	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;243.0, 255.4;	(3), #	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;255.4	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1, 257.8, 243.0	(2), #	
White Sulphur Springs (P)	H	SSU	406	(2), 122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;243.0, 255.4	(3), #	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;243.0, 255.4	(3), #	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;243.0, 255.4	(3), #	
(1)Janesville	VORW	JVL	113.0		
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4	(3), #	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;243.0, 255.4	(3), #	DME
Madison	BMRLZ-DTV	LNR	400;V;255.4	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3, 126.18, 243.0 257.8, 363.8	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4	(3), #	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18, 243.0, 257.8, 263.0, 285.4, 305.4	(2), #	
Milwaukee Mitchell	VHF/DF			100-156 req	
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;243.0, 255.4	(3), #	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1), 122.1	(On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V;-122.2;243.0 255.4	(3), #	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	C		278;118.3, 126.18, 257.8	(2), #	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;243.0, 255.4	(3), #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 348.6	(3), #	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7, 126.18, 257.8	(2), #	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V-122.2; 243.0, 255.4	(3), #	
Ft. Bridger ATCS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;243.0, 255.4	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4	(3), #	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V-122.2; 243.0, 255.4	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair	SBRAZ-DTV	SIR	368;V;243.0, 255.4	(3), #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;243.0, 255.4,	(3), #, 6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7, 126.18, 233.8	(2), #	(1000-0200)
" Ramey AFB	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#, 243.0	(0200-1000, 1400-2200)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 255.4; 6567	#, 122.1, 6567, 8364	
St. Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567	#; 6567	
NEW FACILITIES (or facilities out of alphabetical alignment)					
(1) Sault Ste Marie, Mich.	BVOR	SSM	112.2		
Fayetteville, N. Carolina	TV		V; 255.4	(3), #	
La Crosse, Wisc.	TVOR	TLSE	108.4		
Utica-Oneida Co. Arpt., N. Y.	C(g)		332; 118.1, 243.0, 257.8	(2), #	
Okmulgee, Okla.	VORW	OKM	108.2		
Hanover, Colo.	MHW	HNT	224		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF frequencies facility transmits except 122.2, 135.0 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport).
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.
(5) All airports with CAA facilities.
(6) All airports on which Federal funds have been expended under the FAAP and the Development of Landing Areas - National Defense.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not qualifying as "Public Use" (See definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of referenced city to airport and carried in statute miles.

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon)
(Green and white, split-beam and other types)
Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting
L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach
7a, 7b, 7c - High intensity instrument approach, U. S. National Standard configuration A, B, or C. See page 71 for diagrams.

* An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are obstruction lighted, obstruction lights have not been included in the codification.

SERVICING

S1: Storage
S2: Storage, minor airframe repairs
S3: Storage, minor airframe & minor powerplant repairs
S4: Storage, major airframe & minor powerplant repairs
S5: Storage, major airframe & major powerplant repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.
Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

Unicom (Aeronautical Advisory Station transmitting and receiving, during the airport hours only, as follows):
U - 122.8 mc (for airports without a control tower); and
X - 123.0 mc (for airports with a control tower).

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower
F5: 115/145 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.
Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that state had been originally set up.

(12-10-57)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1NW;RR NE	1058	3	28-L4-(S1)	(F1)	N/S strip soft when wet. P-line N.
(PC)Alexander City, Russell	P	1.5 SW	685	2	h29		3200' strip available. N, E blkd.
(PC) " Municipal	L	5.5 E; hwy S	320	2	h36	F1	3800' strip available
(P)Anniston	P	5.5 SSW; hwy E	599	2	h36-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft when wet.
(PC)Auburn-Opelika	P	2.8 E; hwy 1 N	774	3	h40-B*-L4-S5	F2	5050' strip available
← Bessemer	L	2.5 SW; RR SE	500	1	23-S5	80	Rgt tfc NNE.
(AF)BIRMINGHAM	P	5.8 NE	643	3	h57-B-L4,7-S5-W	F4	Oberg 2-way rdo rqrd day & night.
(PC)Brewton	L	3.5 S; riv N	92	3	h40		
Bridgeport, TAT Hosiery	L	3NNW;hwy SE	634	1	20	F2	Rgt tfc NE.
Canoe, Bachelor	P	0.5 SW; RR N	288	1	16-S5	F2	
Centre	L	0.6NNW;hwySSE	581	1	20		
Clanton, Gragg	L	1.8 NE; crk S	593	2	h40-BL4-S3	F1	ENE, SE blkd, SE end ruf. Soft-wet. Ctn-not maintained.
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	370	1	25		
(PC)Decatur, Pryor	P	4 NNE; hwy W	593	2	h40-BL4-S5-U	F3	
Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW; hwy S	330	5	h40-B-L4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. TV ant. rnwy 31.
(P) " Napier	L	7.5 NW; RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
(PC) Elba	L	1.5 W	265	2	25-*L4		Unattended. Bcn on req.
Enterprise	L	3 W	349	2	37		
(PC)Eufaula, Weedon	P	4.3 NNE; hwy E	275	2	h34	F2	
Eutaw	L	2 SE; hwy N	160	2	23		
←(P)Evergreen, Middleton, 20 MSY-ATL	P	6 WSW	258	2	h40-B*L4-W		80 oct avail. prior req.
Fairhope, Klumpp	P	3.1 E; rds S, E	110	1	19	F1	
(PC)Fayette	L	2.2NNE;hwy W	364	2	h21		2400' strip avail.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE; lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Foley, Oak		6 S; Hwy E					
Ft. Morgan	L	24 WSW Foley	10	2	18		ABANDONED
Ft. Payne	L	2 SW; RR NW	905	1	18		Antenna pole W.
(PC)GADSDEN	P	5 SW	554	2	h48-B-L4-S5-W	F4	
" Goodyear	L	3.5ESE;hwy N	567	1	16		E blkd.
(PC)Grove Hill	P	1.4 SE; hwy NE	478	2	22	(F1)	
(PC)Guntersville	L	3.8 NNE; hwy W	609	1	h24		Caution-paved drag strip 200' E of rnwy
Headland		2 ENE; hwy NW	361				PERMANENTLY CLOSED
←(PC)HUNTSVILLE	P	3.1 S; RR E	619	2	h52-BL4-S5-W	F4	Use rnwys.
Jasper, Walker County	P	2.2 NNE; RR W	496	3	h26-S1	F2	P-line NW. 3100' strip avail.
Lafayette	L	1.4 NE; hwy W	550	1	18		
Lanett, Valley	P	2 SE; riv N, E	564	2	31-S5	F1	
Livingston, Jackson	L	1 N; RR E	170	1	18		Ruf, rolling.
←(P)MOBILE, Bates	P	10.5 W; bet rds	217	3	h51-BL4,6-S5-W	F5	
" Davis		13.5 SW					ABANDONED
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW; hwy N	219	3	h80-BL4,6-S5-W	F4	Use rnwys.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-U-W	F4	Use rnwys only.
Ozark	L	2.0 SE	358	1	20		Drive-in theater S.
Roanoke	L	2 S	907	1	21		
Russellville, Wood Dearing	L	4 E	702	2	20		SE, NW blkd.
Scottsboro, N. Sauty Base	L	5 SSW; hwy S	603	1	20		CLOSED-TVA Fld. P-line SSW.
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
Selma, Dallas	L	2.2 SW; riv SSE	123	1	23	(F1)	
(AF)SELMA, Selfield	P	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S; riv NE	200	2	29		
(PC)Troy	L	5 NNW; hwy E	395	3	h50		Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW, hwy ENE	498	2	26-S3	F2	Rolling. Unattended.
Tuskegee, Moton	L	3 N; hwy W	270	1	40		Unattended
(PC)Wetumpka, Elmore	L	7 W; hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
NEW AIRPORTS (or airports out of alphabetical order)							
Red Bay Municipal	L	0.5 NNW	620	1	21		Ctn - wet. No sod on fld. 80 oct fuel in emerg.
(PC)Hamilton,Marion Co.	L	0.5 SW	460	1	h60-S3	(F2)	1000' overrun each end.
(AF)Talladega	L	15 WSW	527	3	h53		Unattended.

h-payed rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)AJO	L	5 N; RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	28-B		Arpt not fenced. Use with caution.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L-S5	F3	
Buckeye-Stephens	P	0.8WNW;hwy S	890	1	26-S5	F2	E, W blkd.
Bullhead City, Bullhead	L	1 N; riv W	550	1	30	(F2)	
Cameron	L	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3175	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6.0 SE	1450	2	42		Unattended.
← " , Three Point	P	1.5 NNW;hwyE	1389	4	40-*L4	F3	2600' N/S strip lgtd. P-line E. Major eng rpr.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE; RR W	1236	1	h26-S5	F1	P-line NE.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not mainted.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-B*L4-S5	F1	Hazardous take-off SW.
CLIFTON-Greenlee County	P	8.7 SSE;hwy W	3800	2	62-BL4		P-line E.
Colfred	L	1.6ESE;RR 1N	345	2	h40		Ctn-access is by poor desert trail.
(PC)Coolidge, Florence	P	6.0 SE	1587	3	h56	F3	
Cordes	L	0.4NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4.0 NE	6200	2	23		Ctn-erosions.
Dateland, Whitewing Rnch	L	13.8 N; RR S	550	1	29		
Dewey-Humboldt		1 E of Dewey					ABANDONED.
← Douglas	P	2.5 E	4181	3	h41-S5	F1	5300' strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd. ARPT OF ENTRY. Tfc pat alt. 1000'. NW/SE clsd acft over 30,000 lbs.
(PC)Duncan	L	2.3 SW	3878	2	35-S3		
Elfrida	L	1 SE;hwy W, N	4200	1	26		
(PC)FLAGSTAFF	P	4.5SSW;hwy W	7010	1	h63-BL4-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion,vegetation, E blkd.
" -Junction	L	1 mi SW	1900	1	53		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4750	1	34		Rolling. Cattle on fld.
Ganado	L	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
(AF)Gila Bend	P	4 SSW; RR W	858	3	h62		
" Gila Gin	L	6.9WNW;rivNNE	750	2	24		P-line NE.
← " Hunt's	P	1 WNW;RR S	738	1	27-S3	F2	Rolling. TV ant. NE.
" Stephens Ranch	P	13 mi NW	650	1	26	F2	P-line E.
Gilbert	L	0.7 SSW	1245	1	23		E blkd. Rgt tfc E.
← Glendale, Fram	P	5.3 W	1060	1	21-S1	F2	P-lines E, W.
Globe Wheeler Crosswind	L	4.2ENE;hwy W	3845	1	29		Surd by mtns.Rolling, ruf. Soft-wet. Cattle-fld.
← Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3-U	F1	
(PC)Hackberry	L	6.4NW;hwy S	3390	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1.2S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6620	1	34		Ruf. Use strip.
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
" Y-Lighting Rch	L	6 WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2NNE;hwy SE	5241	2	48-BL2	(F2)	Strip soft. Unattended.
Kaibito	L	1.8 SW;rd E	6070	1	26		Ctn-erosions. Rolling.
Kayenta	L	3 ESE;rd SE	5810	1	56	(82)	Ctn-erosions. Soft when wet.
Kelvin	L	0.5E;RR S	1810	1	17		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5NE;RR NW	3446	3	h69-BL4-S3	F3	Fld lgts activated by 3 pulses of mike button on 121.7 mc.
" Temple Bar	L	61NNW;lk NE	1330	1	36		Rolling.Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 mi E	5300	1	24		Soft when wet. Erosion.
(PC)Marana	L	7.7 WNW;rivSW	1891	3	h65		P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center
(PC) " Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #6	L	11 WSW	2065	aw	h30		Rolling.
(PC)Marble Canyon	P	0.3SW;bet hwy;riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
← Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F2	
" Oasis	L	11.5E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Mormon Lake	L	0.5 N	7180	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5-U	F3	ARPT of ENTRY. Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches, adj to strip. E blkd.
Paul Spur		0.7 SE					ABANDONED
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn.-Rolling.
Peach Springs	L	1.2N;hwy SE	4825	2	19		P-line ESE. Cattle-fld.Lgt acft only.
← Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	32-S5-U	F3	P-line ENE, WSW.
" Air Topia	P	6.2 SW;rd N	1028	1	24-S3	F2	Soft.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
Phoenix, International Harvester Proving Ground	L	11.0 S	1234	1	54		
Phoenix, Paradise	P	8.0 NNW;canal S	1245	3	32-S5	F4	P-line E.
(NG) " - SKY HARBOR	Pg	2.8 ESE; RR N	1124	3	h78-BL4,6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Functioning 2-way rdo rqrd. Rgt tfc rnwys 26R, 8R.
← "South Phoenix	P	3.0 SSE; riv N	1100	1	26	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3.0 S	1680	aw	h30		
Pierce Ferry	L	3.7 WSW;dam W	2941	3	32		Ctn-down drafts. On high mesa.
Polacca	L	3.5 SW; rd 1 N	5590	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8.0 NE; RR E	5042	2	h76-BL2,4-S5-W	F4	Use runways.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on field.
(PC)Red Rock, Marana Aux #3	L	8.0 ENE	1970	aw	h30		
Rimrock	L	2.5 NW	3575	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3955	1	26		Mountains ENE. Land to WSW.
Roll, Antelope Ranch	L	2.0 SW; RR E	250	1	30		W blkd. P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	1 mi S	5400	1	33		Caution-soft when wet - erosion.
(PC)SAFFORD	P	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1.0 NW; hwy S	5700	2	45		
Salome	P	0.7 SW;hwys NW	1876	3	45	F3	NW, NE (south) blocked.
" 27B, LAX-PHX	P	15.8 SSE; rd N	1362	2	41-BL2		Caution -puncture vines.
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
'Thunderbird #2	L	8.5 N; rd W	1500	4	h30		Ctn-weeds, breaks in pavement.
← Sedona, Oak Creek Canyon	L	2 SW	4826	1	34	F2	Unattended.
Seligman	L	2.0 NW; hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2.0 NW; hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2.0 ENE; hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3.0 ENE; hwy S	254	3	20		Ctn- soft sand.
"McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip rough.
Superior	L	2.0 WSW;hwy N	2646	2	h40		NNE blkd. Mountains WSW.
Tempe, Sanders	P	5.0 SSW; RR E	1240	1	26-S5	87	N, S blkd.
Tes Nos Pas	L	2.0 E	5450	1	27		Caution - erosions.
(PC)Tombstone	L	4.0 SE; hwy W	4743	1	42		Take-off to ENE.
Topock, Lake Havasu	P	19.0 SSE; riv N	490	3	60	F2	Caution on NNW/SSE strip.
Tuba City	L	1.0 WSW	5000	1	44		Rolling.
(NG)TUCSON	P	7.0 S; RR W	2630	2	hl20-BL4-S5-W	F4	
"Cielo-Terra Guest Rnch	L	13.5 N; hwy W	2650	1	30		
"Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
"Downtown	L	1.4 S; RR SW	2490	3	43	F2	N blkd. P-line NW.
"Ryan	L	13.0 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
"Thunderhead	L	15.0 ESE; rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn - vegetation. Surd by mountains.
(PC)Valle	P	2.3 E; hwy E	6001	3	57-BL2		
Webb	L	3.5 N; hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 ESE; RR N	315	2	h40		
White River Fort Apache	L	3 mi S	5109	1	42		Ruf - vegetation on lndg area. Surd by mountains.
Wickenburg	L	15.0 W; hwy S	2380	3	h45		Use rnwys.
"El Rancho De Los Caballeros	L	3.6 WSW	2510	1	26		Ctn - cattle, autos. Uphill landings, downhill tk-offs. Circle rch before lndg. Hill WSW.
"Flying E Guest Ranch	P	4.4 WSW;hwy N	2490	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W; rd N	4188	2	h61	(F1)	
(PC)Williams	L	4.3 N; RR 1 E	6700	2	45-BL4	(F2)	Cattle-fld. NE/SW strip muddy-wet. NNE/SSW strip rough, dangerous.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Take-off SW or W. Soft-wet. Use strips.
(P)WINSLOW	P	2.0 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
"Chilson	L	15.5 W	5500	1	35		Cattle on field.
Young, McKenzie Ranch	L	1.2 WSW	5095	1	26		Ctn-erosion. Hazardous WNW end. Cattle on field. Rolling.
" Q-Ranch	L	8.5 ESE	5515	2	34		Hill SE; wind-mill SW. Ruf.
(AF)Yuma-VINCENT AFB	P	4.5 SSE;hwy N	213	3	h96-BL4, 6-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi. radius, 1213' above arpt. Jet barriers rnwys 3, 21.
" Aux #1	L	11.3 ESE;hwy N	284	2	h37		Debris on rnwys.
" Aux #2	L	14.0 SSE	275	2	h37		
" Aux #4	L	14.0 SSW	200	2	h37		Derricks, cables N - open ditch.
"Fisher's Landing	L	20.2 NE;riv W	250	1	32		
"Marsh	P	0.7 E; riv N,NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARKANSAS							
Alma	L	1.5ESE;rdS	420	1	17		
(PC) Almyra	P	3W	208	1	h30-S5	91	Emerg only. Dangerous. Soft.
(PC)Batesville	P	3S;hwy E	464	2	h28-BL4	F2	P-line W. Rnwy lgts dusk-2400.
(PC)Benton	L	1.6W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5SSW;hwy E	1296	1	27-BL4-S5	F2	Only 2270' of strip lighted. Seg. cir. covered
Berryville, Masco	L	1WNW;hwy E	1200	1	19		Cattle on fld. with grass.
(PC)Brinkley, Federer Mem'l	P	1E;hwy N	193	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch,holes between boundaries. No storage.
Cabot, Bailey	L	0.5W;RR;hwy SE	305	2	16		E ruf. Unattended.
(PC)CAMDEN, HARRELL	P	4.5NE;hwy W	126	2	h35-BL4	F2	WNW/ESE rnwy perm clsd.
Carlisle	L	0.5S;hwy N	241	1	24-S5	F1	Soft when wet.
(PC) " Municipal	L	3NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6WSW;hwy E	217	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5SE;rds NE	309	2	32-B-S5-U	F2	
Cotton Plant, Overhold	P	3W;hwy S	250	2	18	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6NE;RR W	181	2	22-S3	F2	
← Dewitt, Commercial	P	3W;RR N	200	1	26-S5	80	W blkd. Use strip.
El Dorado	P	1.5S;rds E,W	265	2	24-S5	F2	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6W;hwy S	277	3	h51-BL4	F4	Use rnwys.
(P)Fayetteville, DRAKE FLD	P	4S;hwy W	1251	4	h38-BL4-S5-W	F3	Mtn SE.
" Henson	L	3.5ENE;hwy N	1240	1	16		N blkd. Rolling.
(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL4-S3-W	F4	
(NG)FORT SMITH	P	4SSE;RR S	468	2	h70-BL4, 6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2NW;rd N	229	2	24-S1	F2	
Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
(PC)Harrison	P	4.1NW;hwy NE	1375	3	h40-BL4-S5-U	F1	
Hasty, Smith	L	3.3SSW;hwy E	1150	2	23		N blkd.
(PC)Hazen	L	3.8WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7E;RR N	229	2	21-S3	F2	S blkd;p-lines N, WSW. Ctn-N/S -wet.
Heber Springs	p	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, Thompson-Robbins	P	6NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5NW;RR E	359	3	h55-*L4-S5	F2	Use rnwys.
Horatio	L	0.5 SSE	400	2	30-(S1)	(F1)	
(PC)HOT SPRINGS, Memorial	P	3SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
(PC)Jonesboro	P	3.5ESE;hwy SW	264	3	h44-BL4-S5-W	F1	Use rnwys.
Lake Village, Tindall	L	1.3SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5ESE;rd N, E	257	6	h70-BL4,6-S5-W-X	F4	P-line N.
Lonoke, Hauk	L	4.3NW;lk NE	235	1	16		Soft when wet.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
← Malvern, Harlas	L	2.2WSW;rd N	275	2	26		P-line E. Unattended.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30-L4	(F1)	Ctn-wet. No ben. Rnwy lgts dusk-midngt.
(PC)Mena, 41, NEW-MKC	P	2SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Morrilton	L	4.7NW;hwy S	300	2	15-(S1)	(87)	Ctn-wet.
Moscow, Long	L	0.1E;hwy W	200	1	13		Ctn-when wet.
Mountain Home, DiamondBay	L	9ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2N;rd E	450	2	19-(S1)	(F1)	
(PC)Newport	L	6 ENE	237	4	h50-S1	F3	Use rnwys.
← North Little Rock	L	4.5 N	545	1	32		
Ozark, Whitman	L	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE. Caution-wet.
← PINE BLUFF, Grider	P	5.3SE;hwy 1N	205	2	h51-BL4-S3-W	F4	
← " Toney	L	2.5N;hwy W	215	3	26		
Pocahontas	L	2SE;hwy W	280	2	38	(F1)	
Prescott		2.8SW;RR SE					ABANDONED.
Rogers	L	2.7N;hwy SE	1360	1	32		N blkd.
Round Pond	L	1.8NW;hwy N	202	1	19		Ctn when wet.
Russellville, Ark. Poly.	P	1.3N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req after 2400.
(PC)Searcy	L	2.8S;hwy E	253	2	25		Caution when wet.
Siloam Springs, Brown Univ.	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8SSE;RR	1352	1	34-U	F1	
(PC)STUTTGART	P	7N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
" Dockery	P	1.5NNW;hwy E	214	2	24-S5	F3	N, S blkd.
**(P)TEXARKANA	P	4NE;RR NW	389	2	h40-BL4,6-S3-W	F4	Use rnwys.
Texarkana, Mack's	L	4SE;RR N	390	2	18-S3		SW blkd. No storage.
(P)Walnut Ridge	P	4NE;RR SE	275	3	h50-BL4-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	245	1	26		
← West Memphis, Bowen	P	1.5W;hwy N	215	2	47-*L3-S5	F4	P-lines E, NE, W. Rgt tfc E, NE. Ctn-when wet.
← " Farmers	P	3.2 W;hwy N	212	1	23-S5	F3	Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
Lewisville, Harrison	P	0.3 NE	360	1	18-S3	F2	
← Benton, Saline Co.	P	W; hwy N	325	1	28		Unattended.
← Marianna	L	1 W;RR W	181	1	26-(S3)	(F1)	Caution-ruf.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11WNW; lk N	2865	4	h37-S3	F3	
" Sun Hill Ranch	L	13.1NNW;hwy E	2950	1	23	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	L	0.5 SW; hwy S	4228	1	29		Ruf-weeds. Too soft for use-wet weather.
Aguanga, Stardust Ranch	L	3.4 NW; hwy W	1750	1	20		Hill E.
Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W; RR S	4391	3	h35-S1	F2	P-line NE, SW. Ant. NE.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Antioch	P	3.6 SSE	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-lines E. Rolling. Soft when wet.
(P)ARCATA	P	7.6NNW;oceanW	217	2	h60-BL4,6,7-S5-W	F4	Rgt tfc rnwy 13.
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
(PC)Auburn	P	3.8 N; hwy 1W	1510	2	31-BL2-S5	F2	
Avenal	L	0.3 W; hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet. Electric ear.
→ Bakersfield	P	2.8 S; hwy W	378	1	h30	F3	CLOSED - Sat, Sun.
(P) " KERN CO. #1	P	4.4NNW; RR W	515	3	h59-BL4,6-S5-W	F4	TV antenna E, SE, S.
(PC)Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2150	3	28-L4	F2	P-line N; hill NNE. Rgt tfc E.
Bass Lake, Wishon	L	1.5 WNW	3380	1	19		Lnd NNW; tk-off SSE. Surd by mtns. Ruf.
→ Beckwourth, Plumas Co.	P	1.2 E; RR SW	4900	2	h35-*L1-S5	F3	Lgts summer months. P-line SW.
Benicia-Air Harbor	L	2.9WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8ENE; riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1 NNE;hwyNW	5280	1	34-B-W		P-line NNW. Rolling.
(P)BLYTHE, 21, LAX-PHX	P	7 W; hwys S	397	4	h69-BL4-S5-W	F4	
→ " Heron	P	1.2 E; hwy N	265	1	h25-L4-S5	F3	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.
Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	h25		Soft, ruf, rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	P	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	28		SSE, NNW blkd. Use caution.
Boulevard, J3 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
→ Brawley	P	1.3 NE; rd E	-120	3	h30-S5	F2	P-lines SE, E blkd.
" O'Connell Bros	P	1.4SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport, Bryant	L	0.3NNE; lk N,W	6465	1	31		P-lines, S, W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5WNW; RR S	764	2	h60-BL4,6,7-S5-W	F5	Fee when no 2-way rdo. Rgt tfc rnways 7, 15. 925' ext on rnway 15 avail for take-offs only. P-lines 1 mi W.
Buttonwillow-Kern Co.#15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	36-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5WNW;hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
→ Calistoga	P	0.2 ENE; RR S	365	1	h28-S5	F2	Rft tfc WNW. P-line WNW.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE; RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emergency.
CATALINA ISLAND, Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N; hwy W	4610	1	h36		
Chester	P	1.5SSW;hwy NW	4525	2	53-S5	F2	ENE, SSE, WSW blkd.
(AF)CHICO	P	5 N; hwy E	237	1	h67-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7SE;RR, hwy E	201	1	29		
" Ranchaero	P	2.2WSW;hwyNE	173	1	22-*L4-S5-U	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h62		Rgt tfc to E, NE. Ctn F86 & C47 acft operg in vcnty. Taxiing on rnways.
Chowchilla	L	0.8SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Clarksburg, Borges-Clarksburg	P	2.4NNE;riv SE	12	1	20-S5	F2	ESE blkd.
→ Coalinga	P	1 N; hwy E	714	2	h52-BL4-S1	F2	
(PC)Columbia	P	1 WSW;riv W	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2WSW; hwy S	45	1	15		P-line SE. Soft when wet.
" U. S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft - wet.
Compton	P	1.5SW;hwys E,W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC)Concord, Buchanan	P	1.5NW;hwys N,S	22	3	h50-BL4-S5-U	F3	P-line WSW. Rgt tfc rnways 14 & 19
Corcoran	P	1.3WNW; hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn - weeds.
" Baldwin	L	2.7NNW;RR W	200	1	25		CLOSED. P-line NNW.
" Salyer	L	1.2SE;RR,hwy W	205	1	29-L*L3-(S1)	(F3)	Twr NNW.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC) Corning	P	1.3NE; hwy W	300	1	24-B	F2	
Corona, Thursby's	L	1.3NE; RR S	628	1	20		P-line WNW. Rgt tfc ESE.
Coso Junction	L	0.2 N; hwy E	3380	2	26		E/W strip under const.
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7SW; crk NE	1418	2	30		Hill WNW, Caution - wet.
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
(P) CRESCENT CITY, Del Norte County	P	2.5 NW;ocean W	56	2	h50-BL4-S2-W	F2	
Creston	L	1.5SSW	1200	2	18		SSW blkd.
(PC)Culver City, Hughes	L	3.6 SSW; RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL2-W		
Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	
Darwin	L	0.6 W; hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution - holes.
→ " University	P	2.4WSW; crk S	65	3	h36-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley, Amargosa	L	0.7 W; hwys E,N	2037	1	23		Rgt tfc N.
(PC)Delano-Kern Co. #3	P	1.5SE;RR, hwy W	316	1	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1NNE;riv NW	11	1	h32-L4-S5	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5NE; hwy NW	550	2	h50-BL4		
" Coxcomb	L	17.5NNE; hwy W	900	1	45		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW.
Dixon	L	1.8 NNE;hwyNW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	158	1	23-L4	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
(PC)Dunsmuir, Mott, 25B, FSO-SEA	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd. winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8SE; hwy SW	275	1	16		
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-BL3,4-S5-U	F4	Rft tfc SW.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N; hill W. Soft when wet.
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
→ " -County	P	3.6 ENE; hwy N	5	2	h22-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
→ Fair Oaks-Phoenix	P	3.5ENE;riv E,S	270	1	23-*L4-S3	F2	Rgt tfc to NNE.
" -Sky Nook	L	2.3 S; RR E,SE	70	1	20-S3	F2	No storage. ENE blkd. Ruf.
(PC)Fall River Mills	P	1 N; hwy E	3300	1	h33-L4	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		Unattended.
Fontana	L	3.5NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	L	3.5 SSW; rd E	2728	1	38	(F1)	Surd by mtns.
(P) Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5-U	F2	Rgt tfc rnwy 11.
(PC)Franklin	L	5.5 SSE; RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S, E	331	2	h61-BL4,6,7a-S5-WT4		Rft tfc rnways 11 & 7. Jet barriers 11 & 29. Use rnways.
(PC) " -Chandler	P	1.8 W; hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys after rain.
" Furlong	P	6.5NW;canal NE	300	1	25-S5	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32-*L	F2	Hi-voltage p-line SE end strip, unlgtd. SE blkd.
(PC)Fullerton	P	3.0 W;hwy S, N	93	1	21-BL4-S5	F3	w/caution. Entire fld clsd to hvy multi-eng acft.
Furnace Creek	L	2.0 NW	-211	1	h45		N 1200' clsd, hazard mrkd. S4500' open lgt acft day
(PC)Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
→ Gasquet	L	1 W; hwy S	390	1	28		Hill WSW. Caution-road materials S side.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE. NW, SE strip not maintd.
Glen Ivy Hot Springs	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley	L	0.8 W; hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
→ " Loma Rica	P	2.7 E	3140	1	42	80	
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC)HALF MOON BAY	P	5.5 NW; hwy NE	64	1	h50-BL4-S1	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE; hwy S	245	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	L	0.5 W; hwy S	1208	1	30		
Havasu Lndg, Bolam	L	0.5 N; lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E; RR S	64	1	h50-BL6-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW; RR W	46	3	h52-BL4-S5-U-W	F4	Rgt tfc ENE, ESE, Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR 2 E	229	1	23		

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CALIFORNIA							
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5WSW;RR SE	1502	2	h23-BL4-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW; RRSSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-BL4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		Closed
" McKim Ranch	L	5 NW; riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E; RR W	105	1	14		S blkd. Soft-wet. Drop N end.
Huntington Beach	L	1.8SE; ocean S	4	1	18		CLOSED. Soft-wet. Eng repairs only.
(P)IMPERIAL-COUNTY	P	1 S; hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
Independence		0.9 N; hwy W					ABANDONED
(PC) " Inyo County	L	6 SSE; hwy W	3835	2	h50-*L2, 4		
(PC)Indio, Shavers Summit	L	29.8ESE; hwy S	1690	1	h60-B		Rolling.
(PC)Inyokern-Kern Co. #8	P	1.1WNW;RR E	2426	3	h73-BL4-S5	80	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S5-U	F2	
(PC)Jacumba	L	1.3 E; hwy N	2810	1	24		W end soft. Mtns. E. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2820	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE; RR N	222	1	18		
Kernville-Kern Co #13	L	2 S; riv W	2575	1	h30		Soft.
(PC)King City	P	1.5NNE; RR W	370	1	h45-*L2-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N; RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE; riv S,W	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8NNE; riv S,W	25	1	h16-S5	F3	
Lake Hughes, Neenach Rch	L	11.8NW; hwy S	2975	1	19		
(PC)Lakeport, Lampson	P	4SSE; rd E	1380	1	35-S5	F2	Mtn WNW. Ruf.
LaMesa	P	4.2SE; hwy 1.2N	480	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S; rd W	275	2	22-S5-U	F3	P-line SSE. E/W rolling. Rgt tfc ESE.
" Sweetwater		4.8SSW; hwy S					ABANDONED
Lancaster, Quartz Hill	P	5.2 SW	2470	3	26-*L4	F2	NW blkd. P-line W, SW. Soft in spots.
" Sterks Ranch	L	2.6 ENE; hwy S	2361	2	21		P-line W. Soft in spots.
" Waldrip	L	2 NNE; RR W	2335	1	19		
(PC)Lemoore	L	9 SW; hwy N	245	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Machado Field	L	1.2 N; hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8SW; hwy NW	2350	3	31-*L4-(S1)		Soft. Weeds on N/S strip.
(PC)Lincoln	L	3.6WNW; hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5SE; hwy 1.5W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5NW; hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6SSE; RR W	65	1	18		N, S blkd. Caution-weeds.
→ Livermore-Sky Ranch	P	1.2WNW; hwy NE	448	2	40-B*L4-S5-U	F4	NE blkd.
Lodi	P	4.5SW; hwy E	25	1	28-S5	F2	P-line E.
→ " Lind's	P	4.8 N; hwy E	54	1	30-S3	F2	Maintain high apch over 60' P-line E. W blkd.
(PC)Lompoc	P	0.6N; riv 1 N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mat avail - use with caution.
→ Lone Pine	P	0.8 S; hwy W	3700	2	26-S5	F3	NW blkd. Maj rprs winter only.
(AF)LONG BEACH	P	3 NE	56	5	h62-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W. N 800' rnwy 16L perm clsd.
(P)LOS ANGELES, Intn'l	P	9.5 SW; RR E	126	3	h85-BL4-7a-S5-W	F4	2-way rdo rqrd. Rgt tfc N. Use paved areas only
(PC)Los Banos	P	1.2 W; hwy S	119	1	h20-S1	F2	P-line SSE.
Los Gatos, Ames	L	4.5 S; hwy 1.5W	1700	1	18		HAZARDOUS, sloping. Soft-wet.
(PC)Lost Hills Kern Co. #9	L	0.6 NE; hwy S,W	285	1	h63		
" Blackwells Corner	L	10.5W; hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
(PC)Madera	P	3.5WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa, Sunset	L	3.1 NE; RR SW	520	3	21-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5WNW; rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
(P)MARYSVILLE, YUBA CO.	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW; hwy 1NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE; riv W	40	1	14		
Middletown, Larry's	L	2.5WNW; hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S; RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F3	Rgt tfc to NW.
Montague	P	1 W; hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE; RR W	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)MONTEREY PENINSULA	P	3.4ESE; bay NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	17		P-line across W end. Lnd W on 450' extn.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N; RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		Ruf, rolling.
Murrieta-Hot Springs	L	4.1ENE; rd S	1137	1	22		P-line E.
(PC)Napa, County	P	5.5 S; RR E,S	36	2	h53-BL4-S5	F3	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail,

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
Napa Stewart	L	2 S; hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1SSE; riv S	8	2	23-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5S; hwy E	990	2	h56-BL4-W	F4	
" Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW; rds S,E	3060	2	26-(S5)	(80)	No storage. NW blkd. Rolling. Soft-wet.
New Cuyama	L	0.4 S; hwy N	2225	1	40		
North Sacramento-City	L	1.2 N; RR W	30	1	17		INACTIVE. Caution-weeds.
→ Novato, Marin County	P	2.6NNE; RR W	1	2	30-S5	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8ESE; RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE, SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S; hwy 2 NE	5	3	h62-BL6,7-S5-W-X	F4	Channel clsd to seaplanes, vessels moored in channel. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4WNW; hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE; riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ojai, Henderson	L	3.5WSW; RR E	600	1	18-(S3)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E; hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW; riv W	8000	2	29		Clsd winters. FEE. Lnd, take-off S on N/S strip.
→ " Grant's	P	1.8 SSE; hwy E	3700	3	31	F3	Rolling.
" Monache Meadow USFS	L	10.8WSW; riv E	8000	1	25		
" Tunnel USFS	L	16.5WNW; riv S	9100	1	18		Land and take-off to SW.
(NG)ONTARIO-International	P	1.5E; RR N,S	952	2	h70-BL4-6-S5-W	F4	Rgt tfc rnwys 3,7
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No storage. SW corner used by farmers.
" Kirkwood	L	4.8NE; RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W; riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW; hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Oxnard, Broome Ranch	L	8 SE	15	1	10	F4	Ctn-ditch and p-line parallel SSE strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W; hwy E	43	2	h45-BL4-S5-W	F4	Ctn-hi performance jet acft operg in ctl zone.
(P)PALMDALE. Air Force Plant 42	Airport now Air Force Installation.						
Palm Desert	L	1.2 NW; hwy SW	215	2	30	F1	W blkd. E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5E; dry riv NE	448	2	h70-BL4-S5-U	F4	Rgt tfc N and NW.
(PC)Palo Alto	P	2 ENE; bay 1 E	2	1	h25-S5-U	F3	Ant. SSE; p-line S, WNW.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5NE; hwy 1.5 S	835	2	h47-BL4-S1-W	F4	
→ Patterson	P	2.2 W; rd S	168	1	26-S5	F2	Rgt tfc strip 34. Windmill NE.
Petaluma-Sky Ranch	P	2.3 NE; rd NW	78	1	h21-*L1-S5-U	F2	
(PC)Pismo Beach-San Luis Obispo Co.	P	2.7 SSE; RR E	14	1	h28-L2-S1-U	F1	
(PC) Pixley	L	1.2 SW; hwy E	260	1	h20-(S1)		
Placerville, El Dorado Co.	L	1.5ESE; hwy 1N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	64	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW; hwy S	1850	1	40		Use strip. P-line each end - ruf. E end soft.
(PC)Point Arena-Hotel	L	2 NW; hwy E	80	1	13		Ruf.
Pomona Brackett	P	3 NW; hwys N, E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW; hwy 1 N	444	2	h60-BL4-S3-U	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Gansner	P	0.5 N; hwy W	3415	1	h31-*L4-S3	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6WSW; hwy SE	1393	1	h40-L4-S1	F2	
Ravendale	L	0.2 N; RR SW	5300	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7SSW; crk N,S	354	2	h40-BL4-S5-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE; rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S. Ruf.
→ " Sky Ranch	L	5 S; canal E, N	486	2	29-S5	F2	Unattended.
Redlands, Flying Inn-Redlands	L	3 NE; RR E	1574	1	26-L4-S3	F2	Rgt tfc E. Lgts on req after 2400. Rolling.
Reedley, Great Western	P	5 N; RR W	381	1	22	F2	Rolling. Rgt tfc N, avoid flgt over school.
Rialto, Miro-Fontana	L	2.5NW; crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE.
" Morrow	P	1.8 S; hwy S	1100	1	h32-S5	F2	P-line ENE, WSW.
Richvale	L	1.5 WNW; RR E	112	1	25		
" LaMalfa	L	3 ENE; hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5SSW; hwy E	2300	2	26-S1	F3	P-line ENE.
→ Rio Vista Mun	P	1 NW	46	2	22-S3	80	
← Riverside, FlaBob	P	2.3WNW; riv SE	760	2	h20-L4-S5	F4	3700' strip avail.
← RIVERSIDE	P	4.5WSW; RR W	790	2	h46-BL4-S5	87	Rolling.
Robbins, Lampson's	L	0.4 W; hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N; rd S	450	1	h18		Use rnwys.
→ Rosamond	P	3 NW	2435	1	26-S3	F2	No storage.
" White oaks	L	19 WNW	4100	1	36		Mtns N.
Rutherford Inglenook Rch	L	1.5WNW; rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5SSW; RR W	21	3	h60-BL4,6-S5-W	F4	
" Capitol Sky Park	P	3.5WNW; RR N	15	1	30-S5	F2	Use strip.
" Jensen	P	4SSW; RR W	20	1	17-S5	F3	Rgt tfc S. Unlgtd ant. N. Soft-wet. S blkd.
" Sky Ranch	P	4.6SSE; hwy E	26	2	23-S5	F2	P-line S, NE.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					CALIFORNIA		
(P)SALINAS	P	2.8 ESE; RRSW	84	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras	P	0.5 SE	1200	1	h20-*L4-S3	F2	No storage.
" #2	P	5.6NW;RR NE	400	1	23		Caution-weeds.
San Bernardino	P	4.7NNW;RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
" Tri-City	P	3.3 SSE; riv N	1040	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E, S. 2700' of E/W strip lgtd.
→ San Carlos-San Mateo Co	P	1 NNE	4	1	h25-L2-S1-U	F2	8'levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W; bays S, W	15	2	h81-BL4,6-S5-W	F4	P-line ESE. Rgt tfc rnwys 27, 31. ARPT OF ENTRY. Jet barrier overrun area rnwy 27.
(PC) " Montgomery	P	7 NNE; hwy W	422	2	h34-BL4-S5-U	F2	Rgt tfc rnwys 5, 10.
(PC) " San Diego County (Gillespie)	P	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F2	Rgt tfc ESE.
→ San Fernando	P	1.5 E; hwy 1 SW	1168	1	24-S5	F2	Rgt tfc to NNE. P-line NNE.
→ " Whiteman	P	2 SE; RR SW	1033	2	38	F4	P-lines NE,S,SW.Rgt tfc NNE.
→(P)SAN FRANCISCO INTNL	P	9 SSE; bay E	11	4	h89-BL4,6,7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley	L	15.3 NE; rd S	630	1	25		Rd crosses strip. Tfc pat, NE. Surd by mtns. Cattle on fld.
→ San Jose	P	3.4 E; rd W	114	1	h26-S5	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW; RR SW	62	1	h45-BL4-S5-U	F4	
" Reid's Hillview	P	4 E; rd NW,SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo, State Polytechnic College	L	1.9 N;RR SW	344	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
(PC) " County	P	3 SSE; hwy E	209	2	h40-B*L4-S5	F2	P-line E.
← San Marcos, Valley	P	1 W; RR N	550	1	20-S1	F2	Rgt tfc N. Caution weeds on strip.
San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	Caution when wet.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S; hwy N	54	1	h48-BL4-S5-W	F4	
(P)SANTA BARBARA	P	8.1 W; RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Sky Park	P	5.3 N; hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
Santa Maria, Machado	P	2.2 N; riv N	230	1	27	F2	W blkd.
(PC)SANTA MARIA-PUBLIC	P	4.2 SSW; hwy E	259	2	h57-BL4-S3-U-W	F3	
→(P)Santa Monica	P	2.6 ESE; rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3.
Santa Paula	P	0.8 S; riv S	240	2	21-*L4-S5	F2	Rgt tfc to S. 91 oct avail on req.
Santa Rosa	L	2.8NNW; hwyE	140	1	18		Caution-weeds.
(PC) " SONOMA COUNTY	P	7 NW; RR I E	125	2	h50-BL4-S5-U-W	F4	
→ Santa Susana	P	0.5 S; RR N	965	1	18-S5	F1	W blkd; hills S, E; Rgt tfc N. Ctn-weeds, ruf.
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	(F1)	1000' dirt overrun W end, 400' dirt overrun E end.
" Crawford	L	4.1ESE; hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8ESE; rdsE,N	2150	1	53		1800' SSE end strip unusable winter mos-mrkd. Unattended.
(PC)Shafter-Kern Co. #14	L	5 E; RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W; ocean W	50	1	16		Tfc pat, to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S; hwy W	1580	1	23		Mtns N. Rgt tfc N.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE; lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
Solemint, 6 S Ranch	P	1 WNW; hwy S	1349	1	h26-S1	F2	E, W blkd. Clsd Suns - auto races.
(PC)Sonora, Columbia		SEE: Columbia, Columbia Airport					
South Belridge, Belridge	L	0.8 NNW;hwyE	575	1	38		
(P)STOCKTON	P	4 SSE; hwy E	28	3	h46-BL4,6-S5-W	F4	
← " Oranges Bros.	P	5 N; RR E	23	1	h20-*L4-S5	F2	
Stovepipe Wells	P	0.5 NE;hwy S	SL	1	19	F1	Unattended. E end E/W strip ruf.
Stratford, Jones Farms	L	1.1NW; RR NE	200	1	16		
" Newton	L	2.7SSW;hwyNW	190	1	h22-U		P-line NNW.
" Rowan	L	1.7SE	200	1	19		
" Schwartz Farms	L	2.0 SE	195	1	25		
" Westlake Farms	L	6.1SW; hwy W	200	1	15		
Strathmore, Trauger	P	1.1NNE; RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
Sunset Beach	P	2.0 E; ocean S	30	2	19-S5	F2	6' fence end rnwy 24. P-line WSW.
Susanville	P	6.5SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft-Kern Co. #2	P	0.6 E; RR S	673	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip 7R-25L.
Tehachapi-Kern Co. #4	L	0.8 NE; RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8SW; hwy W	-117	2	h50-BL4-S5-W	F3	Use rnwys.
Three Rivers	L	2.2NNE;rivS,W	850	1	20		SSE blkd. Soft when wet.
(PC)Torrance	P	3 SW; hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NE, NW.
(PC)Tracy	P	3.5SSW; RR N	190	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5ESE; riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1ESE; RR S	164	1	27		SSE blkd. Soft when wet.
(PC)Trinity Center	L	0.4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns.
→ Trona	P	5 NE; dry lk S	1716	1	60-B*L2	F2	Rolling.
← Tulare	P	3.7SSE; hwy W	270	1	33-S1	F2	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					CALIFORNIA		
Tulare Moore's	L	2.2NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	L	8 SE; hwy SW	4048	1	35		
Turlock	L	4WSW;RR SW	78	1	20		Edges soft.
" -Municipal	L	9 E; hwy N, W	160	1	h33-S1	F2	
" Roe		7.8 S; riv S					ABANDONED
Twentynine Palms, Cones	P	1.5ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
(P)UKIAH	P	1.5S; RR E	615	1	h50-BL2,4-S5-W	F3	Rgt tfc N. Use rnwys only.
Upper Lake, Gravelly Valley USFS	L	20 N; lk I S	1900	2	44		NNE blkd; hills WNW. Deer on fld. Clsd Nov-Mar. Land NNE, WNW; take-off SSW, ENE.
" Polk	L	0.6SE;hwysN,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8NE;hwy NW	65	1	23	(F2)	
Valley Center, Schafer's	L	4 E; riv SE	1500	1	10		DANGER-SHORT FIELD. W blkd. Hill E.
Ventura Arpk	P	1.7SE; RR NE	13	1	h24	F3	Rgt tfc SE.
Vidal	L	1 SE; hwy SW	590	1	29		Emergency only.
Vina, Chico Aux #3	L	3.5 ENE	302	1	h30		Use rnwys.
(PC)VISALIA	P	5 W; RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8WNW; RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7NNW;riv S	320	1	20		CLOSED.
" Dinuba	L	8.5NNW;RR I NE	310	1	h25		
Walnut Grove	P	2.4SW;riv W	SL	1	26	F2	P-line E.
Warm Springs	L	2.3SSE; RR W	100	aw	23		Cattle on fld.
Warner Springs	L	2.4W; hwy N	2875	1	35		
Wasco-Kern County #5	L	2 NNW; rd E	315	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6NW; hwy S	160	2	h45-*L4-S5	F2	Ben prior req.
Weaverville	L	1 SSE; hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8NW;Sea adj	-152	2	51		CLOSED, except on offl bus.
Westwood	L	1.5 W; hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2NNW;hwyW	546	1	24		SSE blkd.
Williams, Dalton	P	1.3NE; RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3ENE; rd S	1356	1	18	(F2)	P-line W. Slippery when wet. Rgt tfc strip 25.
Willows, Nolta's	L	4 N; hwy E	140	1	19		NNW blkd.
" U.S. Fish & Wild Life	L	6.6 S; RR W	90	1	20		Soft when wet.
" Glenn County	P	1.3WSW; hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5ENE; hwy W	98	1	h60		
Woodland	L	3 SE; rd S, W	30	2	27		Soft when wet.
" Watts	P	5.5 W; hwy E	121	1	h27-*L1-S5	F2	P-line ESE. 3400' strip avail.E/W strip perm clsd.
(PC)Yuba City, Sutter County	P	0.6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W; hwys SW	2350	2	22		P-line WSW.
		NEW AIRPORTS (or airports out of alphabetical order)					
→ Upland, Cable	P	1.8 ENE;hwy S	1450	3	h21-*L4-S5	F3	ENE blkd. 3350' strip avail. Ben prior req.
Vacaville, Nut Tree	P	1 NE	112	1	h19-U	F2	Rgt tfc rnwy 19
(NG)Van Nuys	P	4 NW	799	2	h60-BL4-S5	F4	2-way rdo rqrd. Rft tfc rnwys 26, 34.
Fremont, Center Fld.	L	2.1 SSE;hwy N,W	40	1	20-(S1)	(F2)	P-line WNW.Atnd wk ends only.
→ Escalon, Thornton	P	3 N	110	1	25	80	P-line E.
					COLORADO		
Akron, Ward	P	0.7 N	4600	1	28-*L4-S1	F2	P-line S, E.
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E. Ruf
(PC) ALAMOSA	P	2S; riv 1.5NE	7535	2	h59-BL4-S1-W	F3	Unlgtd 1120' overrun
"Kramer	P	3 WNW; RR N	7550	2	52-*L4-S5	F2	NE blkd.Soft edges, ends on NE/SW strip.
→ Aspen	L	3.5 NW;RR E	7800	1	52		
(PC) Boulder	P	3ENE;bet RRs	5350	4	42-BL4-S5-U	F2	
Burlington	P	0.5W; RR S	4160	4	38-S1	F1	S, SE blkd; p-lines N, NE, NW.
Calhan	L	0.6ESE;hwy N	6500	1	22		Use at own risk.Ctn-ditch S. Cattle-fld.
(PC) Canon City, Fremont County	L	6.9 E; hwy N	5436	2	h54-BL2,4		
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd. Ruf.Soft when wet.
(AF)Colorado Sprgs, PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	2	59-BL4	F4	Combined with Ute Fld.
(PC) Craig	P	2 SE; riv N	6197	1	36-L2-S5	F3	Caution-ditch. Use strip.
Creede	L	2SSE;hwy NW	8700	2	50		P-line NE. Use strips.
Crested Butte	L	0.8 SE	8800	1	27		

B-paved rnwys, B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Del Norte	L	2.5N	7900	3	60		Hills SW, W. Ravine S. N/S Strip rolling
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
(PC) Delta, Starr Nelson	L	4 E; RR N	5200	4	56-*L1		
Denver, Ruston Hgts.	P	10NNW; hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E; RR S	5478	3	41-L4-S5	F3	Rgt tfc strips 26, 30, 36. Ditch W.
(P) "STAPLETON	P	5 ENE; RR N	5331	5	H100-BL4-7-S5-W	F4	Rgt tfc rnwys 35, 26L, 26R, 30, 21. 2-way rdo rqrd. Land W numeral 26L Acft avoid flgt vcnty jail lctd 4000' NE apch end rnwy 21.
(PC) Durango-LaPLATA	P	10.6SE; riv NW	6684	1	h56-BL4-S5	F4	SW end soft, ruf.
Eads, Freeman	L	10 SSE; hwy W	3950	4	35		P-lines S, SSW, W, NNW.
Eagle, 76, LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Englewood	P	4 E; dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE; riv 1 N	7642	1	30		CLOSED WINTER.
Flager	L	1 S; hwy N	4975	3	40-*L4-(S3)	(F1)	E, SE blkd.
(PC) Ft. Collins, Christman	P	4 WNW	5160	2	h40-BL2-S5	80	Use strips.
Ft. Morgan, Young Fld	P	6.0 N	4550	3	52-L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6.0 N; riv E	8000	1	68		Surd by mtns. Peake either side S apch. Ctn-holes
Glenwood Springs	L	2S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd. Cattle on fld.
(PC) Granby	L	1 ENE; RR S	8203	1	40		
(P) GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4, 5-S5-W	F3	
(PC) Greeley	P	3.5 E; rd S	4645	3	50-BL4-S5	F2	Keep alert for dusters during summer months.
(PC) GUNNISON-County	P	1.2 SSW; RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6, 17.
" Quarter Circle	L	29.8 SSE	9440	1	37		Closed winters.
Holly, Romer	L	1.5 SSE; riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld. Ruf, Emergency only.
(PC) Hugo	L	1.5 NW; hwy W	5128	3	40		
Julesburg	P	2.4 SW; RR N	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	L	10.0 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW; hwy S	4290	3	35		Cattle on fld. Use strips.
(PC) Kremmling	L	0.9 E; hwy N	7411	1	h55		
(P) LA JUNTA	P	4.5 NNE; hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar, 10, PUB-ICT	P	3.8 WSW; riv 1 N	3673	1	h48-BL2-S3	F1	N blkd; p-lines SW, W.
Las Animas	L	1.4 S; hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE; hwy S	5365	2	42-*L4		Ctn-loose dirt edges of strips.
(PC) Longmont	L	2.9 W; hwy S	5047	3	44-B*L4-S5-U		
(PC) Loveland	P	2 WNW; hwy S	5078	2	32-(S3)	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E; riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E; hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista, SAN LIUS VALLEY	P	6 E; hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC) MONTROSE COUNTY	P	1.5NNW; hwy SW	5758	2	h56-BL4-S5	F1	P-line SW. NE/SW Strip soft when wet.
Nucla	L	2.3 SSW; riv 1 S	5580	2	50-(S1)	(F1)	
Ordway - #1	L	0.9 S; RR N	4300	3	39		Poor drainage, dangerous.
Ovid, Woodham	L	2.1 E; RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW; RR NW	5850	1	30-S1		Soft when wet.
(P) Pueblo Memorial	P	7 ENE; hwy S	4725	2	h85-BL4-S3-W	F4	
Rangeley, California	L	5 WNW; hwy S	5500	1	44		
" - Heights	L	0.6 SE; riv 1 N	5500	1	32		INACTIVE. S blkd.
Rifle	P	3.3 E; riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8SSW; canal N	4370	2	28		P-lines NW; hill SE.
Saguache	L	2 WNW; hwy NE	7835	3	52	(F1)	P-lines ESE, NW.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Steamboat Springs	L	25 NW; hwy NE	6920	2	34		Unsafe when wet.
(PC) Sterling-Logan County	P	2.8 W; RR S	4037	2	h47-S5	F3	P-line NE. Ditch S.
Stratton		1.3 NE; hwy S					ABANDONED
(P) TRINIDAD	P	10.5ENE; riv NW	5761	2	h55-BL4-S1-W	F3	Use runways.
" Newcombs Ranch	L	20 E	5500	2	37		
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U. S. Vanadium	L	2.9 NE	5850	2	52-L1-S3	F2	Soft-wet. Rolling. Unattended.
Vernon, Dickson	L	5.0 SW	3950	1	45	F1	P-lines S.
(PC) Walden, Jackson County	L	1.5NNE; hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsh, Griffin	L	0.7 N RR, hwy S	3950	3	29-(S1)	(F1)	P-line SE, S. Ruf.
Watkins, Craig	L	6.2 W; hwy S	5500	2	26		S blkd; p-line W. Rolling.
" East Colfax	P	2.7WSW; hwy N	5650	3	30	F2	P-lines N, NW. Ruf.
Wray	P	1.2 NNW; hwy E	3600	2	36-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S. Emergency only.
Yuma	P	1.4 SSE; hwy N	4150	3	34-S1	F1	SE, S, SW blkd; p-line NW. Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
CONNECTICUT							
Bethany	P	1.3 N	680	1	28-*L2-S3-U	F1	500' N end slopes sharply.
(P) BRIDGEPORT	P	3.5ESE; hwy 1 N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj NE.
(PC) Danbury	P	2.5SW; RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E. Hartford, Rentschler	P	1.5SSE	45	4	h58-L4-S5	F4	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
(PC) GROTON, Trumbull	P	2.8SE; RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
(PC) Hartford, Brainard	P	2.8SE; riv E	18	2	h47-BL2,3,4S3-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall. FEE. Rnwys 9-27 & 15-33
Madison, Griswold	P	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited. perm clsd.
Meriden	P	2.4SW; RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	P	0.7 SSE	620	1	20	F1	
(PC) NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
New Milford, Candlelgt Farms	P	3.0 W	675	1	21	F1	
Pachaug	P	1.4 E	204	1	25-*L4-S3	F1	
Plainville, Robertson	P	2.5N; RR E	200	1	21-*L4-S5	F1	
Simsbury	P	2.6NNE; RR W	210	2	18-S5-U	F3	
S. Woodstock, De Florez	L	1.2SSE; hwy W	465	2	18-S3	F1	No storage
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7NNW; RR 1E	843	2	20-S3	F1	
Waterford, New London	P	1.7N; hwy N	60	2	19-*L4-S5-U	F3	SE blkd. Ridge NW.
(PC) Willimantic, Windham	P	2.7NE; hwy SE	244	3	h42-BL4-S5-U	F2	Dike NE.
(NG) WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4, 5, 6-S5-W	F4	2-way rdo rqrd unless prior authorization rcvd
NEW AIRPORTS (or airports out of alphabetical order)							
DELAWARE							
Bridgeville	L	1.7SE; hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	P	2.2 N	37	3	24-S1	F1	P-line SW.
(PC) Georgetown, Sussex Co.	L	1.5SE; RR N, E	51	2	h50-U		Fuel emergency only.
Hartley, Lasch	L	0.8WNW; rd NE	70	1	15		SE blkd.
Laurel	L	1.5SW; hwy S	30	3	21		Unattended.
Milford	P	1.1NNW; hwy E	35	2	24-*L4-S5	F1	ESE blkd.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W; hwy N	28	4	33-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE. Seasonal airline stop.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	P	0.8 E; riv N	20	1	18-*L	80	
" Ewing	L	3 SSE; hwy E	50	1	16		twr, Philadelphia rdo only.
Wilmington, Du Pont	P	3 WNW; hwy S	185	2	29-BL2, 4-S3-U	F2	SSW blkd. Lgts to 2300 prior req ctc Newcastle Co.
(AF, NG) " NEW CASTLE CO.	P	4.8SSW; hwy SE	79	4	h71-BL4, 6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W; rd SE	45	2	30-S3	F1	N, S, NW blkd. P-line SE. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
New Castle, Piasecki	P	1.5 W; hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip soft-wet. Rgt tfc NE.
Middletown, Baker's	P	6 N; RR E	65	2	31	F2	E, N blkd.
DIST. OF COLUMBIA							
(AF, N) WASHINGTON NATIONAL	P	2.2S of Monument	16	3	h67-BL2, 3, 4, 6, 7a-S5-W	F4	2-way rdo rqrd. FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. Rnwy 9-27 perm clsd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Allenhurst, Haulover Canal	L	0.5 N; hwy S	3	1	30		Ruf.
Anna Maria, Holmes	L	1.3 SE; rd S	3	1	19		S blkd. Sandy.
(PC)Apalachicola	P	2 W; bay S	20	3	h52-S1	F3	Use rnwys.
Arcadia	L	2 SE; rd W	60	4	33		
➢ Atlantic Beach, Bull	P	1 NW; ocean E	15	1	25-S5	F1	
Avon Park	L	1.5 W; hwy N	156	4	h40-S1	F1	P-line NW. Use rnwys.
(P)Barlow	L	5.5 NE; RR NW	134	3	h50-B*L4		AF primary contr school. Intensive student trng within 20 mi radius 0700-2400. Mon-Fri. No ATC interphone. CLOSED CIVIL ACFT.
➢ Belle Glade- State	P	1 NNE; hwy W	17	2	24-S5	F1	W blkd. Soft when wet. No fuel avail durg July and
➢ Bradenton	L	1 SW; hwy E	22	1	22		Soft when wet. August.
(PC)Brooksville	P	7.5 SW; RR E	70	3	h70-S5	F1	Use runways.
(PC)Bunnell	L	3.5 E; lk SW	34	4	h50		Cattle on fld. Use rnwys.
(PC)Carrabelle Flight Strip	L	2.6 W; hwy 1S	20	1	h40		Use rnwy.
(PC) Cedar Key, Lewis	L	1W; gulf W	7	1	h24		Lower S. Use rnwy. Unattended.
Chipley	L	1.8 SE; RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30- S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W; hwy N	20	2	h30-*L4	F1	Use rnwy.
Cocoa (Merritt Island)	P	2.1 ESE; riv E	4	1	31-BL4-S5	F1	
➢ Crestview	P	2.5 N; RR E	274	1	33-BL4-S5-W	F2	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnwys.
Crystal River, West Citrus County	L	2.5 SSE; hwy W	7	1	30		
➢ (P) DAYTONA BEACH	P	2.8 SW; hwy N	34	3	h50-BL4,6-S5-W	F4	Use rnwys.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-BL4-S5	F1	Use rnwys.
Dunnellon	L	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnwys.
Englewood, Buchan	L	1.9 NW; hwy E	13	2	26		NE, SE blkd.
➢ Everglades	P	0.5 SW; bay SW	6	1	h10-B-S5-U	F2	2500' strip avail.
(PC)Fernandina Beach	P	4.0 S; riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW; RR SE	14	4	h40		Caution-not maintained. Use rnwys.
" Bradley	P	2.8 N; RR W	9	1	h26-S5-U	F4	
(PC) " BROWARD CO. INTNL,	P	3.7 SSW; RR E	10	4	h50-BL4-S5	F4	ARPT OF ENTRY. Use rnwys.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnwys.
Ft. Pierce	P	3.3 SSE; RR E	19	3	27-S5	F1	N, NW blkd; p-line W. Caution-wet.
(PC) " St. Lucie County	P	3.5 NW; RR E	24	4	h50-S5	F1	Use rnwys.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-BL4-S5	F4	Use rnwys.
" Stengel	P	4 WSW; lk E,W	75	1	35-S5	F1	Sandy, ruf. Use strip.
Groveland	L	1.8 SSE; hwy W	108	2	20		
Haines City	P	1 NW	175	2	20-S1	F1	Use E/W strip only in strong winds. P-line N.
High Springs, Sky Road Inn	P	5.0 N	90	1	21	F1	
(PC)Hollywood, North Perry	P	8.3 W	9	4	h32-*L1-S5-U	F4	Use rnwys.
(PC)Holopaw	L	2.2 E; hwy S	70	1	26		
Howey-in-the-Hills, Howey	L	0.8 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3 ENE; RR W	20	3	h50-BL2,4	(F3)	Unattended.
(P)Jacksonville, Craig	P	9.0 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnwys.
(PC) " Herlong	P	9.0 SW; hwy NW	87	4	h40-S3	F1	perm clsd.
(NG) " JMESON	P	6.3 N; RR W	52	3	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Rnwy 18L-36R
➢ " Mile Branch	P	11 SW	62	3	18-S5	F1	Cattle on fld.
(PC)Keystone Hgts, Keystone	P	4.5 NNW;RR W	195	3	h50-S3	F2	Use rnwys. xcpt 9-27 clsd.
(P)KEY WEST, International	P	2.3 E; ocean S	4	1	h48-B*L-S3	F4	ARPT OF ENTRY. FEE. Use rnwys. All rnwys,
(PC)Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	Rgt tfc rnwys 15, 24, 27.Use rnwys. Cattle on fld.
Labelle Mun	L	1.0 S	18	2	24		P-line N. Unattended. NE/SW unusable.
(PC)Lake City	P	3.7 ESE;hwy N	202	4	h68-S3	F1	Use rnwys.
(PC)LAKELAND, Drane	P	5.5 SW	142	3	h50-B*L4-W		0700-1730 concentrated flying of T-28 or T-34 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F1	Rnwy lgts not avail after 2400.
(PC)Lake Wales	P	2.3 WSW;RR N	125	2	h40-*L2-S5-U	F3	Int. mil student trng 0700-1730 Mon-Fri. Rgt tfc
(PC)Leesburg	P	4 ENE;lkSE,NW	67	2	h50-BL2-S5	F1	Use rnwys. rnwy 17.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N. Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80-S3	F1	
(P)MARIANNA, Graham Airbase	P	5.0 NE;hwy E	113	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0300 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnwys & taxiways. 2-way rdo rqrd. Use rnwys.
(P) MELBOURNE-Eau Gallie	P	2.2 NW;RR E	26	4	h43-BL4-S1-W	F4	
Mexico Beach	L	10 NW Highland View; hwy S	10	1	19		
➢ Miami, Brown's	P	9.7 SW; RR W	10	1	26-S5	F3	Acft higher than 600 hp prohibited.
(AF)"-INTERNATIONAL	P	5.0 NW;canal NE	9	4	h94-BL4,5,6-S5-W	F5	ARPT. OF ENTRY. FEE. 2-way rdo rqrd. FOR. CLEAR BASE. Non-sked exec & pvt acft use 20th St. term. ramp. No storage. Use rnwys.
" Tamiami	P	9.0W;canal N,W	10	3	h35-BL4-S5	F3	Use rnwys, taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S,W, blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					FLORIDA		
Minneola, Kerlin	L	0.5 NE;hwy W	100	2	18		Unattended.
➢ Mount Pleasant	P	1.0 W	301	1	22-S3	F1	
(PC)Naples-America	P	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnwys. Rnwy lgts prior req after 2400.
(PC)New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnwys.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F4	35' antenna 300' NW end Rnwy 11. Use Rnwys.
(PC)Okeechobee-County	P	2.5 NW; RR S,E	34	2	h50-S3	F1	
Orange Springs, Hancock	L	1.5 SW; lk W	120	1	18		
(AF)ORLANDO	P	2.5 E; lk S	115	5	h55-BL4,6-S5-W-X	F4	Rnwy 10L-28R perm clsd.
➢ " Hoequist	P	3.8 SW; lk NW	100	2	20-S5-U	F1	E blkd.
(PC) Pahokee,Palm Beach County Glades	P	2.5 SW; lk W	17	2	h47-S5	80	Levee WSW. Use rnwys.
(PC)Palatka, Larkin	P	3 NW; RR N,S	56	4	h50-BL4-S1	F4	Use rnwys.
(PC) Panama City, FANNIN	P	4 mi NW	20	2	h40-BL4-S3-W	F4	Caution - Use pavement only.
➢ " Skyland	P	0.2 W; RR N,E	32	1	20-S5	F2	Trees N,S. N end soft. Rft tfc S.
(P)PENSACOLA	P	4 NNE;bay E	121	4	h50-BL4,6-S5-W	F4	Use rnwys.
(PC) Perry-Foley	P	3.2S; RR E	45	3	h50-S1	F3	Use rnwys.
Pierson-Memorial	L	0.8 N; RR W	70	1	25		
(PC)Plant City	L	2.5SW; RR SE	154	1	19		Washes near edges of rnwy. Use rnwy.
"Robinson	P	1.5 WSW;RR E	125	3	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-BL4-S5-U	F4	Use rnwys.
(PC)Punta Gorda, Charlotte Co.	P	3.6 ESE	25	3	h50-S5	F3	Use rnwys.
Quincy	P	2 NE; hwy S	226	2	35-S1	F1	SW blkd.
(PC)St. Augustine-Fairchild St. Augustine	P	4 N; hwy W	10	3	h51	F4	Rnwy 16-34 clsd-mrkd as ramp & taxiway. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	16		
(PC) " PINELLAS CO. INTNL,	P	9.5 N; bay E	10	3	h50-BL4-S5	F4	Rdo rcvr rqrd. Rnwy 13-31 perm clsd.
(CG)St. Petersburg, Whitted	P	2.5E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd, Slippery when wet. Use rnwys.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC)"-BRADENTON	P	3.5NNW; RR E	24	4	h50-BL4,6-S5-W	F4	N/S rnwy emerg use only.
(PC)Sebring Air Terminal	P	6.5ESE;RR2 SW	63	4	h52-BL4-S5-U	F3	Use rnwys.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
(PC)Stuart, Witham	P	1.5SE; RR W	17	4	h50-B*L4-U	F4	Use rnwys.
➢ Tallahassee	P	9NNW; riv NW	250	2	26-S5	F1	Surrounded by trees.
(P)" DALE MABRY	P	3 W; RR S	70	3	h52-BL4,-6-S5-W	F4	Rnwy 9-27 clsd ngts. Use rnwys.
(PC)Tampa, Hillsborough Co.	L	7 NNE;riv 15 S	67	3	h50		CLOSED-LEGALLY, Cattle on fld.
➢ " Knight	P	3.7 S; bay S	8	2	h40-BL2-S5-U	F3	Use rnwys.
(P)"- INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4,5,6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-Indg N, NW; hwy tfc S.
Tarpon Springs	L	2WNW; gulf W	12	2	20		INACTIVE.
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC)Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnwys.
(P)VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnwys.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
Wauchula	L	2.1 E	120	4	21		N, E, NE blkd.
(P)West Palm Beach, Palm Beach County Park	P	7.5SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys. Preferential rnwy-SE.
(PC)Williston	L	2.2SSW; lk SW	70	2	h70		Use rnwys.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying T-34 acft engaged in student trng. Rgt tfc rnwy 29. Ctn-entering active rnwy. Hard-surfaced parking area for mil.
(PC)Zephyrhills	P	1.5 ESE;RRNW	92	3	h55-*L-S1	F1	Ben prior req/circling. Use rnwys. acft only.
		NEW AIRPORTS (or airports out of alphabetical order)					
➢ Clewiston	P	1.0 SW	18	3	30-S5	F1	P-lines N,NE,NW,SW.
Longwood,Slade	P	2 mi W	110	1	26-S5	F1	P-line S.
➢ Ft. Pierce, Sunrise	P	3 SW	25	1	26	F1	P-line W. Use rnwy.
					GEORGIA		
Adel, Cook County	L	1.3W;hwy N	230	2	h40	(F1)	SW blkd. Use rnwys.
(P)ALBANY	P	4 SW;hwy SE	196	3	h49-BL4-S5-W	F4	Use rnwys. P-line W. E/W rnwy clsd ngts air carriers.
" Pine Knoll Lodge	L	11.5 WSW;RR S	196	2	30		SW blkd.
➢ (P)Alma, 42, MIA-ATL	P	2.5W;RR N	200	2	43-BL4-W	(80)	P-line NW
(PC)Americus, Souther	P	4NE;RR W	470	2	32-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC)ATHENS	P	3.5E	807	2	h40-B*L4-S5-W	F2	Use rnwys.
(P)ATLANTA	P	8S;RR N	1024	5	h78-BL4, 6, 7-S5W	F4	FEE. Clsd HB, VHB acft. Trans AF acft use Dobbins Fld. Rnwy 9L-27R restricted day use only.
(PC) " Fulton County	P	8.3W;riv NW	820	3	h44-BL4-S5	F4	
(P)AUGUSTA, Bush	P	7.3SSE;riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnwys.
(PC) " Daniel	P	2.5 W;RR S	434	3	h41-BL4-S3-U	F4	Embank.W. Use rnwys. N/S rnwy clsd.
(P)Bainbridge	L	6.5N;W;hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy. Clsd wk ends, holidays xcpt prior approval.
(PC) " Commodore Decatur	L	2 WNW;hwy ENE	103	2	h40-BL4		Use rnwys.

F - fuel octane ➢ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Blakely, Early County	L	2 SSE;hwys NE	260	2	20		Soft when wet.
(PC)Brunswick	P	2 NNE;RR W	14	2	h23-B*L4-S3	F3	Use rnwys.
" Jekyll	L	6.5 SE	10	1	16		Lnd by permission only. Lgt acft only.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC)Butler, 14, TLH-ATL	P	0.5 NW;RR S	667	2	32-BL2		S blkd; p-line SW.
(PC)Cairo-Grady County	L	3.3 ENE;hwy S	263	2	21		Road WNW, S, N;p-lines WNW, S;house N. Ruf.
(PC)Camilla	L	2.2WSW;hwy N	180	2	30		E blkd. Use center of strips.
(PC)Carrollton	L	2.3 NE;hwy E	1049	1	23-L4	F1	P-line NE. Trees SW.
Cedartown, Waters	L	1.2 W;hwy E	798	2	26		P-line E. Soft when wet.
Chipley, Gardens	P	2.0S	904	1	31-U	(F1)	
Cochran	P	5NE;riv E	324	2	21-B*L2, 4-S5	F1	
(P)Columbus	P	1.5SSE;riv S	240	2	47-S5	F1	SE blkd.Rgt tfc NNW, ESE. Ruf.
(P) " MUSCOGEE COUNTY	P	5.6 NE;RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys. Caution-due unlgtd trees in apch area.
Commerce	L	1.8E;hwy S	910	2	14-(S1)	(F1)	Lgt acft only - rolling. to rnwy 5 approx 1000' of rnwy unusable.
Conyers	L	1S;hwy E	750	1	20		P-line N. Ruf.
(PC)Cordele	P	1.8NNE;RR W	308	3	h50-BL4-S3	F2	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW;RRs E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence ends of strips. Cattle on fld.
Dahlonegr, Wimpy's	L	4NNW;lk SE	1311	1	15		S blkd.Cattle on fld.Soft when wet.
Dalton	L	5.7ESE;riv NE	700	2	21		INACTIVE.
" Mountain View	P	2NW;hwy E, N	867	2	19	F1	Caution lndg NW end, NW/SE rnwy.
(PC)Darien, Edenfield	L	3.5 N;hwy NE	30	1	30		
Dawson, Terrell County	L	2.5SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC)Douglas, S. Georgia College	P	1.3 S;RR W	255	2	h21	F1	Use rnwys, 4200' strip avail. P-line E.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-S5	F1	Use rnwys-holes adjacent.
Dublin Arpk	P	3.0 S	300	2	28-S5	F1	
Ellaville, Gill's	L	1.E;hwy N	565	1	16		INACTIVE. N blkd. Land from S to N, take-off from N to S.
Fitzgerald	L	2 SSW;RR W, E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W, E	1277	2	h40-BL6,7-S1	F3	Use rnwys.
Griffin-Spalding	P	1.5S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW; Hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S5-W	F4	
Lithonia, Gunn	P	3.3 WNW;hwy S	960	1	h21-S3-U	F1	Hill W. Rolling.
Louisville, Port Maybe	L	4N;hwy W	330	2	40		
(P) Macon, MUN (COCHRAN FLD)	P	10 S;RR E	354	2	h50-BL4, 6-S3-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E, W	463	3	h47-B*L4-S5	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd, P-line NE. Do not lnd SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SE strip.
Marietta, Cobb	L	6.4 SSW;RR 1 S	1050	2	15-S3		SW blkd, P-line NW. Soft, slick-wet. No sto.
" Parkaire	P	7.7 E	1100	2	24-S1	F3	
Milledgeville	L	1.5 NW; RR SW	360	2	25		Unattended. Ruf.
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E; RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E, W	287	3	h43-L4-S1-W	F1	Clear Jr. bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-BL4		AF basic contr. school-student trng 25 mi radius. Lmtd svcg. facs trans mil acft 0800-1700 Mon-Fri 2-way rdo rqrd. Use rnwys.
Nashville	L	1.3 ENE;RR S	236	2	26		Open crop dusting season only.
Newnan, 39, MSY-ATL	L	3.7 SE;hwy W	970	2	23-B		Unattended.
Perry	L	1.5 NNW;hwy W	340	1	16-S1		Ctn-telephone lines ENE.
(PC)Quitman, Brooks County	L	2.4 NW	185	2	30		INACTIVE. Soft when wet. P-lines E, SE.
Reidsville	L	0.7 SW;hwy adj	205	1	25		Ruf. Use only if familiar with field.
Roberta	L	0.5 SSW;hwy E	500	1	22		INACTIVE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h80-BL4, 6-S5-W	F4	Use rnwys. Rnwy 14-32 closed. Rdo rcvr required.
Smithville, N. Smithville Aux #6	L	3.7 ENE;crk W	310	2	45		INACTIVE. E/W strip clsd-p-line W. end.
(PC)S. Newport, Harris Neck	L	8.E;riv N	22	3	h53		Use rnwys. Stock on field.
(PC)Statesboro	L	3.8 NE;hwy W	162	3	h53		S blkd: twr W. Use rnwys.
Stockbridge, Bellah	L	4.ENE;dam SE	750	aw	21		Unattended.
Swainsboro, Emanuel Co.	L	1.4 W;hwy E	300	2	h42-L4		
(PC)Sylvania, 6, AGS-SAV	P	7.5 SSE	160	3	h50-BL4		Use rnwys.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
GEORGIA							
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL4	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, Le Tourneau-Westinghouse	L	2.5 NE;RR W	950	2	46-BL2, 4	(F3)	E, NNE blkd;p-line SSW. UNICOM-req. Servcg, fuel on call.
(P)VALDOSTA	P	3.7S;RR W	203	4	h56-BL4-S3-W	F4	Use rnwys.
(PC) Vidalia	P	3.2 SE; RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19	F1	Rolling.
Wadley, Foster	L	3.0 E	250	1	30		
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5NW;RR 1.5 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE; RR S	943	2	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
IDAHO							
Aberdeen	L	2.7SW, canal E	4460	2	26		Soft when wet.
American Falls	P	2NE;RR NW	4104	1	38-S5	F2	Ctn-weeds. ridge of dirt SE edge
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2sW;hwyNW	5326	1	38		Soft off gravel when wet.
" Lost river	L	3.1WNW;rivNE	5300	2	50		Soft when wet
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle on field. Soft when wet.
Ashton, Anderson	L	5.8 ESE;rivN	5520	1	22		Ruf. Soft when wet.
AtomicCity, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle on field. Soft when wet.
" Cox's Well	L	26.6SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle on field. Soft when wet.
" Midway	L	0.7N;hwy SW	5000	2	h21		500' extension NE/SW strip ruf.
Bancroft	L	1.2E;RR SW	5425	1	28		E 500'unusable-rock pile. Soft-wet.
Bernard USFS	L	19.5W ofFornev	5710	1	19		CLSD WINT. Land to N, take off S.
Big Creek USFS	L	0.2NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take offNNE. Fence SSW. Skis winters.
Big Springs USFS	L	1.1WNW;RR SE	6350	2	27		Skis winters. Soft when wet.
(PC)Blackfoot	P	1.5 N;rivNW	4488	1	h30	F2	
(NG)BOISE AIR TERMINAL	P	4.5 SSW,RR2W	2858	3	h80-B14,5,6S5-W	F4	Non-rdo equipd acft use rnwys 28R-10L only when tfcNW or SE, making left pat. on rnwy 10L. Rgt tfc rnwy 28R. Rnwy 16-34 perm clsd.
" Bradley	P	3.3WNW;rivNE	2637	1	30-L4-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5NW;riv 1.5S	2675	1	29-(S5)	(F2)	Rolling. No storage.
Campbell Arpk	P	5 NW;riv SW	2620	1	23-S5	F2	Stay N of river. Rgt tfc WNW. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Bovill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5NW;Stanley	6404	1	19		Land S;take-off N. Cattle-fld. Skis wint. S end wet.
(PC)Buhl	P	1.8W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3ENE;rivNE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, signs SW.
(PC)Caldwell	P	1.3W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5NW,Stanley	6635	3	40		Open June-November. ESE blkd.
Cascade	L	2SE;riv NW	4239	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	L	36.5ENE Pierce	3770	1	20		CLSD WINT. Land to SW;take-off NE.
(PC)Challis	L	1.2NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7565	1	34		Ctn-danger. Hill NNW;ridge SSE. Skis winter. E/W strip unusable.
(P)COEUR D'ALENE Air Terminal	P	6.3NNW;hwy E	2310	3	h54-BL2-S5-W	F3	No storage.
Cold Meadows USFS	L	21.5 NE BigCrk	6705	1	18		EMERG ONLY. Skis winter. Danger-ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5N;canal S	4100	1	24		N 150'width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.5S;bet rd,crk	5200	1	36		Maintd June to Nov. Land to N;take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	28		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.8SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf. Soft when wet.
Elk River	L	0.4NE;RR S	2850	1	26-*L1		P-line S. Skis Nov-Apl. Rgt lndgs S. Soft when wet.
(PC)Emmett	L	2.6SW;RR NW	2359	1	24		Use strip. Soft when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ➔ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				IDAHO			
Fairfield, Camas County	L	0.4S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW. SE blkd.
Fish Lake USFS	L	36.5 ESE Pierce	5800	1	29		
(PC)Glenns Ferry	L	1.3WSW;riv S	2536	1	32		
(P) Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F4	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. Weeds, cattle on fld. Soft off gravel-wet
Grandview	L	0.7ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)Hailey, Freidman	P	1.1SSE;RR NE	5315	1	52-S5	F4	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Henry's Lake, Flying R	L	2.8SE;hwy E,SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1NW;riv NE	2300	1	14		Ctn-brush on strips. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	8200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW;take off to SW.
Horse Heaven	L	9.5SE;Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5SW.hwy SE	3950	1	42		SW end soft. Ridge NE. Take-off to SW. Open May-November.
(P)IDAHO FA' LS, Fanning	P	2NW;riv E	4731	2	h66-BL4,6-S5-W	F4	Use rnwys. Soft when wet.
Indian Cre. . USFS	L	15SE Stibnite	4662	1	23		Land NE, take-off SW. Holes SW end. Poor apchs.
Indian Valley	L	2.0 N	2800	1	20		Unattended. Open Apr.-Nov.
Island Park, Last Chance	L	4.4WSW;rivW	6160	1	30		S 500'usable only when dry. Soft-wet.
(PC)Jerome-County	L	3.3 ENE;rd S	4035	1	28	F1	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam rd.	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28	F2	Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft-wet. Ruf.
(PC)Kooskia	L	0.7S;riv W	1265	1	19		P-line E. Hill NNW.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd;hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5ESE Belmont;bet crks	2990	1	28		Open June - October
Mahoney Creek USFS	L	23ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW;take-off NE.
Malad City	P	2.6WSW;hwySE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2750	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5ENE;rivSW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6NNE;hwy S	5975	1	28	(F2)	No storage. Hills S. Tk-off N. Soft-wet. Unattended
Moose Creek USFS	L	26.5NNE Red Riv HotSprings	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch watch for tfc. Open Apr-Nov. NE, SW blkd. P-line NNE. Cattle on field.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8W;RR NE	3161	1	38-L4	F2	4800'x2500'aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5E;hwy NW	2535	3	28-S5	F2	WSW blkd;p-line ENE.
New Meadows	L	0.5N;hwys SE	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3NW;riv NE	1003	1	27-S5	F3	Use etn. Ridge WNW, ESE. Rgt tfc indg SE. Ruf.
Paris, Bear Lake County	L	3.3ENE;rdS	5928	2	h57-BL4	F2	Ctn-fowl on fld. Fuel, repairs on call.
Parma, Clarks Flying Service	L	0.6SSE;RR NW	2225	1	26	80	P-line NW. Rgt tfc to S. Attnd sunrise-sunset, May-Oct.
Patterson, Ima Mines Inc.	L	0.8S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only, when strong westerly winds. Loose rocks.
Payette	P	2NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
(P)POCATELLO MUN	P	8.1 WNW	4448	3	h83-BL4,6-S3-W	F4	Ctc Pocatello twr for take-off and landings.
(PC)Preston	P	1.5NW;riv W	4728	2	32-S5	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-*L4	F2	Rnwy lgts operd by elec clock SS-2200M daily; on req thereafter.
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3NE;riv WNW	1800	1	25		NNE blkd;mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19NE Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N. Canyon to S. Soft-wet.
Rupert, Brockie	L	9ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1SSE;RR NW	4966	1	39-S5	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" River	P	1.2S;hwy E	3960	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet.
(PC)Sandpoint	P	1.5NNW;RR W	2126	1	h32-L4-S5	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper. flyers only. One way apch. Cattle-fld. Watch for tfc.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				IDAHO			
Shoshone, Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED. ENE, WSW blkd. Ruf. Jon fld.
Spirit Lake	L	0.7W;RR NE	2500	1	22		Hills NW, SE. Ctn-debris;rd crosses strip. Cattle
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		Land SW;tk-off NE. NW blkd. Min NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000' ENE soft-wet. When wind permits land upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10WSW;riv SW	5850	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct. avail in emerg. or prior req.
Victor	L	0.8SE;crks SW	6240	1	31		INACTIVE. Use ctn-not maintd. SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8S;riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S, W. Cattle on fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
		NEW AIRPORTS (or airports out of alphabetical order)					
				ILLINOIS			
Alexander, Negus	L	2.8WNW; RR S	645	2	22		
(PC)Alton, Civic Mem'l	P	5.2 E; hwy N	541	3	h39-BL4-S5-U	F3	Trees SW;p-line NW.
Antioch	P	2 SW; hwy E	750	2	22-*L-S3	F2	No storage. E blkd.
Aurora	P	2.7NNW;RR E	701	1	h26-S5-U	F3	
Beardstown, Hood	L	2.1SE; hwy E	440	1	18-(S3)	(F2)	
Benton	L	1.5 NW	445	3	26	(F2)	Soft when wet.
(PC)BLOOMINGTON	P	3.3 E; hwy N	874	2	h37-BL4-S5	F2	Use rnwy when wet.
Blue Mound, McCoy	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC)CAIRO	P	4.5NNW;RR E	322	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	P	2.5NNW; RR E	700	2	26-*L4-S5-U	F2	Soft when wet.
(PC)Carbondale, Southern Illinois	P	4 NNW	408	3	h36-BL4-S5-U-W	F4	5400' strip avail. W blkd.
Casey	P	0.8 NW; rd N	645	2	23-*L-S3	F2	Rgt tfc S, W over town. Minor eng rprs only.
Centralia	P	1.5ESE; rd N	520	2	h28-BL4-S3-U	F4	E/W strip soft-wet.
(PC)Champaign, UNIV OF ILLINOIS	P	5.5SSW; RR E	752	3	h53-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.
Charleston	L	1.3SW;RR 1NW	690	1	26		Unattended.
Cherry Valley, Morlind	P	1 E	750	3	33-S5	F3	NE blkd. P-line N.
Chicago, Hammond	P	24.6SSE of Loop	615	4	32-BL2-S1	F3	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips. Soft when wet.
" -Howell	P	19.1 SSW	600	3	28-S5	F4	Soft when wet. Use strips. perm clsd.
(P) " -MIDWAY	P	9 SW of Loop	618	7	h64-BL2-6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Rnwy 18L-36R
" Stinson	P	13.1WSW quarry S	646	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h39-BL4-S3-W	F4	0600-2200. Rgt tfc N. FEE. 2-way rdo rqrd.
(AF,NG)" O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	5	h73-BL4,6,7-S5	F4	2 way rdo required. overrun lgts. FEE
" Pal-Waukee	P	2NW; RR W	642	4	h51-BL4-S5-U	F4	No 91 octane.
Chicago Heights, Governor's	P	5WSW; hwy E	750	2	29-L4-S5	F2	N,E blkd. Rolling.
Clinton, Thorp	L	4.8NE; crk N	720	2	15	80	
Compton, Bresson	P	5 N; hwy E,S	800	1	26-*L-S3-U	F2	S blkd. No storage.
Crete, Mall	L	3 W	790	1	16		Soft when wet.
Dalton City, Moody	L	2.2 S; hwy W	680	2	18		Rolling.
Danforth, Classen	L	0.5SW; hwy E	650	2	18-*L4		
(PC)DANVILLE, Vermilion Co.	P	4.8NNE; RR E	687	3	h40-B*L4-S5-W-U	F4	Use rnwys.
(PC)DECATUR	P	4 E; RR S	679	3	h53-BL4-S5-U-W	F4	
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5SW; RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon	P	1.9ESE; RR S	786	2	h28-S5-U	F2	Code Bcn.
East St. Louis, Lakeside	P	7 NNE; lk W	420	3	30-S5-U	F2	Soft-wet.
" Parks	L	4.2 SW; RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.6S; RR W	585	2	h18-L4-S3	F2	N,S blkd. Road crosses E/W strip. 2400' strip avail.
Elgin	P	2.3 N; riv E	782	3	h24-BL-S1	F2	Rgt tfc rnwy 18. Rolling.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Forrest, Honegger	L	3 S; RR E	710	2	23	F1	E blkd. Use strip.
FREEPORT, Albertus	P	3.5 SE; RR S	840	3	h23-BL1-S1	F2	S blkd. 3200' strip avail.
→ Galesburg Mun	P	3.5 W	763	1	h38	F4	
Gilman	P	1.2NNE; RR W	630	1	22-S3	F1	Low spot center of strip.
Glenridge, Central	L	0.6NNE; RR E,W	499	1	26		Unattended.
(PC) Harrisburg-Raleigh	P	5.2 N; hwy E	399	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail. Use when wet. Lgts oper by elec. ear.
Harvard, Dacy	L	0.8 SW	930	1	24		
→ Harvey, Rubinkam	P	3WSW; hwy E	615	4	32-B*L4-S5-U	F2	Tank S. Soft when wet.
Havana	P	6.3 E; hwy N	510	1	30-S3	F2	
Highland-Winet	P	3.6NE; hwy SE	535	3	26-L1-S3	F2	P-line S.
Hillsboro	L	1 NE; lk E	625	1	24		N, S blkd.
(PC) Jacksonville Mun	P	2.7 N; hwy E	623	3	h30-BL4-S3-W-U	F2	3200' strip avail.
(P) Joliet	P	5 W; riv W	582	2	h30-BL2,4-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S; hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
→ Kankakee	P	3.2WSW; RR I5E	625	2	26-*L4-S5-U	F3	Ditch N. S blkd. Use strips.
→ Kewanee Arpk	P	6 E	760	2	24	F2	NW, SE blkd.
→ Kewanee	P	3 S; hwy W	825	1	26-S5	F2	
Lacon, Marshall County	P	1.2 E; hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
(PC) Lawrenceville	P	4.5NE; lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5SE; RR N	440	1	22-S3	F2	S blkd. P-line N. Soft-wet.
(PC) Lincoln, Logan County	P	2ENE; hwy NW	595	2	h27-BL4-U	F3	3200' strip avail.
(PC) Litchfield	P	1.4SW; hwy E	690	2	h23-BL4-S5-U	F2	Shoulders soft. Ctn-when using the E/W rnwy.
→ Lockport, Lewis-Lockport	P	2.2WNW; canal E	670	4	h31-B*L4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8NNW; RR S	740	3	24-*L-S5	F2	P-lines, S, SW.
" York Township	P	2 SSW; riv W	740	2	18-S5-U	F2	Use strips.
Macomb	P	2.4 E; hwy E	695	2	26-S5	F2	N, E, blkd.
(PC) MARION-Williamson County	P	4.6WNW; hwy W	472	3	h38-BL4-S5	F4	4200' strip avail.
(PC) MATTOON, Coles Co. Mem'L	P	5 E; RR 1 N	720	3	h37-BL4-S5-U	F4	3900' strip avail.
→ Metropolis	P	2 NW; hwy S	380	2	h25-*L-S5-U	F2	N blkd. Trees E.
Milford	P	0.7NNW; hwy E	650	2	28-L1-S5	F3	E blkd.
(P) MOLINE, Quad-City	P	4 S; hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
Monmouth	L	1.5NNE; RR W	770	1	31	(F2)	S blkd. E/W rnwy clsd. Unattended.
→ Morris	P	4.5N; hwy W	588	2	23-BL1-S1	F3	
(PC) Mt. Carmel	P	13.7NNE; hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W; RR S	424	1	22-S1	F2	N blkd. Soft when wet.
(PC) Mt. Vernon	P	2.5ENE; RR S	465	3	h32-BL4-S5-U	F3	3800' strip avail. N,SW blkd.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nauvoo, Parker	L	2.9 SE	670	1	17		N blkd.
Nekoma, Litton	P	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6NW; RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before lndg. Rstd to acft under 12,000 lbs. Lgts req after 0100.
→ Olney, Ulrich	P	1.8ESE; RR S	537	1	30-S3	F2	P-lines N; S blkd.
→ Ottawa	P	1 NNW; rd N	615	2	26-*L-S5	F3	N, S blkd. Rgt tfc S.
Palestine, Crawford county	L	1 N; RR S	444	1	26		W blkd.
Paris, Stewart Hog Ring	L	1 S; RR W	742	1	21-L6	F1	
Pecatonica	P	1 N; hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5S; RR E	521	3	34-L4-S5-U	F3	E blkd; p-line W. Rnwy lgts until midnight-later on req.
(NG) PEORIA, Greater Peoria	P	4.8WSW; hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
→ " Mt. Hawley	P	6.4N; RR SW	800	3	30-L4-S5	F2	NE, SE, S blkd.
Plymouth	L	2 W; rd S	650	1	20-(S3)	(F2)	S blkd. Atnd week ends.
→ Polo, Hamilton	P	2.3 NE	895	2	26-L4-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5WNW; hwy SW	632	1	31-L-S1	F2	Soft-wet.
→ Princeton, Piper	P	1.5E; hwy N	625	2	24-*L-S5	F2	N, S blkd.
(P) QUINCY, Baldwin-Quincy	P	10.5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
→ Robinson	P	5.3E; hwy S	453	1	35	F2	S blkd.
→ Rochelle	L	2 S; hwy E	780	1	22-S5	F2	Closed.
Rock Falls, Whiteside Co.	P	3 S; hwy W	645	2	h30-B*L4-S5	F2	P-lines W, SW, NW.
(P) ROCKFORD, Greater Rockford	P	4.9 S; hwy E,W	734	3	h45-BL4-S5-W	F4	
→ " Machesney	P	6 NNE; riv NW	732	3	30-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC) Salem, Salem-Leckrone	P	1.9NW; lk NW	571	3	h30-BL4-S5-U	F3	
→ Sandwich	P	1.4WSW; RR N	670	2	20-*L-S5-U	F3	P-line N. Soft when wet. ed.
Savanna, Stransdale	L	4 SE; hwy W	610	3	23-S1	(F2)	1000' NW end NW/SE rnwy clsd. P-line W. Unattend-
→ Serena	P	2.8N; elevator SE	640	1	21-L4-S5	F2	P-line NNE. Soft when wet.
Shelbyville, Shelby County	L	2.5 W; RR S	618	2	28-S2	F2	NE, SE, SW, NW blkd.
South Beloit, Beloit	P	1 S; RR E	772	4	27-S5	F1	Use strips.
(NG) SPRINGFIELD, Capital	P	3.2NNW; hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys.
" Southwest	P	3.5SW; RR N,S	606	2	26-*L4-S5-U	F3	Use strips. Bcn on req.
Stockton	L	1.9SE; hwy W	940	1	20-S3	F2	Rolling.
→ Streator	P	2 ENE; RR N	650	2	23-*L-S5	F3	P-line E.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Sycamore	P	1.4ESE; RR N	840	4	26-S5	F2	Rgt tfc NW tk-off, P-line N, NE, E, SE.
Taylorville	P	1.8WSW; RR SE	612	1	h22-B-S5	F2	Soft-shoulders.
→ Tinley Park, Prosperi	P	1.7 SSW	695	2	29-*L-S5	F3	Soft when wet.
Toledo, Plane Lane	L	1 S	595	1	22		Soft when wet.
Tuscola	P	2 SW	650	1	23-S5	F2	
→ Urbana, Illini	P	2 NNE; hwy E	735	2	26-L4-S5-U	F2	
Utica, Starved Rock	P	1 SE; hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
→ Virden	L	1 WSW; RR E,S,W	640	1	22	F2	P-line N.
→ Waukegan	P	1.5NW; RR W	725	3	25-B*L-S5	F2	Rolling.
→ " Lake County	P	5 NNW	718	3	37-*L-S5-U	F2	Landing fee multi-engine acft.
(PC) West Chicago, DuPage Co.	P	3 NW; RR S	760	4	h32-BL4-S5-U	F4	
→ Wheeling, Chicagoland	P	3.8 NNW	668	4	35-BL-S5-U	F3	
Wood Dale, Moody-Wooddale	L	1.3NNE; rd adj N	711	4	27		Clsd wk-ends. Acft over 3500 lbs prohibited.
Wyoming	L	1.4SSW; hwy E	720	1	21		
NEW AIRPORTS (or airports out of alphabetical order)							
Momence	P	3.5 mi W	645	2	25-S5	F2	NW, NE, SW blkd.
Carmi, Rebstock	L	1 NE	372	1	25	(80)	Unattended
Flora	P	1 E; hwy N	469	1	25	80	
→ Mendota, Fitzgerald	L	1 NW; RR NE	800	1	24-S5	F2	P-line SE.
INDIANA							
Anderson	P	3.5SE; hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S; RR E	910	3	41-S5-U	F4	
(PC) Angola, Tri-State	P	4.2W; hwy S	984	3	29-B-S5	F3	SE blkd. Hill NW.
(PC) Annapolis, Port-O'-the Woods	L	2.2 NNW; hwy 1E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW; RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE, N blkd.
(PC) Bedford	P	3.5 SE; hwy E	728	2	h31-U	F1	Use rnwy. Ruf.
(PC) BLOOMINGTON, Kisters	P	5 WSW; RR SE	840	3	h38-BL4-U	F3	Use strips, rnwys.
Bluffton, Miller	P	4.2 WSW; RR S	827	2	26-B-S5	F2	E blkd. Rgt tfc E, S. Depression near center E/W strip.
→ " -Wells County	P	2.8 WSW; RR S	820	1	34-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5SSE; RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW; hwy W	751	3	27-*L1-S5	F2	E, NE, SE blkd; p-line SW. Use strips.
(PC) Columbus	P	5 SSW; RR E	612	2	h45-S5	F4	Use pavement only.
" Arpk	L	1.5 SSW; hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC) Connersville, Mettel	P	2.8 NNE; canal W	867	3	h25-BL4-U	F4	3200' strip avail.
Converse	L	1 WSW; hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW; hwy E	804	4	38-S1	F2	
→ Crown Point	P	2 N	720	3	29-S5	F3	E blkd. P-line NE.
Culver	L	2 E; lk W	815	2	23		Rolling. Use strips.
→ Decatur, Hi-Way	P	3.0 E	841	1	26-L-S1	F2	Soft when wet. N blkd.
DeMotte, Cheever	L	2.2SSE; hwy E	676	3	29-(S1)	(F1)	N,S, WNW blkd; p-line ESE. Rnf. Unattended
Dyer, Triangle	P	1.5NE; RR E	630	4	31-*L-S5	F2	S blkd. Use strips. Soft-wet.
Elkhart	P	2.7NNW; hwy 1E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E; riv N	750	3	30-*L2, 4-S1-U	F2	Rolling and ruf at W end.
Elnora	L	0.5 W; hwy S	380	1	20		S blkd.
Elwood	P	2 S; hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(AF) EVANSVILLE, Dress Meml.	P	4.5NNE; RR W, E	389	3	h60-BL4, 6-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S. No storage.
(NG) FORT WAYNE, Baer Fld	P	7.5 SSW; RR E	801	3	h70-BL3-7-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
→ " Smith	P	4.5 N; hwy S	833	3	h33-B*L2-S5-U	F3	
Franklin	P	4 S; hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S strip at N end. Use strips.
French Lick	L	0.8ESE	500	1	h26-S1	F3	Hill N
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC) GARY MUNICIPAL	P	4 NW; hwy N	591	2	h46-BL4-S5	F4	Use rnwys.
(P) Goshen	P	4.5 SSE; hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SW. Bcn, lgts req after 2100.
Greenfield, Pope Fld.	P	2 ENE; RR S	910	2	30-S1	F2	S blkd. P-line.
Greensburg	P	2.1WSW; RR N	915	2	23	F2	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-L4-S1	F2	
Hartford City-Inman	P	1.8 N; hwy E	910	2	24-S3	F2	
" Hoover's	L	1.8 SW; hwy N	875	2	19	(80)	
Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
Hobart, Cole's Sky Ranch	P	1.8 NNW; hwy S	644	2	25-*L1-S1	F2	E blkd.
Huntingburg	P	3.8; RR 2 E	500	2	31-BL2-S5	F2	Use strips.
→ Huntington	P	2.5 SSE; riv S	810	2	21-(S5)	F2	NW blkd. P-line SW. Gully S.
(P) INDIANAPOLIS, Weir Cook	P	8 SW; RR N	796	4	h51-BL4, 6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 18, 22, 27. Rnwy 4 open jet acft. Fee multi-eng and wt excess 110,000 lbs.
" Shank	P	6 NW; hwy NE	740	5	32-S5	F3	Unlgtd 20' pole line E along road.
→ " Sky Harbor	P	7 ENE	870	2	h35-*L4-S5-U	F4	E blkd. Ruf.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

f - fuel octane. → - new or revised data. UNICOM U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
Jeffersonville, Hap's	P	2 N	475	1	20-S5	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	3	25-BL4	F1	S blkd, P-line SW. No storage.
Kingman, Palmer	L	4 N;hwy N	600	1	26		
→ Knox, Starke County	P	0.9 S;hwy E	714	2	h26-S5	F2	P-lines NE, NW, SE blkd.
← KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S5-U-W	F4	
" Ruzicka	P	2.5 S;hwy E	840	1	20-S5	F2	Use strips.
Lafayette, Aretz	P	3 NE bet RR, hwy	614	2	30-S5	F1	P-line NW. Use strips.
→ " Halsmer	P	4 ESE;riv NW	664	2	h40-*L4-S5-U	F4	P-line WNW. Use strips. Gross wt - 50,000 lbs.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5SSW;RR W	803	aw	32-BL4-S3-U	F3	P-lines SW,SE,NW.
Linton	L	3.3 E;hwy N	524	1	26		INACTIVE. N blkd. Use strip.
Logansport, Williamson	P	6 NE	790	2	23-S3	F2	P-line W.
Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
Madison, Meyers	P	2.2 N	870	1	24-S5	F2	Runway blk. Use strip.
Marion	P	3.8SSW;hwy E	850	1	h42-BL4-S5-U-W	F4	Attended 0530-2300 daily.
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
Michigan City	P	4 E; hwy Jct SW	650	2	h30-*L4-S5-U	F3	Tower N; P-line S, E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N, W,	668	1	h24-S1	F2	
→ Mishawaka, Sportsman	P	3.7NE;riv S	760	2	23-S5	F2	P-lines NE, SW, SE blkd.
← Monticello, Congram	P	1 ENE;riv W	650	1	20-S3	F1	E blkd, Clsd without prior approval of owner
" Dittman	P	2.8 S; lake E	700	2	30-S3	F1	P-line SW
Mt. Vernon	L	1 E; bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
(PC) Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
" Reese	P	3 SE	991	3	20-S5	F2	
→ New Castle	P	1.8 ENE; hwy N	1080	2	29-U	F3	N, NE blkd. Rgt tfc W. Use strips. E/W rnwy clsd.
" " -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N. Vernon, St. Anne	P	2.3NNE;RR W	750	2	h45	F3	
→ Perrysville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S5	F2	E blkd.
→ Peru	P	3 WSW;riv N	735	1	28-S5	F2	
→ Portland, Brigham	P	1.5 NE;rd S	923	2	30-B-S3	F2	S blkd. Use strips.
" Steed	P	1.5 NW;hwys N,E	926	3	26-*L4-S5	F2	N, NE blkd. Use strips.
Princeton	P	0.8 E; RR NE	502	3	20-S3	F2	Use strips. Tower NW
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F4	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	24-S3-U	F3	Hill E. Use N/S strip when wet.
Rising Sun	L	0.5N	530	3	22-S1	F2	Rolling
Rochester	P	1.5 E, bet RR, hwy	787	4	25-S5	F3	N,NW,NE,SSE blkd. Use rnwys. N rnwy tk-off only.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd. P-line S.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
" Mapleton	L	2.7 E;hwy NE	630	3	18	(F2)	NE, E Blkd; p-line N. Use strips.
→ Sheridan	P	2.1 N;rd W	940	3	39-B-S5-U	F2	SW, W, NW blkd. Use strips.
→ " Black Hawk	L	5.3 N; road E	925	3	20-L4-S5	80	P-line N. Use strips.
(P)SOUTH BEND, St. Joseph Co	P	3.5 NW;hwy S	778	4	h50-BL4-6-S5-W	F4	2230-0630 daily rnwy lgts avail on req. thru S.Bend rdo-during these hrs 2nd stage hi-int rnwy lgts avail;bcn and tetrahedron not to be used to indicate suspension of VFR tfc. Use rnwys. P-lines NE, S.
" Cadet	L	6.5 NE;RR 2E	730	3	25-S1	F3	INACTIVE
" Chain-O-Lakes	L	5.2W;lk SW	765	4	24-U		P-line N,NW.
→ Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1-U	F1	P-lines N, NE, SE. Use rnwys & taxiways only
(P) " HULMAN	P	5, ESE;hwy N	585	3	h82-BL4, 6-S5-W	F4	Use rnwys.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-BL4-S5-U	F4	Rnwy lgts avail SS-0300.
→ " Urschell	P	1.7N;RR S	829	2	26-L4-S5-U	F3	Use strips.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.Rgt tfc N,E. NE. Use rnwy, strips.
" Smith	L	4 N; RR E	839	2	27	(F3)	NE, SSW blkd. Use strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W. Use strips.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical order)							
(P) Lafayette, PURDUE UNIVERSITY	P	1.5 SW	607	2	h39-BL2-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission. Use rnwys. FEE.
Huntington, Scott Ranch	P	6 SSE	816	2	22-L4	F2	
Rosslawn, Zoro Airpark	L	1 W;RR N	655	1	22	F2	Trees E, p-line W.
← Elkhart, Midway	P	4.9 NW;riv NE	780	2	26-*L4-S5	F1	S, W blkd.
Shelbyville-Mem'l	P	3 NW	800	2	34-S5	F2	N,E,W blkd.

B-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Algona	P	2 WNW;hwy N	1219	2	28-BL4-S5-U	F2	P-line N.
(PC)Ames	P	2.5 SSE;hwy E	932	2	30-BL4-S5-U	F2	
Anamosa, Dasenbrock	L	1 E; hwy S	840	1	24		Cattle on fld. P-line SE. Rolling.
Anita, Dressler	L	7 SSE	1250	1	16		
(PC)Atlantic	P	1.9 W; hwy E	1153	3	33-*L4-S5	F2	P-line N.
→ Audubon	P	1SSE;RR, hwy W	1300	1	23-*L	F2	
Baxter	L	0.5 SE; hwy N	1000	1	22		Land at own risk. P-lines N, S.
Bellevue	L	3.1 N; RR W	652	2	9		DANGER-SHORT FLD. Ruf. Land at own risk.
Bloomfield	L	1.7WNW;hwys S	850	1	19-(S-3)	(F1)	Atnd week-ends. No storage. S end ruf. Rolling.
(PC)Boone	P	2 ESE; hwy N	1143	2	26-BL4-S3	F1	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	698	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12, 18. Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1145	1	18		
Carroll	P	4.2 ESE; RR N	1196	3	34-L4-S5	F2	
(P)CEDAR RAPIDS	P	6.7 SSW; RR E	863	2	h54-BL-4,6-S5-U	F4	
→ "Hunter	P	3 S; hwy E	732	4	27-L1-S5-U	F3	
← Centerville	P	3.5SSW; RR N	1017	2	26-L4-S5	F2	
(PC)Chariton	L	2.5 W; hwy S	1050	1	24-L2		P-line S.
(PC)Charles City	P	3.3E;bet RR, hwy	1126	3	28-BL4-S5	F2	S blkd; p-line N, SW, NW.
(PC)Cherokee	P	1 S; RR W	1212	3	33-L4-S5-U	F3	P-lines NE, SE, Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE; RR W	992	2	h21-BL4-S5-U	F2	Rgt tfc SW, SE. Ditches S. NNE.2900' strip avail.
→ " Schenck	P	0.8 SE	992	1	28-*L1-S3	F2	Minor eng rprs only. Rgt tfc N.
← Clarion	P	1.4 NW; hwy S	1163	4	27-BL4-S5	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S; hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)CLINTON	P	7 WSW; hwy S	701	3	h37-BL4-S5-U-W	F4	
Columbus Junction	L	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1 S	1050	1	23-S1	F1	
Coon Rapids	L	1.8 W;RR, hwy N	1150	aw	26		Cattle on fld.
← Council Bluffs	P	3 SE; hwy S	974	4	37-L4-S5	F1	SW blkd; p-line SE; tank S.
← Creston	P	2.5 SW; RR N	1320	1	17-S1	F2	
Dallas Center, Husband	P	3 W; hwy W, N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.N1000'N/S rnwy ↓ unusable when wet
(P)DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F4	
→" Air Park	P	4 ENE;hwy 1 W	670	2	18-*L-S5	F2	
(PC)Denison	P	2.8 SW; hwy N	1280	3	30-*L4-S5-U	F2	Soft when wet. Land at own risk.
(NG) DES MOINES	P	4.5 SSW; hwy S	957	4	h75-BL4,5,6-S5-W	F4	Rdo rcvr capable of rcvg twr commun rqrd for all itinerant acft. ↓
← " Dodge	P	8.0 NW	935	1	22-S5	F2	P-line N.
Dewitt	L	1.5 SE; RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd. Land at own risk.
(PC)DUBUQUE	P	7.5 SSW; hwy E	1075	2	h56-BL6-S5-U-W	F4	Use rnwys.
Dysart, Hark	L	1.5 NNW;hwy S	995	1	22-(S1)	(F1)	Land at own risk. Rolling.
(PC) Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk - 2200.
Elkader, Meyer	P	1.1 SE; RR E, S	915	1	21-S1	F2	P-line NW.
Elma, Wright	L	7.8 W; riv 2.5 E	1100	1	23		Land at own risk.
Emerson, Cole	L	5S; hwy E	1200	1	20-*L1		S blkd. S end rolling.
← Emmetsburg	P	1.3 SW; RR N	1205	3	35-L4-S1	F2	
(PC) Estherville	P	4.6 E; hwy S	1298	3	32-L4-S5-U	F2	P-line SE, S, SW.
← Fairfield Memorial	P	2 mi SE	780	2	25-*L4-S1	F2	P-line NNW.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling
(PC)FORT DODGE	P	3.5 N; hwy E	1160	2	h44-BL4, 6-S5	F4	Use rnwy.
← Garner, Wicks	P	1.8 NW; hwy W	1230	2	24-S5	F2	P-line NW. Use strips.
Grand Mound, Grand	P	1.2 SW;RR 14 N	770	2	23	F2	
Grant Center, Maynard	L	2.0 E; RR E	1100	1	16		Unattended.
Guttenberg, Abels Island	L	2.3 N; riv E	610	1	26		
Hamburg, Hoover	L	2.2 W; RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	L	2.7 NW; lk N	1150	1	34	(F1)	P-line WNW.
← Harlan	P	5.0 SSW; hwy E	1204	2	27-B*L4-S3	F2	P-line S. Bcn-first 3 hrs of darkness.
Hartley	L	1.2 SSE; RR NE	1490	2	26	(F1)	SE blkd.
Humboldt	L	1.0 N; RR N	1120	1	19		P-line N. Twr W in tfc pat.
Independence		4.1 W					ABANDONED.
(PC)IOWA CITY	P	1.7 SW; riv E	661	3	h43-BL4-S5-U-W	F4	
Iowa Falls	P	4.1 S; RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E; hwy N	1041	2	24-L4-S5	F2	
(PC)Keokuk	P	4.6 NW	671	2	h38-BL4-S5	F3	
← Lamoni, 10, MKC-MPS	P	3.0 WNW; RR E	1163	2	37-BL4-W	F1	Soft-wet.
LaPorte City, Clarks	L	2.4 NW; hwy 1 E	900	3	26		Land at own risk. Rolling.
← Laurens-Skyways	L	0.5 WSW;RR N	1300	1	24-(S3)		Unattended.
← LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S1	F2	W, NW blkd; p-line SE.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					IOWA		
Lenox	L	1.3 N; hwy W	1200	1	26		N blkd. Rolling. Use center of strips.
Leon	L	4.1 N; RR SE	1050	1	20		Land at own risk.
Malvern, Bass	L	5.5 SSE; RR E	988	1	16		Land at own risk.
Manchester	L	1S; RR, hwy W	935	1	25		Unattended.
Manning	L	0.6 SW;RR W	1321	2	24		Twr NE. P-lines S, SW. Emerg. only.
(PC)Mapleton	P	0.5 NW;riv NW	1150	2	29-S5	F2	NE,SE, SW blkd. Ruf.
← Marshalltown, Neiderhauser	P	4.0 N; hwy 1 E	990	2	26-BL4-S5-U	F2	W blkd; p-line N.
(P)MASON CITY	P	6.5 W; hwy S	1216	2	h56-BL4, 6-S5-W	F3	
← " Eco	P	2.6 ESE; riv S	1215	1	22-S1	F2	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW;RR S	850	2	25		E/W Strip clsd. P-line S. Cattle on fld.
Milford, Fuller	L	0.7 mi NNW	1440	2	36		S, W blkd. P-line E.
Missouri Valley	L	1.5 S bet RR, hwy	1000	1	25		S blkd.
Moneta, Thorne	L	3.0 SSE	1410	1	21-S1	F1	
(PC)Mt. Pleasant	P	2.6 ESE;hwy N	727	3	19 S1	F2	
(PC) Muscatine	P	6.0 SW;hwy SE	546	2	h42-BL4-U	F2	
" Greiner	L	6.0N; hwy E	700	1	13	(F1)	Rolling
Nashua, Harrison	L	2.0 NW;hwyE,N	1000	2	26-(S1)	(F1)	E, NW blkd. W end E/W Strip ruf.
← Nevada, Nelson	P	1.7 W; hwy N	995	2	23-*L1-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
New Hampton	L	2.3 NW;RR NE	1180	3	28		NE blkd; p-line SE.
← Newton Mun	P	1.7 SE	952	2	26-BL4-S5-U	F3	P-line SW. Acft restricted to rnwys when fld wet.
← Nora Springs, Spotts	P	3.2 W; RR S	1170	2	25-*L-S1	F2	P-line E,S. Rolling.
Oakland, Kimberly	L	0.5 NW; riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3.0 W	1050	3	28-S5	F2	W blkd; p-line NW. Use strips.
Osceola	L	2.2 N;RR, hwy E	1125	1	22		P-line N. Rolling.
← Oskaloosa	P	2.0 SSE;RR NE	850	1	21	F2	Use strips.
(P)OTTUMWA	P	6.4 NNW;hwy 1 E	845	2	h52-BL4-S 5-W	F4	
Pella	L	3.5 SE; RR NW	877	1	24		
(PC) Perry	P	3.5WSW;hwy N	1014	2	23-BL4-S3	F2	
Prairie City	P	2.0 N	950	2	30		Ctn-cattle on fld. Trees W; cable line.
(PC)Red Oak	P	1.5 W; hwy N	1044	3	28-L4-S5-U	F4	P-line N. Ngt serv on call.
Rockwell City	L	W; hwy W	1234	1	22-S3		90 oct. P-line W. Trees N.
← Sac City	P	3.0 SSE; riv W	1250	2	22-L4-S5-U	F2	
Sheldon	L	5.0 NNE;riv 1 W	1444	1	26		S blkd.
Shellsburg	L	1.5 E; RR S	800	2	18	F1	Land at own risk.
(PC)Shenandoah	P	2.8 WSW;riv NW	963	2	37-BL4-S5-U	F4	
Sibley	P	2.0 S; RR NW	1500	2	26-*L4-S5	F2	E,S,W blkd; p-line N.
← Sigourney	P	3.0 S; riv N	692	2	24-*L1-(S5)	F2	S blkd. Soft when wet.
(AF, NG)SIOUX CITY	P	6.5 S; RR 1 NE	1097	3	h90-BL4, 6, 7-S3-W	F4	
" Rickenbacker	SEE: North Sioux City, S. Dak.; Rickenbacker Fld.						
Spencer	P	2.9 WNW; RR 1S	1335	3	40-L4-S5-U	F2	P-line NE. Lgts prior req after 2400.
← Storm Lake	P	3.5 SSW;hwy N	1460	3	34-*L1-S1-U	F2	Use strips.
Strahan, Hillyer	L	1.1 NE; RR SE	1178	1	15	F1	P-line SE. Rolling.
Tama	L	1.3 S; hwy E	825	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW; riv W	870	1	17-*L		Land at own risk.
Vinton, Milroy	L	1.5 NW;hwy N,E	800	1	19		WNW blkd. Land at own risk.
Wallingford	L	0.3 SE; riv E	1245	1	21		N blkd.
(P)WATERLOO	P	5.0 NW; riv 1 S	870	3	h54-BL4, 6-S5-W	F4	
" Canfield	L	3.0 NW;hwy NE	800	4	28		P-lines N, NE, bldgs SE. W blkd. Personal use only.
(PC)Waverly, Bantam	L	6.0 E	1000	1	26	(F1)	P-line N.
Webster City	P	3.3 SW;RR 23 N	1100	2	26-S5-U	F2	P-lines N, NE.
Winfield	L	3.0 E; RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.
NEW AIRPORTS (or airports out of alphabetical order)							
Spirit Lake Mun	L	1.0 mi S	1405	1	15	F1	Ruf - rolling.
Corning		3/4 W; hwy N	1250	1	24-L4	F1	Rgt tfc S.
Larchwood, Zangger Flying Service	P	2 E; RR S	1470	2	20-*L1-S3	F1	RR south.
Onawa	L	0.5 SW	1059	1	24-L4	(F1)	P-line and trees NW.
← Monticello	P	1 S; hwy E	840	1	18-L4-U	F2	P-line S.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					KANSAS		
(PC)Abilene	P	1.7WSW;RR N	1148	3	h21-L4-S1	F3	2300' strip avail. NE blkd, p-line SE. Ruf. Soft-wet
Anthony Mun.	P	2.7WNW;hwyS	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Arkansas City	P	3.5S;hwy, RR W	1170	4	27-S5	F2	N, NE, S blkd;p-lines SE, SW.
" Strother Aux #1	L	7.5NE;riv E	1145	1	26		Use strip.
" " Aux# 2	L	6.6W;hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2S;RR NW	1940	2	32-S5-U	F2	Use strips.
(PC)Atchison	P	3 W;hwy S	1070	1	h30-L4-S3	F2	Use rnwy.
Atwood	P	2.3 N;hwy W	2960	4	26-S5	F2	Use strips
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N, E, W blkd;p-lines S. Lgts prior req after 2200.
Belleville	P	1.8 WSW;hwyS	1520	3	24-S5	F1	P-line SW. Use strips.
(PC)Beloit	P	1.2NW;RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Bern	L	0.6S;RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.
← Brewster, Hutton	P	1SE;hwy N	3420	3	35-S5	F3	SE blkd;p-line SW. Low area S center of fld unusable. Ruf. Use strips. Caution-elevator adjNW.
Burdett	L	1 SW;RR N	2140	2	19	(F1)	SSE blkd. Ditches N, W.
(P)Chanute	P	2 WSW;lk SE	1001	2	h42-BL2, 3-S5-W	F4	SE blkd; p-lines S, NW
(PC)Cimarron	L	1.8N;hwy W	2750	3	29-(S1)	(F1)	Unattended
Clay Center	P	2 W;hwy S	1200	3	30	F2	P-line S, SE, SW, NW. Ctn-wet. Ruf.
" Dinsmore	L	6WSW;RR N	1250	2	21		N, S blkd. Soft-wet. Hedges W.
" Wood	P	3.5 N;hwy W	1260	3	15-S5	F2	Use strips.
(PC)Coffeyville, McGugin	P	5.3NE;RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC)Colby	P	1.8N; hwy W	3176	3	h26-*L4-S5	F2	3000' strip avail. NW/SE, NE/SW strips ruf-caution.
" Murray	L	0.8N, ;hwy W	3125	1	22-S1	F1	P-line S. Ruf. Hazardous-erosion center of strip. Use strip.
Coldwater, Stark	L	0.7NE;RR SE	2100	1	27		P-line NE. Use strip. Cattle on fld.
Columbus	L	1.2SW;RR E	900	2	21-S3	F1	NE blkd;hedge S. Soft when wet.
(PC)Concordia	P	1.7S;hwy W	1474	3	36-S1-W	F2	Erosion edges of strips. Use strips.
" Blosser	L	1S;hwy W	1475	1	18		P-line E. Caution-ruf.
(PC)Cottonwood Falls, Chase Co.	L	0.5 SSW	1264	1	26		P-line N
Council Grove	L	4.5WNW;lkS, W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd; p-line S, SE.
(P)DODGE CITY	P	3ENE;RR SE	2594	4	h46-BL2, 4-S5-U-W	F4	Use rnwys.
" Ford County	L	6WNW;hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Garden	P	6.3ESE;RR S	2440	1	22-S5	F2	Soft when wet.
(PC)Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6SE;hwy W	1360	4	25-L4-S5	F3	E, S blkd;p-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE;RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5NW;hwy,RR	1790	2	26-*L4-S5	F2	Caution-oil well 58' E N/S strip; N blkd; use rnwys
Ellsworth	L	1N;hwy S	1611	2	24		
(P)Emporia, 37, AMA-MKC	P	5.4S;hwy E	1204	3	h21-BL4-S5-W	F3	N/S strip 4000';use ctr strips, dry; pvd rnwy, wet.
Eureka	L	2.7E;hwy S	1100	1	26		S blkd.
Fall River	L	3.9NW;dam NE	1035	1	20		S blkd. Rolling.
Florence, Clothier	L	5.8SE;crk E	1320	2	19-(S1)	(F1)	
(PC)Fort Scott	P	4.5SW;hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N;hwy E	1230	2	15		
Fredonia	L	3NNW;hwy E	880	2	26		
Garden City	P	3.3E;hwy S	2842	3	44-S5	F3	Use strips. Caution when wet.
(P) " NEW GARDEN CITY	P	8.5ESE;RR SW	2895	4	h65-BL4-S1-W	F3	Use rnwys. Only rnwy 17-35 usable ngts.
(PC)Gardner	L	1.5 W;hwy SE	1070	2	39		Ruf. N blkd. Use strips.
(PC)Garnett	L	1.6 E;hwy NW	995	3	28		Ctn-at all times. Intsxns ruf. SSW blkd.
(P) Goodland	P	2 NNE	3653	4	h44-BL4-S5-W	F4	
(PC)GREAT BEND	P	5WSW;hwySE	1891	3	h80-BL4-U	F3	Use rnwys.
Great Bend-Darr	L	1W	1890	2	32-U		Soft when wet. P-line S.
Greensburg	P	1E;RR N.	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
(PC)Harper	L	1.3WSW;hwysE	1429	3	22-(S1)	(F1)	P-line N. Ditches end of strips. Soft-wet. Use strips.
← Hays	P	1.5E;RR S	2021	4	29-B*L4-S1-U	F3	
(PC)Herington	L	8 ENE;RR 3N	1485	3	h67		Rgt tfc NW.
(PC)Hiawatha	L	2 NNE;hwy W	1130	2	23	(F1)	Ruf. Unattended Sat, Sun.
Hill City	P	0.8 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC)Hillsboro	L	0.7SW;hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Holyrood	L	0.5ESE;RR N	1820	1	17		P-line N. Shoulders ruf.
(PC)Horton	L	1.2NNW;hwy E	1134	2	22-L4	(F1)	
Hoxie	L	0.6N;hwy S	2665	3	28		S blkd; p-lines NW, SW.
(P)HUTCHINSON	P	4 ENE;hwy S	1542	3	h70-BL4, 6-S5-W	F4	Use rnwys.
" Mills	L	4.4S;RR W	1533	1	25-(S1)	(F1)	
(PC)Independence	P	6 SW;RR E	820	3	h55-BL4-S1	F4	Rnwy 18R-36L perm clsd.
(PC) " Montgomery County#1	L	9.5NW;hwy W	918	1	35		Use with caution. Ruf.
(PC) " Montgomery County#2	L	9.6 WSW	880	1	39		HAZARDOUS. Land with caution. Ruf.
(PC)Ingalls	L	6.8 NW;riv S	2814	5	h31		
← Iola	P	3.2 SSE	1020	4	32-*L4-S5	F4	Soft when wet. Use strips.
Johnson	P	0.5 NW;hwyNW	3330	3	28-(S5)	F2	P-lines N, S, NE.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1953)

KANSAS

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(PC) Junction City	P	0.8NW;hwy E	1104	3	36-B-S5-U	F3	P-lines NE, SSW. Use strips.
Kanorado, Winter	P	0.6SE;RR N	3910	1	27-S5	F2	P-line N. Use strip.
(AF) Kansas City, FAIRFAX	P	3 NE;riv N, E	746	4	h07-BL4-S5-W	F4	Obstns ends all rnwys. Caution-downdrafts. Use rnwys. P-line S.
Kingman	L	1.5NNW;RR E	1606	4	27		Unattended
(PC) Kinsley	L	1.2 SSE	2159	1	26	(F1)	Use strip.
Kiowa	L	2.5WNW;hwy S	1375	1	20		Cattle on fld. Caution-gopher holes.
Lakin, Dienst Ranch	L	13 N;hwy E	3207	2	26-S1	F1	P-line E.
(A) Langley, Kanopolis Resvr.	L	6 NNW	1537	1	22		INACTIVE-NO FACS. Use strip.
Larned	P	1.6NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S strip;soft when wet.
← Lawrence	P	3.5NNE; hwy S	832	3	26-*L2-S5-U	F3	P-line W. Use strips.
(PC) Lenora	L	1.2NNW;crkNE	2260	2	24	(F1)	Ruf.
(PC) Liberal	P	2.5WNW;RR S	2848	6	h70-BL4-S5	F4	
Lincoln	L	1.5NW;RR S	1412	2	27-*L4		NE, NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N, windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC) MANHATTAN	P	5.5 WSW;RR SE	1060	2	h32-B*L4-S5	F4	Use rnwy, strip. Ditch SE end NW/SE rnwy. Ctn-Danger AreaWNW arpt. NW end ext 1050'-sod.
" Mankan	L	3.7 ENE;hwy E	1035	1	20-S5	F1	W blkd. Use strip.
Mankato	P	1.4 NW;RR SW	1840	2	26-S1	F1	Windmill NE;dike W end E/W strip. Use strips.
(PC) Marysville	L	1.3 NE;hwy S	1283	2	27-L-(S5)	(90)	P-line NNE, NNW
(PC) McPherson	P	1.5S;hwy adj	1493	2	h23-L4-S5	F4	P-line N, E. Shoulders soft-wet.
Meade	L	1W;RR, hwy N	2528	2	26-B*L4		P-line N. Use strips. Caution when wet.
Medicine Lodge	L	2.1SE; RR S	1520	1	34		Caution-gopher holes. Ruf. Use strips.
Minneapolis, Horner	L	2 NW	1265	2	26		Unattended
(PC) Neodosha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	22-S5	F1	Caution - soft when wet.
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F3	Ruf. Use strips.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips. P-lines N & SE, S blkd.
Oberlin	P	0.9 NW;hwy SE	2684	3	25-BL4-S5	F2	SE blkd. Caution-60' poles adj S. Use strips.
← Olathe-City	P	5 ESE; hwy W	1090	3	h17	F1	P-line NW. Lgt acft only. Use rnwys.
Osage City	L	1 E	1100	1	26-(S1)		N, S blkd. Use strips.
(PC) Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32	(F1)	
(PC) Ottawa	P	5.3S;hwy W	975	3	h24-S5	F2	Use N/S rnwy. 2700' strip avail.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd. Use strips. Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	670	3	h40		
Phillipsburg	P	1.4 S;hwy E	1882	4	32-*L4-S1	F2	Use strips.
(PC) PITTSBURG-ATKINSON	P	2.5NW;hwy E	948	3	h40-BL4-U-W	F1	Use rnwys.
← Plains	L	0.3NNE;hwy N	2755	1	26	(F1)	P-lines NE, SE, S. Use strips.
(PC) Pratt	P	4.5N; hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
PrettyPrairie,Prairie Oak	L	1 NNE;RRNW	1573	2	25-(S1)	(F1)	E blkd;p-lines N, W. Use strips.
Protection	L	0.7SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E, W.
Rexford, Foster	L	4.4 WSW;RR N	2900	4	24		P-lines N, NE, E, SE, NW. Cattle-fld.
← (P) Russell	P	2.7ESE;hwyNE	1863	3	h26-BL4-S5-W-U	F3	SW blkd. Ctn-ditch NE intsxn rnwys 16-34 & 3-21. Ruf. Use strips.
(PC) Sabetha	L	1.4E;RR NW	1290	2	22		
St. Francis	P	1S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P) SALINA	P	2.5 SE	1314	3	h48-BL4,6-S5-W	F4	P-line NW. Use strips, rnwy only.
Scott City	P	1.3ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200' strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
Sedan, Walter's	P	2.7SSE;hwy S, W	940	1	17-S3	F2	
Seneca	L	0.5W;RR S	1180	1	23		P-lines N, S.
Silver Lake, Shenk	L	1 N;hwy S	1021	1	20-*L	(F1)	Rolling.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5W;hwy N	1889	4	26-L3,4-S5-U	F3	P-line N,NE. Lgts avail sunset-0200. Use strips.Ruf.
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE, SW.
Topeka, Allen	P	4.3 WSW;hwy N	1000	3	h23-*L4-S5	F2	N, SW blkd. Ctn-N/Setrip-ditch. Soft when wet.
(P) " PHILIP BILLARD	P	3.5 ENE;riv N	800	3	h31-BL4,5,6S5-W	F4	Bridge SE.
Ulysses	P	1.3NNW;hwy E	3070	3	30-S5	F2	S blkd; fair grounds SW.
" Cities Svcg. Hugoton	L	12.2 E;hwy N	3025	2	36		
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line, rolling, ruf.
(PC) Washington	L	0.9E; hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd.
WICHITA	P	6.2WSW;RR S	1332	2	h73-BL6-S5-W	F4	Use rnwys. 145 octane avail.
Wichita, Beech	L	6E;hwy S	1378	3	h51		Factory use only. P-line N. Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h23-S1	F3	Ctc McConnell twr-tfc instructions, 5300' strip avail.
" Ken-Mar	P	7.6 NE	1410	4	h22-L4-S5-U	F3	P-line N, SW. Use strips. 2900' strip avail.
← " Rawdon	P	5.7 E	1396	1	25-S5	F3	P-line S. Rgt tfc N, W. Use strip.
" Westport	L	4.5SW;RR N	1290	1	26		N blkd. No storage. Cattle-fld. Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd. Ruf. Caution when wet.
(PC) Winfield-Ark. City Strother Fld	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5-U	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S, SE. NW/SE strip ruf. Use strips.
Zenith, Hayes	L	0.6 ESE;hwy N	1800	2	24	(F1)	N blkd. Use strip. Caution when wet.

NEW AIRPORTS (or airports out of alphabetical order)

← Oakley	P	2.3 mi E	3042	3	32-S1	F2	Caution when wet. N blkd. P-line NW.
Ness City Mun	L	0.5 mi N	2240	1	26		Not attended. Strip unable dry wea-ctn; unusable wet.
Abilene Wright Airpark	P	1 mi S	1150	1	23-S5	F1	

KENTUCKY

Albany		6.0 W; hwy S	1020	1	22		Ctn when wet-New turf.
(PC) Ashland-Boyd County	P	7.5NW; RR S	542	1	h50-*L4-U	F4	Lgts on 1 hr. prior req thru Huntington rdo.
Bardstown, Nelson County	L	4.1 W; hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	P	2.5SSE;hwy W	939	2	h39-BL4-S3-W	F4	Use rnwys.
Carrollton, Butler St. Park	L	2.0SE;hwy, RRW	500	1	25		Caution - wet.
Clementsville, Gulf Interstate	L	6.0 W;Liberty	1080	1	35		
(P) COVINGTON, Greater Cincinnati		SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.					
Danville, Goodall	P	4.2 S;RR W	1030	1	24-S5	F1	
← Frankfort, Capital City	P	1.0 SW	788	1	h40-BL4-S3	F4	Use rnwys.
(PC) Georgetown, Marshall	P	1.5 S; hwy E	910	1	18	(F2)	Unattended.
← Gilbertsville, Ky. Dam. State Park	L	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E, W landings use rnwy.
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Caution-slippery when wet.
Golden Pond, Ken Lake	L	4.4 Wilk W	388	1	22		Hills N, S, E. Caution when wet.
Harlan	L	5.2 NE; riv S	1230	1	21-S1	(F2)	E blkd. Mtns each side of strip. Unattended.
Harrodsburg, MaAfee	L	5.9 N; hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling.
(PC) Hazard	L	2.5 NNW;rivN,W	861	1	21	(F1)	S blkd. Mtn sur fld. Unattended.
Henderson	L	5.0 WSW	385	1	20		P-lines along hwy in N apch.
Hopkinsville	L	1.0 E	510	1	18	(F2)	
(P) LEXINGTON, Blue Grass	P	6.0W; hwy N	978	3	h50-BL4-S5-W	F4	
London	P	3 SSE; hwy E	1189	1	h40-BL4-W	F2	Use rnwy.
(P) Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL4-S5-W-X	F4	NE blkd, P-line S. Trees SW.
(NG)" STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h78-BL4,6,7a-S5-W	F4	2-way rdo rqrd. FEE. Config b on req.
Madisonville	L	6.0 ENE;RR S	420	2	h25-(S3)	(100)	
" Athey	P	1.0 NE;hwys SW	500	1	24-S3	F1	
(PC) Mayfield-Graves Co.	P	3.6 ENE;hwy S	525	1	h33		
Mays Lick, Rees	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E. Levee W. Use rnwys.
Midway-Green Meadows	L	3.0 SE;hwy N	900	1	22		Rolling.
Milford		0.5 SE; riv S, W					ABANDONED.
Monterey, Karsner	L	2.0 SE;hwy W	540	1	20-S1	F1	NNW, SSE blkd.
Morehead	L	8.0 WSW;RR N	810	1	20		300' SW end ruf. Unattended.
(PC) OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(P) PADUCAH, Barkley	P	8.8 W; RR 1 N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	15-(S3)	(F1)	Caution-mtns sur fld.
Russell Springs		1.0 S hwy E	1080	1	20		Unattended.
Shelbyville, Shelby	L	2.9 E;hwy S	830	2	17-S1	F1	
(PC) Somerset-Pulaski Co.	P	2.5 S; hwy W	927	1	20-S5	F1	
Springfield	L	4.0 ESE;hwy N	810	1	19		P-lines along hwy in N apch.
Stanton	L	1.0 E	690	1	31-S1	F1	
(PC) Sturgis	P	1.5 ESE;hwy W	373	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Point	P	1.3 ENE;RR W	430	1	20-S5	F1	Hills to SW.

NEW AIRPORTS (or airports out of alphabetical order)

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Abbeville	L	3.0 E;hwy S	16	2	20-S3	91	
Alexandria-Flying Service	L	2.4 NW;hwy N(	88	1	25		Unattended.
" McArthur Drive	P	2 WSW;hwy E	87	1	16-S5	F3	
(PC)Bastrop, Morehouse Mem'l	P	2.5 S E;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Downtown	P	3.5 E; hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only. P-lines N.
(P)" RYAN	P	5.5 N; riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2.0 N; RR E	117	2	h36-BL4-S5	F3	
Bunkie, Haas	L	3.0 W	58	1	24		
Cameron	L	0.5 WNW	5	1	22		P-line SSE.
Caspiana, Hutchinson	L	3.6 NW;riv 2.2 E	170	2	22		
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20-(S1)	(F1)	
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-S3	F3	Minor eng repairs only.
(PC)DeRidder, Beauregard Parish	P	3.0 WSW;hwy N	203	4	h45-S3	F2	Use rnwys. Bcn prior req.
Dixie	L	0.8 NE;hwy W	180	2	21		N blkd. Soft spots when wet. Land from and take-off to S.
Elton, Doise	L	1.5 S W;hwy, RR N	45	2	20-S1	F1	
Eunice, Salter	L	1.2 W;hwy N	45	1	30		
Gueydan, Saltzman #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
" Simon	L	7.5 SE; rd N	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	P	3.0 ENE; hwy S	40	3	h50-B*L	F1	
Haynesville	L	0.9 N; hwy SW	360	1	22		
Hornbeck, Hodges	L	3.2 N	400	2	24		
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Howard, Kelly		1.2 NW;hwy W					Perm Closed
Jackson, Holloway		5.0 S SW;hwy 2 S					Perm Closed
" Howell	L	2.5 ENE; rd W	260	1	26		Use strip.
(PC)Jeanerette	L	0.7 SE; RR NE	14	1	30		P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan-Broussard	L	0.5 S	12	2	15-S3	F2	Attended May-Nov.
Kaplan, Trahan Airstrip	L	6.0 W; hwy N	10	1	20		P-lines N, S.
(P)LAFAYETTE	P	2.0 SE; RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
Lafayette, Girard	P	2.0 NNW;hwy S	43	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Arthur		0.5 ESE; hwy S					Perm Closed
"Little Pecan Island	L	20.8 SSW;lk NE	5	1	28		
← Lake Charles, McFillen Airpark	P	4.0 S	17	1	24-S3-U	F2	
← " " AFB/MUN	P	4 E	18		30-B-S2	F4	Mod portion E side civil, remainder USAF
(PC) Lake Providence, Byerly	L	1.8 NW; lk S	106	2	35	(F3)	
Longville	L	0.5 SE; RR W	80	1	27		
(PC)Mansfield, DeSoto Parish	L	4.5 NW;hwy SW	323	3	h51		
(PC)Marksville	L	2.2 S; RR E	78	1	27		
Minden-Minden-Webster	P	1.0 NW	250	1	h35		
←(P)Monroe, SELMAN	P	5.0 E; RR N	79	4	h50-BL4-S5-W	F4	Use rnwys.
Morgan City, Brown & Root		6.0 SE;hwy NE					Perm Closed
Morganza-Pte Coupee	L	0.1 S; RR E	35	3	20		Soft when wet.
←(PC)Natchitoches, 20, NEW-MKC	P	2.0 SSW; hwy E	115	2	h41-BL4-S5	F3	
(NG)New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No agt operns 5-23, 9-27.
(P)" MOISANT INTN'L	P	11.0 WNW;riv S	3	4	h70-BL4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
(PC)Opelousas, St. Landry Parish	P	2.0 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC)Patterson, Williams Mem'l	P	2 DWNW;bayou NW	1	3	h42-S5	F3	Bcn on request.
(PC)Pollock	L	4.5 SW	213	3	h45		
Quebec, Arneson	L	1.0 WNW; RR S	77	1	15-S5	F1	No storage. Soft when wet.
(PC)Rayne	L	1.0 NW; RR S	29	2	18		
(PC)Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
(PC)Ruston	P	1.0 SE; RR N	317	3	h34-BL4-S5-U	F3	
St. Joseph, Castle	L	2.0 N; hwy NE	75	1	22		P-line N.
(P) SHREVEPORT, Greater Shreveport	P	6.5 S W;RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) "-Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
← " Lucien	P	8.0 S; RR E	170	1	31-S5	F2	S end soft when wet.
Tallulah, Scott	P	2.4 ENE;hwy S	84	2	32-*L4-S3	F2	Bcn prior req.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Thornwell, Lyon	L	2.9 NW; rd W	20	1	20		
Ville Platte, New Evangeline	L	3.5 WNW;hwy S	40	1	16		
(PC)Welsh	P	0.5 NW;RR S	19	2	31-S5	F3	E blkd.
Wilson, Redwood Ranch	L	1.5 SSE;hwy W	256	2	20		
Winnfield, Joyce	L	3.0 NW;hwy E	156	2	30	(F1)	P-line E. Soft spots. Ruf on N/S Strip. Use caution. Unattended, No storage.
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1-U	F1	
Woodworth, Delaney	L	2.7 ESE;hwy E	70	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
Alexandria, Myers Arpt # 2	P	9NW;Riv N	75	1	30-S3	F1	P-line S. Rgt tfc N.
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC)AUBURN-LEWISTON	P	4.5 SW;riv 1 N	292	2	h44-BL4-S5-U	F3	Rnwy 13-31 perm clsd. Use rnwys.
(P)AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30, 3-21 clsd to acft over 15,000 lbs, and all acft winter months.
(PC)BAR HARBOR	P	9.0 NW;riv E	84	3	h45-BL2-S5-U	F4	Bcn oper June-September.
(PC)Belfast	L	1.0 SW;hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable. EMERG USE ONLY.
Benton, Fernald's	L	0.6 WNW;riv W	120	1	14		Overhead cable W-dangerous. Ruf. Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	15		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5 NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	1	21-*L-S5	F2	Soft when wet. Use gravel strip only in spring.
(PC)Caribou	P	1.0 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT. OF ENTRY.
(PC)Deblois Flight Strip	L	2.0 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun.
Dexter	L	3.0 ESE	485	2	h30		NE blkd. Use rnwy.
Eastport	L	1.5 WNW;hwy NE	67	2	h26		No storage. Unsafe-holes, ruf high bushes.
Enfield, Sylvan Lane	L	1.5 WNW; RR E	240	1	16		NW blkd; p-lines NE, SE, SW. Use rnwys.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	15		Rolling. Soft when wet.
Ft. Fairfield, P & M	P	1.0 SW;RR, hwy W	470	2	18-S5	F1	Use strip.
(PC)Fort Kent	L	3.4 S; riv W	708	1	20		NNW blkd.
Freeport, Stover	L	3.5 NNW;hwy NE	190	1	11		INACTIVE.
(PC)Greenville	P	2.0 ENE;pond E	1401	2	h30-S1-U	F3	DANGER-SHORT FLD. Rolling. Drains NW.
(P)HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	Unattnd winters. Repairs avail. on request. ESE blkd. Rnwy 13-31 emerg only. Rnwy 5-23 plowed winters; lgts unsat. Caution on taxiways.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Lewiston, College Road	L	2.2 NNE;riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2.8 SW; rd SE	85	1	12		DANGER-SHORT FLD; Soft when wet.
(P)Millinocket	L	1.0 SE	408	2	h50-BL2, 4-W	(80)	Unattended. Use rnwys. Ctc lgts avail rnwy 16-34 only.
Milo	L	1.3 SE;hwy W	295	1	18		Rgt tfc W. P-line W.
Minot, Mabeu	P	3.5 NNW	720	1	21-S1	F1	N, S blkd.
Moose River, Sky Lodge	L	1.0 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE, W	270	2	h40		Use rnwys.
Norway	L	1.0 N; RR S	387	1	15-S1		Soft when wet. Use strip. Unattended.
(P)Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F4	Ctn-edges of rnwys ruf. Use rnwys. FEE.
Patten, Camerons	P	5.0 NW;hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
Peru, Linnell's	L	08 NW;RR, riv N	410	1	20		
Phillips, Pleasant Valley Farms	L	2.9 NNW;riv N	670	1	41		
(PC)Pittsfield	P	0.8 SSE;riv N, S	190	2	h40-S2-*L-U	F4	SSE blkd. Skis winter. Minor Powerplant rprs only.
(P)PORTLAND	P	2.0 W; riv NE	60	3	h50-BL2,4-S5-W	F4	Rnwy 10-28 perm clsd.
(PC)Princeton	L	1.5 SSE	250	2	h40		Use rnwys. NW blkd.
(PC)Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC)ROCKLAND	P	3.0 SSE	60	3	h45-B*L4-S4	F2	Rnwy 17-35 clsd nat opern
Rumford	L	2.0 SSE;riv NW	615	1	18		
(PC)Sanford	P	4.7 SE;hwy N	243	3	h60-*L4	F2	Do not use NW safety strip on rnwy 8-26. Use rnwys. Lgts unreliable.
Seven Isl., Maine For. Serv.	L	13.5 SE	1180	1	12		(DANGER-SHORT FLD).
Skowhegan	L	1.0 NNE	240	1	18		P-line W.
South Portland, Port O' Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5-U	F3	SSE blkd; p-line SW; twrs E, NE.
Stonington	L	1.2 NNW;hwy SW	20	1	16		Ctn-debris, boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	
← Turner, Rollins	L	2.5 NNW;hwy E	335	1	20-S3		
← " Twitchell	P	4.8 SSE; riv E	350	4	22-S5-U	F1	Ruf.
Van Buren, Levesque	L	1.0 NW; riv E	520	1	15		Fld surrounded by trees. W blkd.
(PC)WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S5-U	F4	INACTIVE. Ruf, rolling.
Winterport, Fernald	L	3.0 WNW;RR E	181	2	h40		WSW blkd. Use rnwy 14-32 with caution. Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	L	4.8 WSW; riv NE	30	1	30-*L-S3	F1	P-line ESE.
→ Baltimore, Eastern	P	11 E; riv S	20	2	21-S5-U	F3	SE blkd.
(AF) " FRIENDSHIP INTN'L	P	9 S; RR W	146	3	h94-BL4,7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG, A) " Harbor	P	6 SE; riv SW	14	2	h44-BL4-S5	F4	Civil fuel avail 0800E-sunset. Fld lgts inop 2400-0800. Use paved areas.
" Martin	L	10 E; plant W	18	4	h81-L6		No public services. Company bus. only. P-line N, NW.
" Rutherford	P	8 WNW; rd W, N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
→ Beltsville	L	5 ESE	180	2	h44		Ruf. Offl bus. only. No serv. Frequently clsd exper flights.
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Russell	P	8 WNW; bay W	25	1	32-U	F4	
Churchton, Deep Creek	P	1.6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
→ Churchville, Aldino	P	2.5 E; hwy S	400	3	21-*L1-S5-U	F1	P-line S. Rolling
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, ctc Washington rdo.
College Park	P	0.4 E; RR W	49	2	32-*L4-S5	F3	N, NW blkd.
(PC) Crisfield	L	3 NNE; RR SE	4	2	h25		3500' strip avail. Soft-wet. Unattended.
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
→ CUMBERLAND	P	2.5S; riv N, S	780	3	h58-BL4-S5-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W. Ruf. Rgt tfc E.
(PC) EASTON	P	2.2N; RR E	66	2	h40-BL4-S3-U-W	F4	Use rnwys.
→ Elkton, Lovett	P	3.1 NNE; RR NW	140	3	21-S5	F1	Clsd to heavy acft when wet. Rolling.
(PC) Frederick	P	1.8E; riv N, E	304	2	h38-B*L4-U-W	F3	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs, NE/SW rnwy 15,000 lbs.
→ (P) HAGERSTOWN	P	4.2N; factory SE	704	2	h44-BL2,4-S3-W	F5	Use rnwys. Lgts prior req Sat-Sun. Week-days 2000 to 0730.
Hollywood, Half Pone Point	L	3.5 E; riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
→ Laytonsville, Davis	P	2.3N; hwy E	640	1	22-*L2-S5	F2	
Piney Point	L	0.8W NW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd. permission only.
Salisbury, Delmarva	L	2.8 NE; RR S, W	45	1	20-U		Clsd all com operns. Lndgs by prior
(P) " -WICOMICO COUNTY	P	5.3 ESE; hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8 SSW; hwy SW	10	1	20		SSW blkd. E/W strip under const.
Stevensville, Kentmorr	L	4.7 SSW; bay W	12	1	25		E blkd.
Westminster	P	2.6N; hwy E	780	1	25-S3	F1	Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
MASSACHUSETTS							
Adams	L	1.3SSE; RR W	1400	1	18		CLOSED
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5-U	F2	Hi-tension line SE; p-line E. Ruf.
→ Barre, Hiller	P	4.7SSW; riv NW	599	1	40-L4-S3	80	
Berkley, Myricks	L	3 E; RR SW	65	2	20		S blkd. Ruf.
(AF) BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd. 17-35 perm clsd.
" Beverly	P	17.5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum. 2-way rdo rqrd. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
→ " Revere	P	5.5 NNE; twr N	25	3	h24-*L4-S5-U	F3	Rgt tfc strips 1, 31, 33.
Brockton	L	2.6 S; hwy E	80	1	h18		CLOSED. P-line N.
(PC) Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
East Brookfield	P	1.1 WSW; RR S	640	1	16-S3	F1	Ruf.
Edgartown, Katama Arpk	P	2 S; bay E	20	4	43-S1	F1	P-line NE, SE.
(PC) Fall River	P	4.3NNE; RR N, W	192	2	h39-BL4-S3	F3	
→ Falmouth, Coonamessett Ranch	P	6.4 NNE	100	2	29-*L4	F1	
(PC) FITCHBURG	P	2.5 SE; riv S, SW	348	2	h45-BL4-S3-U	F3	P-line SSE.
→ (PC) Gardner	P	2 SW; hwy N	946	1	22-S3	F1	
Great Barrington	P	2 W	726	3	27-S5-U	F3	P-line NE, SW.
Hanover, Clark	P	2.6 WSW; riv S	74	3	h23-S5	F1	N, NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW. Ruf.
Hopedale, Draper	L	2.7 SE; RR ENE	269	1	h32	F2	
(PC) HYANNIS, Barnstable	P	0.9 N; RR E	56	3	h41-B*L4-S5-U	F4	
(PC) LAWRENCE	P	2.5 ENE; riv W	165	3	h40-BL4-S5-U	F4	Use rnwys.
Leicester	P	2 N	1141	2	h20	F1	Ruf.
→ Mansfield	P	2 SSE; RR NE	124	3	23-S5	F1	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
Marshfield	P	1.8 E; riv SE	9	1	23-S1-U	F1	
Marston Mills, Cape Cod	L	2.2 NNE; lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(PC) MARTHA'S VINEYARD	P	4.3 S; hwy E	68	3	h40-BL4-S5-U	F4	Antenna pole SE.
(P) NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi.
(PC) NEW BEDFORD	P	2.5 NNW; RR S	79	2	h50-BL2,4,5,6-S5-W	F4	
Newburyport, Plum Island	P	1 ESE; riv N	11	2	28-S5	F1	P-line NW, W blkd.
(PC) North Adams, Harriman	P	3 W; riv N	651	1	h28-*L4-S5-U	F3	
→ North Attleboro, Wilkins	P	2 NE; lk NW	200	2	20-S5	F1	P-line SE. Ruf.
MASSACHUSETTS							
Northampton, Atwood	P	1.2 SSE; riv S	116	1	22-*L4-S5-U	F2	Mtn SSE, Rgt tfc N
(PC) " LaFleur	P	1.2 ENE; RR W	120	2	23-*L4-S5	F2	
(PC) Norwood-Memorial	P	2 E	50	2	h40-BL4-S5-U	F4	
Oak Bluffs	P	1 SSW	40	2	22-S1	F1	P-lines SE, W.
(PC) ORANGE	P	1.5 SE; hwy SE	555	3	h50-S1	F1	
Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
→ Palmer, Metropolitan	P	4.8N; RR E, SE	410	1	22-*L3-S5-U	F4	Rolling.
(PC) PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW; hwy N	149	3	28-S1	F1	Use strips only
(PC) Provincetown	P	2.3 WNW	8	1	h35-*L4-U	F2	
Southbridge	P	1.7 N; hwy E	700	2	26-S5	F1	
Spencer	L	3.5NNE	1040	1	17-(S5)		Ruf
Sterling	P	2 WSW	450	1	28-*L4-S5	F1	Lgts on 2450' of strip. No storage. P-line SE.
Taunton, King	P	4 ESE; riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE; riv E	90	1	18-S5	F3	Hwy tfc SSW apch. P-line S.
(PC) Turners Falls	P	1.8 ESE; riv NW	365	3	31	F1	SSW blkd.
Wareham, Country Club		1.3 E; riv S					ABANDONED.
Westboro	P	1.9 WNW; RR S	310	4	18-S1	F1	Ctn-unmarked stack SSE.
→ West Brookfield, Brookfield	P	1.9 SE; RR SW	650	1	20-S5	F2	
(NG) WESTFIELD, Barnes	P	3.NNE; hwy W	270	3	h70-BL4, 6-S5	F4	
Williamstown, Fair View Farm	L	4 SW; hwy E	954	1	16		
(P) WORCESTER	P	3.5 W; hwy N	1009	3	h85-BL5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
MICHIGAN							
Ada, Somerville	L	1S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC) Adrian-City	P	3SW; RR N	800	2	34-L4-S5-U	F3	WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E, SE blkd. P-line NW. Ruf.
(PC) Alma	P	1.3 NE; riv S, E	750	2	h25-BL4-S5-U	F3	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7NNW; hwy E	860	2	22-*L4-S5-U	F1	
(NG) Alpena, Phelps-Collins	P	6.5 W; riv adj	689	3	h80-BL6-S5-U-W	F3	Ben opers October-May
(PC) Ann Arbor	P	4 S; RR E	835	2	32-B*L2-S5	F4	Soft when wet.
Atlanta	L	0.8 ESE; hwy N	875	3	24 22		Use strips. Ruf.
(PC) Bad Axe, Huron Co. Mem'l.	L	1.2 SSE; RR W	763	3	25-L4	F1	
Baldwin	L	1.3 SSE; hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use strips.
Barryton	L	0.8 ESE; riv S	950	2	2 18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	P	3.5 S; riv W	599	3	h26-S3	F3	3600' N/S strip avail. Use rnwys.
Beaverton	L	0.8 SW; RR W	728	2	16		
Bellaire, Antrim County	L	1 NE; RR W, S	614	3	26	F1	NW, SE blkd; p-line E. Ctn-sand blows N end.
(PC) Benton Harbor, Ross Fld	P	1.5 NNE; hwy S	642	4	h50-BL4-S5-U	F4	Embank, all apchs. Use rnwys.
Big Beaver	P	0.8 E; hwy W	650	2	24-S5	F1	Ditch SW. Use strip N blkd.
Big Rapids	P	1.5 NW; RR E	928	2	38-BL4-S5	F1	Ben lgts prior req after 2230.
Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-BL4-S5	F4	N, S blkd. Trees NE, W. FEE.
Blaney Park	P	0.5 NW; lk N	710	aw	22	F1	Road crosses NNW/SSE strip at S end.
Blissfield, Betz	L	2 NNW; riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE; RR NE	685	2	26-S1	F1	Twr SW. Use strips. Strips plowed-winters.
Breedsville, Bangor	L	0.6 WNW; RR E	654	2	18		INACTIVE. N, S blkd. Ruf. Soft-wet.
Brighton, Hyne	L	3 N; hwy E, W	1020	1	20-S5	F1	Rolling.
Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N end N/S Strip. Knoll N, NE.
(P) Cadillac	P	2.5 NW; hwy E	1305	4	h37-BL2, 4-S5-W	F1	
Caro	L	2.8 SW; riv SE	700	4	23-*L-S1	F1	S, SE, NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, antennas surround fld. Use strips.
Charlotte, Beach	P	1.8 ENE; RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
→ Chesaning	P	0.8 W; hwy NE	639	2	23-L4-S1	F2	W blkd; P-line E, S.
Clare	P	1 NE; riv SW	840	4	26-S5	F2	P-lines, S, W, SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC) Coldwater, Branch County	P	2.7 WSW; RR S	954	3	h35-BL4-S3	F3	
Croswell-City	L	1 W; riv E	732	2	25		ESE, S, N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE; lk E	1390	3	30-(S1)	(F1)	P-lines SW, WSW.
Deckerville, Nauman	L	1.5 S; hwy E	800	1	24		E blkd.
(PC) DETROIT-CITY	P	5.5 NE	626	4	h46-BL2, 3-S5-W	F4	W blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) " METROPOLITAN WAYNE CO	P	16.9WSW City Hall	639	4	h79-BL4,6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
(AF) " WILLOW RUN	P	22 WSW; riv 1 S	716	6	h73-BL-2-4,6,7-S5-W	F4	FEE. 2-way rdo rqrd.
→ Dowagiac, Cass County	P	1 NW; hwy S	750	4	31-S5	F2	S, SW blkd. P-line NE. Minor eng rprs only.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (SEE (See Airport Legend Page (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd,P-lines N,E. Use center of strips only.
East Lansing, Davis	P	3 N; RR NW	850	2	21-S5	F1	SSE blkd,NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	2	26	F1	E, W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S,400' W end E/W Strip soft-wet. Use strips.
Eckermann, O'Connor's	L	0.6 WNW;hwy N	740	1	18		Use strip.
(PC)Empire	L	3.2 SE;hwy 1N	920	2	27		
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2			P-line SW.
Flat Rock, Nan-Bar	L	1ENE;RR N	596	1	26-S5-U	F2	P-line E, NE.Rgt tfc W, SW.Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE, NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2E;riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Attnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE, ESE, SSW, WNW. Ctn on NNE/SSW strip when wet.
Fraser, McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N, SW blkd;p-line SE. Clsd to acft xcpt lgt acft during spring.
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F4	
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E, SE, W, NW blkd;p-line NE. 3300' N/S strip lgtd dusk-2400 other req. Skis winter.
(P)Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	16	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5-U	F1	P-line NW. Use rnwy, strips.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F1	S, W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand. Emerg use only.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	6	h70-BL2,4,6-S1-W	F4	NE, E, SE, SW, W blkd. Ant. NW.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
Greenville	L	2.5 S;RR 1 E	855	2	25		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	L	1.4 S;lk W	626	aw	34-S3		N, S blkd; trees W. Not maintd winters.
Hammond Bay	L	2 ESE;hwy N	670	1	20		E, W blkd. Ruf.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3-U	F3	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	P	2.3NNW;hwy E	1100	3	33	F2	E, S, W, SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2SSE;hwy1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	L	2 N;hwy W	760	2	28		
Hillman	L	2.4 NW	850	2	23		S blkd; woods N, W. 300' overrun ext N. Use strips.
Hillsdale	L	1.6 NW; RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW; bay 1 S	612	3	27-*L4-U	F1	N blkd; p-line NE, SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No storage.
" -Sands	L	2 ESE; RR SW	605	2	50		Unattended.
Houghton Hgts, Houghton Lake	L	0.8 W;lk NE	1150	2	27		INACTIVE. Twr N; pole, antenna NNW.
Indian River Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W; dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	Rnwys 9-27, 18-36 rstd 12,500 lbs. gross wt. P-line S. Use rnwys.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd. Anten. NW.
(PC)KALAMAZOO	P	4 SSE;RR E	872	3	h38-BL2,4-S5-W-U	F4	P-lines W, SW. Unlgtd ant. on house W apch. Use rnwys. Rnwy 18-36 perm clsd.
" Austin Lake	P	8.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Kalkaska, Sportsman's	L	0.5 WNW;RR SE	1020	2	26		N, E, W blkd. Ruf.
Lake City, Homes Acres	P	2 ESE; RR S	1290	2	26-L-S5	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	3	25-S1	F1	P-lines N, NW. Ctn-oil derricks.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd. P-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW; RR S	859	2	h50-BL3,4,6-U-W	F4	NE blkd. Rnwy 14-32 aband; NW end for taxiing only.
Lapeer, Dupont-Lapeer	P	2.4 ENE;lk W	830	4	36-S5-U	F3	Use strips.
LaSalle, Price	L	4.5 SW Monroe	606	1	19-*L4		P-line S.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE, ESE, WSW, W, WNW blkd; p-line E.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-L4	(F1)	Race Track SE; twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	L	2.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Mancelona	L	1.5 NNW;RR E	1130	2	30		N/S strip ruf. Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Manistee-Blacker	P	4 ENE;riv S	613	2	h36-*L4-S3-U	F1	
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd;p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd; p-line SE.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd. Soft-wet. Ruf.
Marine City	P	5 W	616	2	21-S5	F1	SE, NW blkd. Ruf.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd. Rolling. Use strips.
Marquette-COUNTY	P	8.0 W;hwy S	1415	2	h50-BL4-S1-U	F4	
Marshall, Brooks	P	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W.
(PC)MENOMINEE-County	P	1.5 NW; RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No storage, fuel Sunday.
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N. Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-BL4-S5	F3	
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Montague, Ottiger	L	3 N	700	3	30	F1	Trees N, E, S. P-line W. Attnd evenings.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd. P-line W.
(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F3	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs.
Napoleon, Maule	P	0.8NW;bet RR, hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	L	0.8 SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
Newport, Marshall	P	3.2S;lk SE	588	2	29	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F4	P-line SW. Unlgtd TV antenna SW.
(PC)Owosso-City	P	2 E; riv S	739	3	h30-BL6-S5-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F4	First 500' E end E/W Rnwy clsd; also clsd ngts.
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		NE blkd. Ctn-Oil drilling NW, E end. NE/SW strip under water.
Plainwell, Otsego-Plainwell	L	1.5 N;riv NW	727	2	26		INACTIVE. E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE; RR E	700	4	22-*L-S5	F3	NW blkd; p-lines NE.
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h40-BL2-4-S5-U-W	F4	UNICOM opers 0700-2200:other hrs on req.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N, E.	585	3	27-S5	F1	NE, SSE, SW blkd; hill N, Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW; hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Rapid River, Del's	L	0.3 N; riv E	590	1	15		
Reed City, Miller	P	2 N; RR E	1040	2	h50-BL4-S3-U	F2	
Rogers City, Presque Isle County	P	0.7 SSE; lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru October.
Romeo	P	2 E; lk E	730	2	24-S5	F1	900' overrun S end N/S rnwy. P-line N. Soft when wet.
" Kuntsman	L	4.9 SE; dam NE	680	2	26		INACTIVE. N, S blkd. Soft-wet.
Roscommon	L	2.5 SE; RR NE	1100	2	42		E, W blkd.
Saginaw	P	4.5 E;RRS, N	601	3	33-B-S5	F1	E, NW blkd; p-line SE. Use strips. Bcn on req.
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys only.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd. Ruf. Ctn-hole at strips, intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	h32	F3	
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
(P)Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips. Winter E/W strip only. Bcn 1 hr prior req.
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
(PC)Sebewaing	L	0.7W;riv N	584	2	25-S1	F1	Use rnwys.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch, Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4S;RR W	663	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stambaugh	L	0.2 W;riv W	1622	1	20		
Stanton, Plane Haven	L	2.9 NE; RR W	845	3	34-S1	F1	E blkd.
(PC)Sturgis, Kirsch	P	1 NW;RR E	924	3	h32-L4-S5-U	F4	P-lines E, S.
Tecumseh	P	1.8 NNE;RR W	815	2	h26-BL4-S1	F3	W blkd. Use rnwy, strip.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5-U	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Vassar, Welsh	P	4.3ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	P	1.6 WNW	625	2	21-S5	F1	N, W blkd, Ruf.
(PC)Watervliet	L	1 NE;lk NW	655	2	18		
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage. Use strips. P-line NE.
West Branch, Gentry's	L	14.3ENE;riv NE	950	3	34		W blkd. E/W strip rolling, ruf. Use strips.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
Wixon, Spencer	L	0.8 W;RR N	940	1	24		S blkd; p-line N.
Ypsilanti, McEnnan	P	2.7 SSW;riv1 NE	738	4	23-L4-S5-U	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Saline	L	2 S	820	2	19	F1	
MINNESOTA							
Aitkin	L	1.7ENE;Riv W	1204	1	24	(F2)	Use strip.
(PC)Albert Lea	P	2.3 N; hwy E	1244	2	h38-S5	F2	
(P)ALEXANDRIA	P	2 SW; lk NW	1425	4	h57-BL4-W	F2	P-line NE.
Anoka	P	1.2 SE; riv 1SW	898	3	38	F3	Ruf. Use N/S strip. Rft tfc S, W, SW.
Appleton	L	1.9 NNE	1021	3	30-*L-(S5)	F2	S, SE, SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F2	NE/SW strip soft.
Backus	L	0.6 NE; hwy E	1335	1	26-S1	(F2)	
(PC)Baudette	P	0.8 NW;riv NE	1083	3	20-S5	F2	AIRPORT OF ENTRY.
(P)BEMIDJI	P	3.8NW; hwy S	1395	3	h57-BL4-S3-W	F4	
" Port-O-Wilds	P	9.4NNE; hwySE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips.
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
(PC)Blue Earth	L	3 S; RR E	1102	3	23	F2	
(PC) BRAINERD, Crow Wing Co.	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F4	N/S rnwy skis only winter months.
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30-S3	F2	
Deer River	L	1.5 NNW	1320	2	20	F2	Use strips.
Detroit Lakes	P	1.5 W; RR N	1396	3	35-S1	F2	10' drop E end of strip. Use strips.
(PC)Dodge Center	L	1.2 SE; RR N	1299	2	23-U		
(AF, NG)DULUTH MUN	P	6.5NNW;hwy 1S	1430	3	h80-BL4,6-S5-W	F4	ARPT OF ENTRY. Use rnwys. 1000' overrun lgtd.
Ely	L	1.2 E; lk NW	1425	2	24		P-line SW, NW. Use ctn.
(PC)Eveleth-Virginia	P	3.5 SE; lk E	1365	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E; hwy N	1161	2	h22-L-S5-U	F2	3000' strip avail.
(PC)Fairbault	P	3 NW; lk 1 W	1052	2	h21-S5	F2	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W; riv E	1185	3	h40-BL4-S5-U	F3	
Fertile	P	1.0 NNW	1137	1	24	F1	
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
(PC)Grand Marais-Devil Track	P	5.5 NNW; lk S	1658	1	26	F2	Attended summers.
(PC)Grand Rapids	P	2 SSE; riv NE	1302	3	h41-BL4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	2	30-B-U	F3	Closed Dec - March.
Greenbush	L	1.1SSW;hwy NW	1070	2	26		
Hallock	L	1.2NNE;riv W	800	1	20	(F2)	Rolling, Ruf.
(PC)Hector	P	0.7 S	1082	2	25-S5	F2	Water tower N.
(PC)HIBBING	P	4.5 SE	1352	4	h40-BL2-S5-U	F3	
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F4	ARPT OF ENTRY.
Isle	L	0.5 N	1271	1	23	(F2)	
(PC)Jackson	P	2 N	1445	2	23-S5	F2	
Lake Bronson	P	0.5 NE	960	3	25	F2	P-lines S, W, NW.
Litchfield	L	1 N	1116	1	28-S1		
(PC)Little Falls	L	1.6ESE;hwy W	1118	2	30		Closed
(PC)Littlefork	L	1.8WNW;riv1 E	1145	2	23		N/S strip ruf.
Madison	P	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W; RR S, E	1179	3	h31-BL4-S5-U	F2	
Mazeppa, Holtorf	P	2.7 SE; riv N	1140	1	16-S1	F2	Rolling. Ctn-on ridge.
Melrose-Riverside	L	1.2NW;rnys,rivN	1215	1	34	(F2)	Gravel pit NW end.
(PC)Minneapolis, Anoka Co.	P	12.5NNE;hwy E	908	3	h37-BL4-S5	F2	Use rnwy.
(PC)Minneapolis, Flying Cloud	P	13.8SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " Crystal	P	9 NNW; RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
(AF, N)" ST. PAUL INTN'L (Wold Chamberlain)	P	6.5SSE;riv 2 S	840	3	h65-BL6,7-S5-W	F5	Rdo rcvr rqrd, E/W rnwy & rnwy 17-35 perm. clsd. Rgt pat rnwys 4,11R. Flashing amber lgt on twr indicates rgt pat.
Montevideo	L	2.2NNE;hwy W	1036	2	25	F2	Use strips.
(PC)Moose Lake	L	3.3 SW; lk W	1075	1	25-S1		
(PC)Mora	L	1.2NE; lk N	1012	2	25	(F2)	NW/SE strip ruf. P-lines SE.
Morris	L	3 SW	1134	4	31-S1	(F2)	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W; hwy N	1005	2	31-S3-U	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW; lk SW	1231	1	32-S3	F2	N blkd. Use strip.
Northome	L	2 NE; lk S	1427	2	20		
Oslo, Hoff	L	2.8 NE; riv W	800	2	20		Use strips.
(PC)Owatonna	P	2.9NW; hwy E	1147	2	h35-L4-S5-U	F3	Lgts oper dusk-2400.
Park Rapids	P	1.7SSW;RR E	1440	3	h28-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F2)	P-line N. Use strips.
Perham	L	1.8 NW; hwy NW	1370	2	25	(F2)	Rolling.
Pine Creek	L	2.5 NW	1071	1	22-U		Use ctn.
Pine River	L	1 WNW;RR NE	1313	2	20	(F2)	
(PC)Pipestone	P	1 SE; RR E, W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2300.
Plummer	P	3.5 SSE;RR E	1120	1	26	F2	W blkd.
Red Wing	P	2.5 NE;hwy N	770	2	26-S3	80	P-line N.
(P)Redwood Falls	P	1.8NE;riv 15 NE	1022	2	22-B-S5-W	F2	
(P)ROCHESTER, Lobb Fld	P	1.7SSE;RR W	1041	3	h45-BL2,3,4-S5	F4	Rnwy 17 taxiing only; clsd ngts.
Roseau	L	1.6NW; riv E	1040	3	35	(F2)	P-lines N, W. Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S3	F2	P-lines N, W.
(PC)St. Cloud, Whitney Mem'l	P	1.5NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt lndgs.
St. James	L	2.3 E; hwy S	1068	1	27	(F2)	Ctn-wet.
St. Paul Lake Elmo	P	10.2 ENE; lk W	925	2	h23-*L4-S3	F2	
Sauk Centre	P	2.1 SE; riv W	1253	2	28-S3	F2	
Silver Lake	P	3.2 NW	1050	1	26-S1	F2	Rolling.
(PC)Sleepy Eye	L	3.3SSE;hwy W	1004	2	26	(F2)	
(PC)South St. Paul	P	1.8S;riv 1 NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9SW;hwy N	1073	2	22-S3	F2	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	(F2)	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F2	P-line NW, SE. Use strips.
Stephen	L	1 NE	830	1	22		
(PC)THIEF RIVER FALLS	P	3.6 S; riv W	1115	2	h39-BL4-S5	F2	Lgts prior req after 2400.
Tolte, Gervais	L	1.2 NE; on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	2	26-S3	F2	N blkd. P-line SE. Use strips.
Tyler	L	1.4NW;RR SW	1742	3	21	(F2)	P-line SW.
(PC)Wadena	P	1 E; RR NW	1350	4	32-S3	F2	P-line S, SE, NW.
Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F2	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F2)	
Wheaton	L	3 SW; crk N	1022	2	20-S1	(F2)	Use strips.
White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F2	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC)WINONA	P	3.8NW;riv N	656	3	h40-BL4-S5	F4	
(PC) Worthington	P	1.6N;lk1.5SSW	1572	4	h40-BL4-S5-U	F2	
NEW AIRPORTS (or airports out of alphabetical order)							
Barnesville	L	In City Limits	1018	1	25		
Benson	L	2.0 NW	1038	1	26		No Storage.
(NG) St. Paul Holman	P	1.5 mi S;riv N, E	703	3	h55-BL2,3,4-S5	F4	P-line NE. Clsd to all trans jet acft. NE/SW rnwy perm clsd.
White Bear Lake, Northport	P	4 E;hwy N	1022	2	21-S3	F2	P-line N.
Duluth, Sky Harbor	P	5 SE;lake NE	602	1	21-S5	F3	ARPT OF ENTRY. Skis winter.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

MISSISSIPPI

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
Aberdeen, Stinson	L	3 NW; hwy E	239	3	30-(S1)	(F1)	W, NW, blkd; p-line N. Ruf, Soft when wet.
Amory	L	0.5 W;hwy S	240	2	h18		Caution-use rnwy only.
← Anguilla, Rollang	P	2.2 SW; hwy E	115	2	19-S5-U	F3	P-line SE. Soft when wet.
Bay St. Louis-Hancock Co.	L	2 W; hwy S	10	1	22		Ctn when wet. Use at own risk.
Baldwyn	L	0.5 E; rd S	380	2	14-(S1)		Soft-wet. E/W strip ruf. Cattle on fld.
Belzoni, Air Service	L	0.3 W	110	1	14-S3	F1	Lgt acft S. Fuel on call. Unattended winters.
Benoit, Speakes	L	2.5 S; riv NW	135	1	43		
Biloxi, Art's	P	4 NNE	46	1	27	F1	Rgt tfc N
Brookhaven	P	3 NE		1	30-S1		Soft when wet.
(PC)CLARKSDALE, Fletcher	P	8 NNE; hwy E	175	2	h40-BL4-S5	F3	
←(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F3	S blkd. P-line W. Sides of strips soft-wet. Rnwy lgts on prior req after 2400.
Columbia	L	3 NNE; rd W	110	1	26		
(PC)Columbus, Lowndes County	P	3.2 SE; hwy W	186	1	40-BL4-S1	F3	Max lndg wt 15,000 lbs sing. wheel acft.
Corinth, 7, MEM-TPA	P	5 WSW; hwy N	418	2	39-BL2		
← Crosby Municipal	P	1.2 NNE	315	1	h31-BL4	F1	
Egypt, Ball	L	1.8 S; hwy E	300	1	26-(S1)	(F1)	
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft.
Flora, Memorial Circle	L	3.4 NE	190	1	21-(S1)	(F1)	
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
(AF)GREENVILLE	P	3.5ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	L	3 NNE	118	1	23-S5	F1	No storage. Soft-wet.
" Cypress	P	2.4SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
←(P)GREENWOOD MUNICIPAL	P	2.3 SW; RR E	129	3	h40-BL4-S1-W	F3	P-lines E, SSE. Use rnwys.
(PC) " Arpt	L	5.5 ESE;hwy 1S	162	4	h50-S5		Use rnwys. Ctn-debris.
(PC)Grenada	P	4 N; RR S	207	3	h51-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h80-BL4, 7-S5	F4	Use rnwys. Overrun apch lgts.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
(PC)Hazlehurst-Copiah County	L	1.8 E; hwy N	460	1	24		
" Kaywood Plantation	L	8.2SW; rd E, N	485	1	25		Ruf. Soft when wet.
Houston	L	1.5 SW;hwy N	342	3	31-(S3)	(F1)	E, NE, N, W blkd. Soft when wet.
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4,5,6-S5-W	F4	Rnwys 2-20,16L-34R clsd to hvy acft. Use rnwys.
(PC)LAUREL	P	3 SW; hwy SE	235	3	h50-BL4-S3	F3	
← Leland-Huntley	P	3 W	118	1	17-L-S3	F1	W end soft when wet.
" Tate	L	1 NNE; hwy E	119	2	13		Ditches across E/W strip unusable. Soft when wet. P-lines SSE, NNW.
Louisville	L	1.4 NNW;hwy S	586	1	22	(F1)	INACTIVE. N blkd.
Lucedale, Eubanks	L	4.6 NE; rd W	200	2	19		P-line SE. Cattle on fld. Ruf.
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Lyman, Woodome	L	3.5 WNW	110	1	20		
Madison, Campbell	P	1.6SSE;hwy W	335	3	29-S5	F1	
← (P)McComb-Pike County, 8C, MSY-STL	P	1.3 NW	460	2	h30-BL2-S1-W	F3	ENE/WSW strip ruf. Rft tfc SW.
←(NG)MERIDIAN, Key	P	3 SW; RR NE	297	4	h70-BL6-S5-W	F4	Hi-intensity overrun lgts.
← Merigold	P	0.8 N; hwy W	142	2	25-*L4-S3	F1	Soft-wet. P-lines NW.
← Natchez, Air Park	P	2.5NNE;riv W	251	1	30-S3	F3	
←(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S1-U	F3	
Nitta Yuma, Davis	P	0.5 SSE; RR W	115	2	19-*L4-S3	91	W blkd.
(PC)Oxford	L	8 S; hwy adj	300	2	30		Use ctn. SE, NW blkd, Ruf. Soft-wet.
←(PC)Pascagoula, Jackson County	P	3.5 ENE;RR1N	16	3	h45-BL4	F4	
Pertshire	L	0.4 S; hwy W	155	2	26		Use at own risk. Soft when wet.
Picayune	L	2.3NNE;hwy W	92	2	24		(INACTIVE-DANGEROUS).
" Alexander	L	1 SSW;RR,hwyE	75	1	22		P-line N, S.
Pickens, Presley's	L	1 NNE; RR E	230	5	23-(S5)	(F1)	W, NNW blkd; p-line N, NE, E, S. Cattle on fld.
(PC)Raymond, Williams	P	3.5NNE;RR SE	244	3	h40-BL4	(F1)	
Ripley	L	1.8 W; hwy S	520	2	18-*L3		
Rochdale, Watts	L	0.5 E	145	2	23		W blkd. Soft when wet. Strips divided by hwy.
Shaw, Collier	L	0.7 SSW;hwy N	150	1	21	(F1)	N blkd. Ruf.
←(PC)Starkville	L	2.5 SW; "RNW	325	3	h50		Caution Use rnwys only.
Starkville, Oktibbeha	P	6 ENE; hwy E	250	3	30-S3	F1	
←(PC)TUPELO	P	3 W; hwy S	361	2	h38-BL4-S5-U-W	F3	Hvy acft use rnwys.
(PC)Union	L	1.6NW;RR S	518	1	23	(F1)	Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE,NW,SW.
Walls, Twinkle Town	P	1.8 S	210	3	43-U	F4	
Winona	L	1 SSE; RR W	370	1	27		Very ruf.
Winterville	P	0.5 W; hwy W	122	1	24-S3	F1	E blkd. Soft when wet.
←(PC)YazooCity, Barrier Service	P	2 N; RR E	110	2	32-BL4-S1	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
Indianola, Valley Flying	P	1.5 mi NW	120	1	24	F2	
← Oxford, University-Oxford	P	1.5 NW Univ.	445	1	h40-BL4		Unattended.

MISSOURI

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
← Belton, Villanave	P	4.5 SW;RR E	1125	2	24-*L2-S5	F2	P-line N. Soft-wet, Rgt tfc pat.
Bismarck-Memorial	L	1 SE; RR N	1038	1	24-B-(S1)	(F1)	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1 W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5NNW;hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable - when wet.
Bowling Green	L	2.3NNW;hwy E	882	2	22	F1	S blkd. Use strips.
Branson, Golf Ranch	L	3.0 E	1178	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
Brookfield, Browne's		2 WSW;RR1N					ABANDONED.
Brunswick, Elliott	L	4.3NE;hwy W	700	1	12		Use strip.
← Buffalo	L	0.6NE;hwy W	1120	2	h22-U	F1	Use strip. 3600' strip avail.
Butler	P	2 N; RR W	870	1	26-W	F2	
(PC)Cabool-Memorial	L	0.8NE; RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	h22-S1	F1	Ruf, erosion, ditches, golf course.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, soft when wet.
←(PC)CAPE GIRARDEAU Mem'l.	P	5.5SSW;hwy E	342	2	h40-BL4-S5-U-W	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S; hwy E	1083	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4SW; RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
← Chillicothe	P	3 ESE; RR N	780	3	h25-BL2-S5	F2	4000' strip avail. 15' hill E apch.
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat on tk-off or lndg to S; other times left tfc pat. Taxi on rnwy when fld is wet.
(PC)Dexter	P	1.4SSE;hwy N	315	2	h45-BL4-S5-U	F1	Rft tfc to N, NE. Use rnwys. Use strips.
Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd. P-line E. Rgt tfc NE/SW strip.
Elmo	L	0.4 S; RR W	950	1	21-(S1)	(F1)	NNW blkd. Cattle on fld. Use strips.
(PC)Excelsior Springs Mem'l.	L	1.6ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
← Farmington	P	1 ESE;hwy N, E	920	3	32-BL4-S1-W	F3	N, NW blkd. P-line E. Rgt tfc N, E, SE. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
← Fulton	P	3 WSW	875	2	32-S1	F1	P-line NE. Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	
(PC)Gideon	L	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
← Gorin, Wiley's	P	3WNW;channel W	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE; lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips.
Hayti,	L	1.5 SE; rd N	270	1	26	(F2)	N blkd, Unsafe when wet.
(PC)Hornersville	L	2 W; RR SE	270	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet.
(PC)Houston-Memorial	L	0.8NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels. Usable width 65'.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
← Independence	P	4.5ESE;lk SE	825	2	24-S5	F3	NE/SW strip soft-wet. N/S strip ruf. P-line S.
(PC)Jefferson City-MEMORIAL	P	1.3NNE;riv SW	546	3	h36-BL4-S1-U	F4	3800' strip avail.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h55-BL4,6-S5-U-W	F4	Use rnwys.
(P)KANSAS CITY	P	5NNW;riv S, W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Tk-off and lndgs prohibited on rnwy 17.
" State Line	P	11.6 S;rd E	990	3	22-S5-U	F2	NE blkd.Rolling.
(PC)Kennett	P	1.3ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	P	2 W; RR N	1050	2	h26		N blkd; use rnwy.
← Lebanon	P	2.5 SSE;hwy E	1323	3	h29-BL2, 4	F3	E, NE, S blkd. W 1000' E/W strip ruf.
Lexington	P	3 NW; hwy NE	690	4	30-S5	F2	S blkd; p-line W, NW, SW. Soft-wet.
← Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5-U	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Clsd civil acft.
(PC)Marceline	L	1.3 N; hwy E	874	2	24		Use strips.
←(P)Marshall-Memorial	P	1.8 S; hwy E	777	2	39-BL4-S5	F3	Use strips. Soft-wet. E center N/S strip ruf. N blkd.
(PC)Maryville-Memorial	P	2.2WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S strip W end of fld clsd. W blkd. 2800' strip avail.
(HC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F1	P-lines NE, SE. Use rnwys.
Monett	L	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
Neosho	L	2.5SW; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2ENE;RR N	882	3	h25-*L4-S5-U	F4	N, W blkd. 3550' strip avail. E/W strip soft when wet.
(PC)Osage Beach, Linn Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	h29-S3	F1	
Owensville, Depperman	L	0.7NNW;hwy S,E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Passaic, Cushard	L	2 E;RR, hwy E	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Pattonsburg, Watson	L	1.8 NNW	850	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use E parallel rnwy only.
(PC)Poplar Bluff, Fields Mem'l.	L	4.3 E; hwy S	330	1	h40-BL4		Use rnwys.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSOURI							
Portageville, Fuller	L	1.2 N; rd E	280	1	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S; hwy W	900	1	18		Caution. Use strip.
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
→ St. Charles	P	4.1 N;hwy 12ESE	470	3	30-S5	F1	N, NW, SE blkd. Use strips.
St. Clair	L	1.4 ENE	750	2	21		E,SE,W,NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH Rosecrans Memorial	P	4WNW;riv SW	822	3	h60-BL24,5,6S5-W	F4	Use rnwys.
(N,NG)ST. LOUIS, Lambert	P	10.8NW;hwy W	568	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
" Southwest	P	12.5SW;hwy S	450	3	h20-L4-S5	F1	Rgt tfc W, S, SW. Use strip. 2500' strip avail. Rnwy lgts sunset-1:30 am.
→(N)St. Louis, St. Charles Smartt	P	22NNW;hwy S	438	3	h20-S5	F2	"X" on clsd rnwys where tests conducted.
→ " Parks Metropolitan	P	3.5SSW E St. Louis, Illinois	413	4	h16-BL4-S5-U-W	F3	4000' strip avail. Rgt tfc take-off N, W, NE, NW. P-lines S, SW.
→ " Weiss	P	11 SW	442	3	h28-*L4-S5-U	F2	W blkd. Use rnwy - wet. Rgt tfc E, N.
Sedalia Commercial	P	6.3 NW;RR S	824	2	30-L1-S5	F2	P-line S, SW, N/S ruf. Use strips. Wed.
(PC)Sedalia Memorial	P	1.3 E; hwy S	905	2	h20-BL4-U	F2	Use hard surface NE/SW rnwy only. Unattended
(PC)Seymour, Owen	P	3NE;OrchardSE	1600	2	29-S3	F2	SSE blkd. Use strips. Rolling. Ruf. Land at own risk.
Sheridan, Scott	L	1 NNW;RR E	1160	1	13		SE blkd. Middle 100' ruf. Rolling. Use strip.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips.
(PC)Slater-Memorial	L	0.8WNW;hwy N	846	2	21		Unattended.
→(P)SPRINGFIELD	P	5.5WNW;RR NE	1267	2	h36-BL4-S5-U-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy acft use strips only. Fence W.
Stanberry, Enyart		1.2NNE; hwy W					ABANDONED.
Stanton, Meramec Cavern	L	0.5 SW; hwy E	8752	2	17		NE blkd. Use strips.
(PC)Steele	P	2.5WNW;payouN	258	2	h40-S5-U	F1	Use rnwys.
(PC)Sullivan-Memorial	P	1.3SW;RR NW	987	2	21-S1	F1	Ctn-wet. Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.3 E; RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Versailles	L	1.7ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips. Ruf, Rolling.
→ Warrensburg, Sky Haven	P	3.7WNW;hwy S	850	3	28-L4-S5	F2	NE blkd. P-line SE.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
(PC)Waynesville-Memorial	P	0.7E;hwy N	1049	1	25-L4-S3-U	F2	Unsafe for hvy acft wet. Use gravel strip.
(PC)Willow Springs-Memorial	L	0.6 E;hwy W	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Grain Valley		W city limits	890	2	h24-S5	F1	Open days.
Branson,Big Bass Lodge	P	5 mi ESE	930	2	26	F2	Caution when wet.
St.Joseph,King's Eastside	P	1.5E	1060	1	h22-S3	F2	760' twr approx 1000' E & 3000' S of S end rnwy.
→ Grain Valley	P	0.5 mi W	850		18-S5	F2	
MONTANA							
(PC)Baker	P	1.3 SE;lk N	2990	3	33-S3	F2	P-line S, W, NW. Dams ESE Soft when wet.
Basin Creek USFS	L	24 NE;Sedley lk in crk bend.	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25NNE Sedley Lk, riv S	4650	1	26		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips.
→ Big Timber, 13-A, HLN-MPS	P	2.5SSW;hwy N	4493	3	50-BL2-S5	(F2)	
(P)Billings, LOGAN FLD	P	2.5 NW;hwy S	3612	3	h80-BL2,6,7a,S5W	F5	
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4481	4	h52-BL,4-S5-W	F4	
→ Brady, Woods	P	23.5E,rd S,E,W	3350	4	24	F1	
Bridger	L	0.3 W; RR S	3875	1	24	(F1)	Rgt tfc S.
←(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F4	
Carter	L	0.6 WSW;hwyNW	3000	1	25		
(PC)Chester	L	1 W;hwy N,E	3167	1	28-BL4	(F1)	
Chinook #1	L	2.8 NNE;rd W	2480	2	42		
Chinook #2	P	0.6W;RR N	2410	1	25	F1	
(PC)Choteau	P	1.2NNE;hwy W	3845	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3E; RR hwy N	2424	2	26-B		Ctn-holes. Cattle on fld.
←(PC)Columbus	P	1 ESE;RR N riv SW	3575	1	50	90	P-line W. Rgt tfc E. Ruf.
(PC) Conrad	P	1.2W;rds N,S	3537	2	30-S1	F1	Caution when wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	28		Soft-wet. Cattle-fld. P-line S, SE.
(P)CUT BANK	P	3 SW;riv IE	3893	2	h36-BL4-S5-W	F3	ARPT OF ENTRY
(PC)Dell, 38, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.9 ENE;rd NW	5338	3	43-BL2-S3-W	F2	
Drummond	P	4 SW;hwy 1 5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.3ESE;hwy W	3436	1	31	(F1)	SE end ruf.
Ennis, Sportman's	P	1 NW;hwy P,S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7NNW;rd N, E	2680	1	30		80 oct emerg.
Fallon	L	0.5 SW;RR N	2225	3	27		W blkd;p-line NW, E. Ruf.
Forsyth	P	3 E;RR N	2728	3	25-BL3	F1	Unattended.
Fort Benton	P	1 NE;RR S	2688	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
Fort Peck	L	1.6 W; hwy S	2295	2	33	(F1)	
→ Gardiner	L	2WNW;hwy N	5300	1	36	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.8W Choteau	5550	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2296	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG) GREAT FALLS INTNL	P	4.3 WSW;riv N	3671	4	h77-BL4, 6-S5	F4	ARPT OF ENTRY
(PC)Hamilton	L	1.5 ENE	3840	1	36		
→(PC)Hardin	L	2.3 ESE;Riv W	3040	2	35	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	2	28-S3	F1	
(PC) Harlowton	P	1.5NW;rd S, W	4214	3	29-BL2-S1	F3	
(PC)Havre-City County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY
HELENA	P	1.9ENE;hwy S	3882	3	h35-BL4-S5-W	F4	Rgt tfc W, SW, NW.
" Morrison	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch	L	2 SSE;crk 1 E	4420	1	20		Private.
Hinsdale	L	0.8 S3E;RR N	2160	1	21		
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E; hwy W	2785	1	25-BL4	F1	ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	F2	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S, W	2096	1	27-S1	F1	
Livingston, Mission	L	6 ENE;RR N	4538	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2280	2	30-BL4	F1	Ruf.
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4-S5-W	F4	
(A) MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
(PC)Opheim	P	0.2 W;RR S	3260	3	31-BL4		
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
→ Polson	P	1.5 W, rd N	2932	1	25-BL4-S5	F2	
Poplar	P	0.6 NE;hwy S	2000	2	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW; rd N	5600	2	37-S3	F1	P-line SW
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34-BL4	(F1)	
(PC)Roundup	P	1.8 N; hwy W	3490	3	h40-BL4-S3	F1	
→ St. Ignatius	L	0.8 ENE;hwy W	2990	1	26	F1	P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt Lk riv S	4855	1	24		Rolling
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Sedley USFS	L	4.3 NWilk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
Sheridan	L	0.8 SE;hwy W	5160	3	28		Ruf.
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S3	F3	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S, W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	P	1 S;RR SW	2762	1	34-L4-W		Code ben.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.
F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Tampico, Etchart	L	0.5 NNW;RR SW	2100	2	29-(S1)		Ruf. Cattle on fld.
Terry	L	1.1SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE,RR N	2460	1	24-BL4		
Turner	P	0.5 NNE	3040	2	20-S3	F1	
(PC)Twin Bridges	L	1.5 SE,RR SW	4772	3	32		
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
(PC)Valier	P	0.6 S,lk S, W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)West Yellowstone	L	1.3 W,RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheeled acft winter mos.
" Watkins Creek Ranch	L	13.5NW;lk NE	6570	1	29		Lnd NW, lk-off SE. Dip 300' from NW end.
Whitehall, 36A, SLC-GTF	P	6.7 SW; RR N	4674	1	59-BL2-W		
Wibaux	L	0.8 ESE,RR N	2700	2	15		Rolling.
(PC)WOLF POINT	P	3 E;hwy N,E	1980	1	h40-BL4-S5-U-W	F2	700' gravel overrun NW.
" Anderson	P	0.8 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or Airports out of alphabetical order)							
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h52-BL4-S5	F3	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arcadia	L	1.1 WSW	2160	2	20		N blkd. Soft-wet. Use strips.
Arthur	L	1.3 WSW;h wy S	3700	1	27		Hill W. Use extreme caution.
(PC)Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32	(F1)	Use strips. Unattended.
Auburn	P	2.7 E; riv SW	932	3	28-BL4-S5	F1	N blkd. P-line NE. Use strips.
Aurora, Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strip. Ctn-wet.
(PC)Beatrice	P	2.5 N; hwy E	1316	4	h28-BL4-S5-U	F3	E, NE blkd. Use conc rnwy wint. Lgt ac (t use E/W strip.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld.
(PC)Blair	P	3.0NNW;hwy W	1079	2	27-BL4	F1	Use strips.
(PC)Bloomfield	L	2.0 SW	1673	1	23		Soft when wet.
Bridgeport, Beyers	P	3.0 NW; RR S	3093	3	29	F2	Clsd October thru April.
Broken Bow	P	2.0 N	2530	3	30-S5	F1	Use strips.
(PC)Druning-State	P	7.7 E; hwy S	1544	3	h68-B-S1	F1	NE/SW taxiway lgt acft only
" Hawks	P	3.8 ESE;rd N	1544	1	25-S1	F2	N blkd. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P) CHADRON, 15, CYS-HON	P	4.8 W, hwy S	3312	2	h45-BL4-S5-W	F3	Use strips. Soft-wet.
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2NNW;dam NE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet. Use strips.
Clearwater	L	0.4 S; RR NE	1780	2	20-(S1)	(F1)	DANGEROUS-NE, S blkd; trees N.
(PC)Columbus	P	1.3 NE	1439	2	h30-BL4-S1-U	F1	3200' strip available.
(PC)Cozad	P	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC)Creighton	L	1.3 ENE	1625	2	24-B-(S1)	(F1)	Use strips.
(PC)Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
(PC)Curtis	L	2.0 ENE,crk 1 S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER-SHORT FLD). W blkd. Use strip.
(PC)Fairbury	P	3.0 N, RP SE	1489	3	h26-BL4-S5-U	F1	3300' strip avail. Ruf.
(PC)Fairmont-State	P	3.3 SSE, RR SE	1639	3	h70-BL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4WNW;hwy N	1203	3	h38-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2.0 N; hwys E	1680	2	26		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd;p-lines S,SW,W,NW. Use strips. Ruf.
(PC)Gothenburg	P	0.7 SE; hwy S	2557	2	27-BL4-S1	F2	Use strips. maint - not to be used.
(P)GRAND ISLAND	P	3.6 NE;RR 1 W	1846	3	h72-BL4,6-S5-W	F4	Use rnwys. Taxiway parallel NE/SW rnwy not
(PC)Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC)Hartington	P	1.6SE,RR,hwy W	1383	2	26	F1	Use strips.
(PC)Harvard-State	P	2.7 NNE; RR S	1617	3	h77-B		
(PC) Hastings	P	2.3 NW,RR 1 S	1944	3	h40-BL4-S5	F3	Use rnwy, strips. Ctn-shoulders ruf soft-wet.
(PC)Hay Springs	L	0.4 SW;RR N	3031	1	26-BL4		Use strips.
(PC)Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC)Holdrege	P	2.0E NE;RR S	2310	3	34-BL4-S5	F2	P-line SE. Use strips.
(PC)Humboldt	L	0.8 E;RR, riv S	993	2	21		P-line NE;ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
(P)Imperial, 17A, DEN-GRI	P	1.0 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
(PC)Kearney	P	4.7 ENE;RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3.0 S;hwy E	4000	3	29-BL4-S5	F1	P-line N, NE. Use strips.
(P)Lexington, 27A, DEN-GRI	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
Lincoln, Arrow	P	4.8 NNE;hwy E	1160	2	23-S5	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S5-U-W	F4	Ditch E.
Lisco, Beske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*L1-S5	F2	Church W. Use strips.
Lorenzo	L	0.6WNW;RR E	4100	4	16		P-lines S, SE, SW. Ruf.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
Marquette-Carlson	L	1.0 SE	1818	4	23	F1	P-line N.
McCook Municipal	P	2.0 E; hwy S	2586	3	h40-BL4-S5-W	F3	Use strips. 4400' strip available.
(PC)" State	L	8.5 NNW	2764	3	h75-B		
(PC)Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC)Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Nebraska City, Grundman	P	1.1 SSW;hwys E	1060	1	20	F1	Cattle on field
(PC)Neligh	L	1.5 SSW;hwy E	1745	2	25-B		Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan	P	3.0 S SW;RR W	1571	2	h58-BL4-S3-W-U	F1	Use rnwys.
(P)N.PLATTE, Lee Bird	P	3.2 ESE;riv SW	2779	3	h66-BL4-S5-U	F4	Dike W. Lngst rnwy night opern 9125'.
Ogallala	P	2.0 W;hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
Ogallala, Lake McConaughy State	L	10.5 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	P	6.8 SW	3326	1	30-S1	F1	N blkd. Use strip.
Ohiowa, Siebert's	L	2.9 SW; rd N	1572	3	24-(S2)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE;riv E	982	6	h70-BL2-6-S5-W	F4	Rnwy 14R-32L rstd. to under 10,000 lbs. Use rnwys. Use strips.
" Clear Ridge	P	5.2 NW;RR N	1248	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC)" N. Omaha	P	8.0NNW;hwy S	1322	3	26-L3-S3	F3	S, W, NW blkd. Use strips. Rgt tfc N, W.
"S. Omaha	P	6.5SSW;RR S	1064	2	27-S5	F1	P-line N, NW. Use strips.
O'Neill	P	2.0 NW;hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
(PC)Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Papillion, S. Omaha	Sec	Omaha, South Omaha Arpt.					
Pender, Lampe's	L	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Ravenna	L	1.5SE;hwy adj SW					ABANDONED.
Red Cloud	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
St. Paul, Loup Forks	L	2.4 NNE, RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
Schuyler	P	2.8 W; RR S					ABANDONED.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-S5-W	F4	Use rnwys.
(PC)Scribner-State	P	3.7 SSE;RR NE	1315	3	h69	F2	
(P)Sidney	P	3.0 S; hwy N	4300	3	h28-BL4-S5-W	F3	Soft-wet. 4800' strip avail. E/W rnwy ruf.
Stapleton, Brosius	L	6.0 SSE	3000	2	29		
Stromsburg	L	1.0 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
(PC)Superior	P	2.0 N; hwy W	1720	2	31-*L1	F1	
Tecumseh, Critchfield	L	3.5N hwy W	1160	1	25	F1	
Tekamah, Cram Brothers	L	5.5 NE;riv E	1035	1	26		N end low, S blkd. Use strip.
(PC)Trenton	P	1.2 NW,RR 1 S	2840	2	26-BL4	F2	P-line SE. Use strips.
Utica, Sky Village		1.2 S					(ABANDONED).
(PC)Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F2	Unmrkd 80' twr in bldg area. Use rnwys.
Valley	L	1.4 WNW	1145	1	22-(S1)	(F1)	
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW, blkd; p-lines N, NE, S. Ruf. Soft-wet.
(PC)Wahoo	L	2.5 NE	1223	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E, RR NW	1435	2	30-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk S	1183	2	21-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3WSW;hwy N	1368	2	23		P-line N.
Wisner	L	1.0 E;hwy 1 N	1360	2	19	(F1)	Hwys N, NW. Use strips.

asphalt-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ► - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Wisner, Heller Air Ranch	P	5.0 SSW;rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
NEVADA							
(PC)Austin	L	7WSW;hwy SE	5728	2	h60		
(P)Battle Mountain, 35, SFO-SLC	P	4 SE;hwy N	4533	2	h73-BL4-S1-W		
← Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3170	1	55-BL2		Unattended
(PC)Boulder City	P	0.6 S;hwy NW	2458	3	64-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	L	19.5 W;hwy N	4864	1	h64		Not maintained
Carlin	L	1.8 NE;hwy S	4950	2	19		Ctn - winters
Carson City	P	3.1 NE;hwy ESE	4751	3	51-S1	F1	WNW blkd;mtns NNE, ENE. Use strips. Cattle on fld. Avoid easterly 1100'WNW/ESE strip.
Coaldale	L	0.6 WNW;lk W	4575	2	29		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW;hwy W	5600	1	35		Emerg. only
(P)ELKO	P	1.5 W;RRS	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE
(PC)Ely	P	3.5 NNE;hwy E	6258	3	h60-BL4-S5-U-W	F4	Bcn lctd on hill 2 mi SW
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(P)FALLON	P	2.5 NE	3962	2	h50-BL4-S1	F2	
Gabbs	L	4 NW;hwy NE	4698	2	60		Ctn-not maintained, hazardous
Gerlach	L	0.3 N;hwy W	3950	1	27		WSW blkd, Ctn when wet.
Glendale Station, Glendale	P	2.5E Moapa;hwyS	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW;hwySW	4255	3	67-S1-W	F2	
(P)LAS VEGAS, McCarran	P	6.3 SSW;RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW;hwy W	2200	4	42-S5	87	
(P)Lovelock, Derby 26A, SFO-SLC	P	9SSW;RR hwyW	3908	2	h55-BL4-S1-W		
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h75-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
(NG)RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110'unlgtd, unmrkd trees 2200' N rnwy 16
" Sky Ranch	P	10.9 NE;hwy W	4528	4	50-S5	F2	Ruf.
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Nusse	L	18.2ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Emerg. only. Ruf.
(P)TONOPAH	P	5 mi E	5426	2	h89-BL4-S1-W	F3	
" Lambertucci	L	3.2 WNW;hwy S	5664	3	31		Rolling
Wadsworth	P	0.3 W;hwy E	4096	1	18		(EMERG ONLY). P-line N.
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	474	1	20		INACTIVE, Ruf, rolling.
(PC)BERLIN	P	7.5N; riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv I W	345	3	h40-BL4,6-S5-U	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E.Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
← Errol	L	1.2WNW;pond NE	1245	1	20-U	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Franklin		1.5SSW;RR E					ABANDONED.
Hampton	P	1.6 N;RR W	80	1	21-L1-S5-U	F2	Rolling
Haverhill, Dean Memorial	L	4.1 NE;RR W	585	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		Ctn - ruf, S 450' soft sand, S blkd. 10' brush.
Hooksett-Manchester	L	2 S;riv E	187	1	30-U		S end rolling. SSE blkd.
(PC)KEENE, Dillant-Hopkins	P	2.S; RR W	482	2	h45-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F4	Ctn-taxiing near gas pump island N, S blkd.
(P)LEBANON	P	3 WSW	608	2	h40-BL4-S5-U-W	F3	N, WSW blkd. Ditches gulleys ends strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld.
Merrimack, Sanders	L	3.7 S;hwy E	195	1	30		Pvt;prior permiss only;E,Wblkd;p-lineSE;bushesNE
(PC)Nashua, Boire	P	2.8 WNW;RRNE	193	1	h35-BL2,4-S5-U	F3	300'unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Clsd - unsafe for acft.
←(PC)Newport, Parlin	P	2 NNW; riv SW	786	2	h20-U	F2	Trees NW.
N.Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3-U	F2	Mtn E. Ctn-loose sand. Rolling.
Pembroke	P	2 NW; hwy E	320	1	20	F2	Rgt tfc SE.
Plymouth	L	3.5WNW;riv S	506	1	20		
Rochester, Skyhaven	P	2.8 ESE;RR E	320	1	25-U	F2	Rgt tfc N.
Warren, Morse	L	1.NW;rd adjNW	797	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580	1	17		
NEW AIRPORTS (or airports out of alphabetical order)							
(AF,NG)MANCHESTER, Grenier Fld.	P	4 S	233	3	h70-BL4-S2	F4	2-way rdo rqrd. FEE.
NEW JERSEY							
Albion	P	2.0 NE	150	1	24-S3-U	F2	P-lines SW.
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Ashland, Echelon	P	0.8SE;RR, hwyW	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N.
Bargaintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	25-*L4-S3	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	280	2	24-S5-U	F1	E, W blkd;p-line NW. Rgt tfc NW.
(A)BELMAR, Monmouth Co.	P	5.5 W;hwy E	155	3	h18-BL4-S3-U	F4	3800' strip avail, Shoulders soft-wet.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd
Bridgeport	P	0.8ESE;hwyN, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Caution-sand ruts, P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet, P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F4	Rgt tfc to SW on Rnwy 22;rgt tfc to NW on tk-off on rnwy 32.Clsd Sunday, holidays. Use rnwys.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U	F2	NW, SE, SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No storage.
Cross Keys	P	1.0 S	160	1	23	F1	Wires E end, woods W end.
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E	560	3	30-S3	F2	
← Hanover	P	2.8 NNE;riv E	170	1	25-S3-U	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE
Lincoln Park	P	1.8 NNW	180	2	28-S5-U	F3	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-S5-U	F4	NW blkd;p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	P	1.5 ENEMarlton	80	2	25-*L4-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4, 6-S5-W	F4	Peripheral taxiways perm clsd. N/S & NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft.
Moorestown	P	1 NNE;rd N, W	70	3	20-S5-U	F1	P-line NNW. VFR days.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE. Fnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Holly, Mahalchik	L	4 NE; hwy W	60	2	20		HAZARDOUS - WET.
Neptune Twnshp,Asbury Pk Air Term	P	4.5 W;hwy N	100	3	26-L4-S3	F1	Rolling.
(NG) NEWARK	P	2.5 SSE;RR W,E	18	2	h70-BL4,6,2-S5-W	F4	LIMITED USE. Rnwy 6-24 closed. FEE. 2-way rdo rqrd.
(PC)New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
New Brunswick, North Brunswick	P	2 SW;RR E	125	3	33-*L4-S5	F3	E, SW, NW blkd; p-line NE, SE, W. No E tk-off. Maintain 300'alt over highway lndg on rnwy 14-32.
(PC)Ocean City Municipal	P	1.7 WSW;bay W	8	1	34-U	F1	Enter tfc pat to W. W turns on tk-offs. Unattended
Osbornville, Ocean Co.	P	0.2 S; crk S	18	2	27-S5	F2	NNE, SE blkd. Sept-May.
→ Paterson, Totowa-Wayne	P	4.8 W;RR W	185	1	h28-L1-S5-U	F1	
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd. No storage
Pennington	L	2 ESE;hwy S, E	230	1	21		Closed. E Blkd. Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE. Rolling.
→ " Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	N blkd.
→ Princeton	P	2.8 N;hwy adj	160	2	23-*L4-S3-U	F2	SE blkd.P-line ENE.
→ " -Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F2	SSE blkd.
Rahway, Westfield		2 W;rd S, W					ABANDONED.
→ Readington, Solberg-Hunterdon	P	1 NNW;rd E, W	180	3	h19-*L4-S5	F3	Use rnwy-wet. 3750' strip avail.
Red Bank	P	1 S;hwy; RR E	80	2	26-*L4-S5-U	F3	N,S, W blkd.Clsd to acft over 10,000 lbs xcpt prior req.
→ Robbinsville, Trenton-Robbinsville	P	1 ESE;RR WNW	115	1	31-*L4-S5-U	F3	Use strip. Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
→ Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F2	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips.Atnd wk-ends and on call.
→ TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W-X	F5	2-way rdo reqd. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip.activity xcpt by special permission. FEE - acft over 2500 lbs.
(PC)TRENTON, Mercer County	P	5 NW;RR SE	211	3	h48-BL4-S5-W	F4	PC for Navy only. FEE. Rnwy 2-20 clsd-use as taxiway.
Tuckerton, Mathis	L	0.9 W;lk E	20	1	23		Lnd at own risk. W blkd.
Vineland	P	4.3SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd;p-lines E, SE. Use strips.
" Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd;p-line NNE.
→(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR,hwy E	22	4	h50-BL4-S5-U	F4	Airline Stop Summer Only.
→(PC)Woodbine	P	2 SE;RR NE, W	39	3	h33	F2	Twin-eng acft use concrete.Asphaltext soft & broken
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
→ Vineland, Rudy's	L	5 NW	80	1	24-S5		E blkd.
NEW MEXICO							
Alamogordo	L	2.4 N;bet RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	Closed.
Albuquerque, Alameda	P	7.4 N;riv E	5069	2	38-S5	(F2)	Ctn-loose sand. Use strips. Ruf.
" El Rancho	P	7 NW	5350	4	36-S5	F1	
→(AF) " Kirtland AFB	P	3.8 SSE	5352	4	h28-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd.
→ " West Mesa	P	3.8W;hwy S	5129	4	63-L4-S5-U	F4	Lgts on req after 2400. Houses ENE.
Antelope Wells	L	5 SSW;rd E	4900	2	34		
Anton Chico, 79A, LAX-AMA	P	4 SSE;riv 2SE	5281	2	43-BL2		Ruf
→(PC)Artesia	P	4.2 W;hwy S	3550	4	h68-B*L4-S5-U	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2NW;riv2, E,S	5700	2	30		Ctn-auto trails. Ruf.
(P)CARLSBAD	P	6.1SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Chaperito, Park Spring	L	8.5SSE;riv N, E	5100	3	38		Mtn NE.Cattle on fld.
Cimarron, Philmont Scout Ranch	L	2 SSW;rd E	6450	1	36		Antelope on fld. Use strip. Ruf.
(PC)Clayton	P	1.5E;hwy N	4970	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf. Ctn - weeds.
Clovis, Hillcrest	P	2.1E;RR S	4244	4	36		CLOSED. P-line S.
COLUMBUS,34,PHX-ELP	P	0.6 ESE;RR N	4024	aw	42-BL2-W		
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW;hwySW	6429	3	52-BL4		Ruf for lgt acft
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY).DANGEROUS. N,W, WNW blkd; hills E, ESE, S. Holes on WNW/ESE strip.Cattle
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE;RR S	4810	3	23		Mtn SSE; hill S. Use strips.
→(P)Deming	L	2.5 ESE;hwy N	4314	5	h81-B*L4-S1	F2	Ctn-high weeds.
" Cooper	L	2.7 S;hwy E	4300	1	25-*L1-S1	F1	Use strip.
Des Moines, Smith	L	15.5 E	5804	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6238	3	27		Ruf.
Droict	L	0.9 W; hwy E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N;rd W	8800	2	83		NE blkd.Ctn-auto trails. best for use.
El Morro, 60B, LAX-AMA	P	H.5 WSW;lk WSW	7114	3	42-BL2		Ruf. Very soft-wet. Avoid intsxn area. N/S strip

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Espanola		8 NNE;hwy NW					ABANDONED.
Farley	L	0.5 SSE;RR N	6030	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW;riv 1,3S	5509	3	h57-BL4-S5-W	F4	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE;RR, hwyS	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-BL4-S5-W	F4	
Grants	P	2.9NW;RR,hwy NE	6520	1	h53-BL4-S5-W	F4	
Hagerman, Michelet	L	1.9 ESE;lk E	3410	1	24		P-line N, S
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
(AF)Hobbs	L	6.7 NNW;RR NE	3707	4	h88		
" Aux #4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W	F4	
Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails. Ruf, Emerg only.
(PC) Jal-Lea County	L	2.4 ENE;Rd S	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
→ " East	P	1 NE	3900	3	h36-S3	F3	
(P) Las Vegas	P	6 NE;RR hwy W	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
(PC)Lordsburg	P	1 SE;RR, hwy N	4286	2	82-S1	91	P-line WNW. Use strips.
Lovington, Lea County	L	3 W;hwy S	3974	1	h40-S3	F1	Only NE/SW rnwy avail. loose rocks.
Magdalena	L	0.8 N;RR S	6572	3	48		SSW, WSW blkd;p-line SW;mtns NE, ENE.Ctn-[illegible]
Milnesand, Flying M Ranch	L	0.4 NNW;hwy E	4200	3	18		Use strips.
Mogollon, Negrito	L	17.5 NE	8160	1	43		P-line adjacent strip.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv E	4520	5	25		
" Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd; p-line S
OTTO, 74, LAX-AMA	P	6.8NNE Moriarty	6226	3	41-BL2-W		Ctn-lgt acft, Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd; use caution - ruf.
(PC)Portales	L	2.2 W;hwy N	4060	3	h35	(F1)	Unpaved strip for lgt acft only, Soft, Ruf.
Prewitt	L	1 NE;RR S	6900	1	29		P-line W. Ruf.
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE;hwy N	6850	1	18		NNE, NW blkd.
(PC)RATON, Crews	P	11.5SSW;hwyNW	6352	2	h55-BL4-W		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED. NOT MAINTAINED.
Reserve	L	0.5 SW	5840	2	37		Mtns S, ESE, WNW. Use strips
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F3	Use rnwy.
(PC) " #3	L	18.7 S	3712	3	h70		Weeds
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N.
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft
→ Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	80	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8WSW;hwy2 E	6344	3	h83-BL4-S5-W	F4	Lgtg rnwy 10-28 perm discontd.
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Shiprock	L	1.6 SSW;hwy W	4990	2	32		Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	P	11.5 SE;RR 1 E	5443	2	h56-BL4-S1-W	F3	
Socorro	P	2.5 S;hwy E	4796	1	h58-BL4-S1-W	F1	Unlgtd knoll S
Springer	L	0.7NE;lk4,5NW	5990	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W;hwy S	6300	1	30		Caution-weeds
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos, Zia	P	4.5WSW;hwy E	6870	3	47	F1	
Tatum, Lea County		2.5 E		1	h30		
→(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-S3-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E; hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
(PC) Las Cruces, College	L	3 SE	3900	2	h40	(80)	

a-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Accord	L	0.7 N; RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W; hwy S	260	1	16		ESE blkd.
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY.S blkd. Use rnwys.
Amityville, Zahns	P	2 NNE; RR NE	80	2	h42-BL4-S5-U-W	F4	E,W blkd. Rgt tfc S, E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N; rd E	1740	1	23		E/W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
(PC)Ballston Spa	L	3 N; crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage
(PC)Batavia	P	2.4 NNE;rd W	910	1	30-S3	F3	
Bayport, Davis-Edwards	P	1.3NNW;RR SE	40	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N,NW.
Bethpage, Grumman	L	0.5 W; RR NE	119	2	h66-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0700-1830E, Mon-Sat only.
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	8 N;riv S	1629	2	h56-BL4,6-S5-W	F4	Use rnwys.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	1	29		Emergency only at pilot's own risk.
(P)BUFFALO	P	6.1 ENE; RR NE	711	3	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd.P-line N,SW. Use rnwys N/S rnwy clsd;E/W rnwy clsd ngt.FEE.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5-U	F3	Use rnwys.
Burt, Lakeview	P	2.2 W; RR S	300	1	13	F1	
Canajoharie	L	4.2 SSE;hwy S	800	1	20-(S3)	(F1)	Soft-wet. Attnd wk-ends, evenings.
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-B-S3-U	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
Cicero	P	0.5 NW;hwy E,S	416	aw	18-S3	F1	NE/SW strip closed.
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S; riv NE	915	1	14		
Cooperstown	P	1.4 NNW;hwy S	1660	3	25-S5-U	F2	
Corinth	P	1 SW; crk NW	642	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P) Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W	78	2	22-S5-U	F1	NW,SE blkd; p-line NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Dolgeville	L	1 NE;hwy SW	930	1	15	(F1)	
Duanesburg	P	0.1 S;hwy N	710	1	20-S5	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E; RR S	692	2	h40-BL4		Unattended.
" Werle	P	1.8 ENE;crk E	640	3	29-S3	F1	ESE/WNW strip clsd. P-line SW.
East Amherst, Steffen	L	3.5 N; hwy W	582	1	21		E blkd.
East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd.
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd. p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W; RR S	40	3	h42-*L4-S5-U	F4	P-line NNE. Ruf.
Elba	L	0.2 SE; RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		Closed to all xcpt soaring planes.
Endicott, Tri-Cities	P	3.0 W	832	2	h35-*L2-S5	F3	
Farmingdale, Republic	L	1.3 ENE;RR N,S	82	2	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc landing rnwy 32.
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft.Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE; RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W; RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton -	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Attnd week-ends only. No storage.
Gardiner	L	0.5 S; riv W	340	1	22		Soft-wet.
Getzville, Audubon	L	1.7 SSW;hwy W	500	2	16-(S5)	(F1)	Atnd evenings, week ends. No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
(P)GLENS FALLS, Warren Co.	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Gouverneur	P	1.3NE;hwy SE	450	2	31-S3	F1	SSW blkd.
Granville	P	1.5 N; RR W	420	1	20-*L4-S5-U	F1	
Greene	P	2 SSW; riv E	935	1	26-S1	F1	Mtns E,W.
Greenville, Rainbow	L	0.8 ENE; rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE; RR E	865	2	17	F1	E, S, W blkd.
Hammondsport, B&H	P	1.4 SW;RR N,NW	780	1	18-S3	F1	Tfc N.
Harpursville, Harmony Crest	L	3.7 N; hwy E	1360	1	18		Rolling, rocky.
Henrietta, Hylan	P	2.0 NNW	525	2	26-S5	F3	P-line NW.
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Interlaken	L	0.5 S; RR NE	900	1	14		NW blkd.
(PC)Islip, Mac Arthur	P	8.0 NE; RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW; RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.
Ithaca, TOMPKINS CO.	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	F3	No storage. N/S strip ruf.
" Sun Downs	L	3.1 N; lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N; hwy E	1725	2	h44-BL4-S5	F3	Rnwy 18-36 abandoned.
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FLD). E blkd.
Keene, Marcy	L	2.5 S; riv E	987	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S; hwy W	513	1	32-S1	F1	S blkd.
Lake Placid	P	2 SE; hwy S	1744	2	35-U	F3	
Lakeport, Oneida Lake	P	0.4 WNW; lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E; crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE; lk 1 S	1700	2	30-*L-S1		Atnd summer only.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Livingston Manor	P	0.8 SE; hwy NE	1440	1	25-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N; hwy E	380	3	20-(S5)	(F1)	
Mahopac	L	2 WNW;hwy S	685	1	20-S5	F1	SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W; hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
(P)MASSENA, Richards	P	2.2 E; riv SE	205	2	h42-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys.
(PC)Mastic-Flight Strip	P	2.6 NW;hwy S	66	1	h60-S3	F1	
Mattituck	P	0.8 ESE; bay S	30	1	22-S5	F3	
Medina	L	2.0 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint.Atnd evenings, Sat-Sun.
Middlesex	L	0.5 N; RR SE	735	1	21		
Middletown, Randall	P	1.8 ESE;RR NW	520	3	30-*L1-S5	F4	Rnwy lgts avail on 3 hr prior request.
Montgomery	L	1 SW; RR E	353	2	22-(S1)	(F1)	Atnd wk-ends only. N blkd; TV ant NNE.
Monticello, Sullivan Co.	P	1.4 S; RR E	1500	1	38	F1	SE blkd.
Montour Falls, Martin	L	1 NE; RR W	460	1	20		
Nedrow	P	6.0 S	520	1	21-S3	F1	N blkd.
New Baltimore, Farley's	P	1.8 S; riv E	10	1	20-S3	F1	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FLD).
New City, Christie	P	1.5 N; hwy N,W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FLD). Soft-wet.
New York, Flushing	P	8 ENE Empire State Bldg	4	aw	32-S5-U	F3	SW, SSW blkd.Rgt tfc N, NW turn left after lndg.FEE.
(P) " INTERNATIONAL (Idlewild)	P	12.7 SE Empire State Bldg	12	5	h95-BL4,6,7a-S5-W	F4	2-way rdo rqrd.FEE. clsd mil acft xcpt those carrying high gov't offs. No 80 oct avail. Use rnwys.
(P) " LA GUARDIA	P	6 E Empire State Bldg	20	3	h59-BL4,6,7a-S5-W	F4	2-way rdo rqrd. FEE. Dikes N, E. Clsd to acft 105,000 lbs. Clsd to motorless acft.
" Rockaway	P	15 SE;ocean S	20	4	27-S5-U	F4	S blkd.P-line SE. S end N/S strip ruf. Rgt tfc N, NE, SE, E.
" Staten Island	P	15.5 SW Empire State Bldg	45	1	h35-S5	F2	
N.AF.NG Niagara Falls	P	5 E; RR 1.4 N	590	5	h76-BL6,7-S3	F5	N/S rnwy clsd.2-way rdo rqrd.Jet operns 150,000 lbs on 28R-10L only.Rnwy lgts 10L-28R only. S blkd. Flares on PR.Overrun lgts
" Colonial Village	L	5 NE; RR S	625	2	23		
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE; RR SE	580	2	33-*L1-(S5)	(F1)	E,W blkd. Glider towing vcnty.
(PC)Norwich, Eaton	P	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagon	L	1.8 WSW; RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	h38-BL4-S5-U	F3	ARPT OF ENTRY.
Olcott, Palmer	L	1.2 SSW; RR S	315	1	19-(S5)	(F1)	CLSD WINTERS. ENE blkd. Ruf.
Olean	P	1.8 SE; riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	3	18-S3	F1	
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle on fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W.
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	L	1 N; canal S	460	1	23-(S5)	(F1)	
(PC)Penn Yan	P	1.1 S; lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3.0 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
Pittsford, Brizee-Harmon	L	2 E; RR N	422	3	25-(S1)	(F1)	ENE, NNE, WNW, WSW blkd;p-lines SSW. Atnd wk-ends, holidays.
(PC)PLATTSBURGH	P	3.4 WSW;hwy N	371	3	h50-BL4-S1-U	F4	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	Closed winters. SW blkd;p-line NE.
Potsdam, Damon	L	1.5 E; hwy S	460	1	20		Closed-wet, holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S; crk NW	166	2	h34-BL2,4-S5-U-W	F4	Arwy bcn 0.5 mi NE.
Red Creek	L	0.8 SSE	385	2	15-(S3)	(F1)	Atnd wk-ends. No storage.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd;p-line E. Closed winters.
Ripley	L	1.4 WNW;lk NW	650	3	22-S1		P-line NNW.
(P)ROCHESTER-Monroe Co.	P	3.7 SW;riv SE	560	5	h50-BL4,6-S5-W	F4	ARPT OF ENTRY 2-way rdo rqrd.
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft.
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F4	
(NG)Schenectady-County	P	3.0 N; RR SE	378	3	h70-BL4,6-S3	F5	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd.Comb opern with seaplane base

h-paved rnwys. -B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

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CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Scotia, Gay Valley	P	4.0 W	255	1	18-S5	F1	
Seneca Falls	L	2.2SSE; rd W	490	3	28		Soft when wet.
Shelter Island, Westmoreland Farm	L	1.0 WSW	20	2	21		
Sherrill	L	1.0 N; crk S	540	1	22		CLOSED.
← Sidney	P	1.0WSW;RR SSE	1012	2	31-*L4-S1-U	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Spring Valley, County	P	1.0 E; RR S	420	2	22-*L4-S5-U	F3	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Springville	L	1.5 NE;hwy E	1395	3	25		P-line ENE. Lgt acft, emerg. only.
Star Lake	L	0.7 S; lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(AFNG)SYRACUSE, Hancock	P	5 NNE;rd N	421	3	h80-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Ticonderoga	L	2.7 NNE;rd E	236	2	32		Ruf. Mtn W to NW.
Troy	P	2 SSE; hwy W	333	3	29-B*L2-S5	F4	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8WNW;RR NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED.P-line W. Break on N/S strip.
Walden, Newburg-Walden	P	2.2 SSW;riv W	404	2	30-*L2-S3	F3	WNW blkd.FEE. No services Mondays.
Wallington-Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E,NE,S,SE,W,NW blkd. Ruf.
Warwick	P	4.5 NE; RR NW	540	2	24-S5	F1	
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	P	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner	L	1 W; Riv E, NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	L	2 S; hwy E	277	3	18-S1		NE/SW strip closed. Unattended.
(NG)WHITE PLAINS, Westchester County	P	4 NE; lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
← Wurtsboro-Mamakating	P	2 NE, RR SE	560	4	32-S5-U	F1	N, NW blkd; mtns E,S, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
Calverton-Peconic River	L	2.0 W	75		h100-BL6		Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only.
Westville, Cooperstown-Westville	P	1 W	1230	1	21-*L4-S5-U	F2	200' over-run S end Rgt tfc N.
Skaneateles, Skan-Air-Park	P	2 E;hwy NE	960	1	20-S3	F1	
← Cohoes, Loudon	P	1 NW	280	2	22-S5	80	P-lines S,W. Ditch N.
NORTH CAROLINA							
Aberdeen	L	1.2W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
← Ahoskie, Jernigan	L	1 S	125	1	21	(F1)	50' wires both ends of strip. Fuel-call 3106. Unattended Sept-June. N,S blkd.
← Albemarle	P	1.5ESE;RR SW	565	1	37-*L1-S3	F2	Rgt tfc NE.
Andrews, Murphy	P	2.2W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
(P)ASHEVILLE, Hendersonville	P	11.5SSE;RR WNW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S,SW.
" Owen's	L	2.3 SSW;riv SE	1979	1	30		Rgt tfc E. E,W blkd.
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	h42	F3	
(PC)Burlington	P	4 SW	638	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1E;hwy N	710	1	21-(S3)	(F1)	
Chapel Hill, Hogan	L	3.8NW;hwy E	530	1	20-(S1)	(F1)	SSE blkd. Rolling.
(PC) " Williams	P	1.3NNW;lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F2	P-line SSE.
(NG)CHARLOTTE, Douglas	P	5.5W;hwy N	748	3	h75-BL4,5,6-S5-W	F2	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 30,000 gross weight.
China Grove	L	2.5;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S5	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
Draper, Tri-City	L	1.2W	560	1	26		ENE blkd. Rolling
Elizabeth City	P	4 SW	15	3	28-S3	F1	Caution in lndg-ruf. Vehicular tfc across S end N/S rnwy.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Erwin	P	1 SW;riv W	195	1	30	F1	Rough
(PC)FAYETTEVILLE, Grannis	P	4S;riv 2 E	188	3	h48-BL4-S5-U	F3	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Greensboro, Air Harbor	P	7 N;lk S	822	1	26-S5	F1	Ditch E.
(A) " -HIGH POINT	P	8 WNW;hwy SW	923	2	h55-BL4,6,7-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8NNW;riv W	25	3	h50-S1	F3	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
Hertford, Woodville	L	1 mi W;hwy S	15	1	18		Closed - private use only.
(P)HICKORY	P	2.2W;riv N	1167	3	h44-BL4-S5-W	F4	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD.
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S5	F1	2800 foot strip available.
Kings Mountain, Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
← (P)Kinston, STALLINGS FLD	P	4.2 NNW	93	3	h50-BL4		
" Jackson	P	3.7 SW;crk W	40	2	25	F1	Rough - caution.
← Lexington	P	2.3 SW;RR W	735	1	34-(S5)	F1	
Lillington	P	1 NNE;hwy W	210	2	20	F1	E,NW blkd.
Lincolnton, Jones	L	3.2 ENE	960	1	26		SSW blkd. Ctn-ruf.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd. N/S strip short, ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5-U	F3	
Marion	L	2.3N;riv N	1211	1	36		
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23	F1	E end soft. Golf driving range WSW.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F3	P-lines S,SE,W.
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mt. Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mt Holly Flying Service	P	2.8NW;RR E	850	1	20	(F1)	Attnd Sats, Suns, Evenings only.
(P)NEW BERN, Simmons-Nott	P	2.5SSE;riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3WSW;riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling
← Raleigh	P	3.3 SSW	364	3	h28-S3	F2	P-lines SE,W. Ctn-ruf.
(P) " -DURHAM	P	10.5NW;hwy NE	435	3	h55-BL4,6,7-S5-W	F4	Use rnwy and taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
← Reidsville	P	3.0 SE	822	3	25-(S5)	F1	P-line SE.
" Warf	P	3.8SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids, Halifax Co.	P	3 SW;hwy N	250	3	32-B*L4-S3-U	F1	Lndg areas only 3030' ngts.
← Robersonville	L	0.5 E	20	1	23	F1	Inactive. Rnwy ruf-not usable after rain.
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
←(P)ROCKY MOUNT	P	2.3N;RR E	97	2	h40-BL4-S5-W	F4	P-line SSE.Ctc Rocky Mt Rdo for arpt info prior lndg.
← Salisbury	P	3 SW;RR E	764	2	27-BL2-S5-U	F2	WNW blkd.
← Selma, Myrtle	P	0.5 E;RR W	150	1	28-S1	F1	NE,SW blkd. Rough. NE rnwy ext soft. P-lines SW,NE.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5N;hwy W	465	2	45-BL4-S5-U	F4	FEE for multi-eng acft less than min of svcg.
Spindale, Mills	L	8.5SE	1000	1	h29	F1	
" Rutherford	L	1.5SSE;hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
(PC)Statesville	P	3.6WSW;RR ESE	991	2	37-B-L4-S5	F3	
Wallace, Pen Lin	L	1 SW	31	1	20		
(PC)Washington	L	1.8N;RR SW	38	3	h50	(F1)	Rgt tfc rnwys 23, 29, 35.
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use rnwys.
(PC)Wilson	P	4.2NW;hwy E	161	3	h45-*L4-S5	F3	Ben prior req.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8NNE;hwy W	969	3	h66-BL4, 6-S5-W	F4	N/S rnwy perm clsd.
Yanceyville, Caswell	L	3.2W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Alamo	L	0.5SE;lk NE	2140	2	21-*L	(F2)	Hills S.
Ashley	L	1 SE	2030	2	40-L2	(F2)	
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	(F2)	
Beach	L	0.8NNW	2814	2	30	(F2)	ENE blkd.P-line SE. Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F2)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd; p-line S,SE.
(P)BISMARCK	P	2.5SSE;RR ENE	1653	4	h52-BL4,5,6-W	F4	NE blkd,N/S rnwy clsd ngt operns.
Bottineau	L	1 N;RR W	1670	3	30		E blkd;p-lines SE,W. Ctn-holes, ruf.
→ Bowman	P	1.5 W	3000	4	40-S5	F2	P-line N.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	P	1.3 W;RR N	1610	2	29-S5	F2	Ruf. Holes.
(PC)Cavalier	L	0.7SSW;hwy E	889	1	21		300' SE end unusable. Caution-ruf & poorly mrkd. Emerg only.
(PC)Columbus	L	0.7 SW	1930	3	26-B	(F2)	E blkd.
	L						
Cooperstown	P	1.5SE;RR W	1428	3	26-S5	F2	Ben prior req.
Coteau, Melby	L	2.2NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1962	4	34-B-(S1)	(F2)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-U-W	F3	Ditch W.
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunn Center, Thompson	L	1 ESE	2100	3	24-(S1)	(F2)	P-lines N,NW.
Dunseith	L	1.5 S	1685	3	27		
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd; p-line NW
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24-S1	80	
(NG)FARGO, Hector	P	2.9 NNW	900	3	h71-BL4,6-S5-W	F4	1000' overrun N end 17-35.
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling.W blkd; p-line N.
→ Fordville	P	1.4 NNW	1080	2	26-S1	F2	E blkd.
Garrison	L	1 ESE	1920	3	23		Unattended.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd; trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.6WNW;RR S	836	3	h49-BL2,4-S5-W	F4	ARPT OF ENTRY.
Hankinson	L	1.2NNE;RR S	1055	4	26-(S1)		NE,E,SE,NW blkd. P-line S.
Harvey	L	1.6 N	1605	4	27	(F2)	P-lines W,SW,NW. Use strips.
Hebron	L	1.9 ENE	2180	2	21	F2	P-lines NW,SE.
Hensel	L	1.5 W;RR E	940	2	18-(S3)		
→ Hettinger	P	1.2 NW;RR S	2675	3	35-*L4-S5	F2	Hill S. Ruf. Use strips. Caution-apch from N,NE, NW.
Inkster	L	1.5 SW;RR SE	1055	3	26-(S1)		
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6-S5-W	F3	
Kenmare	L	4 N;hwy E	1947	3	29		E blkd; p-lines N,NW.
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)		P-line WNW. Caution - very ruf & unrmkd. Emerg only.
Kindred, Hamry	L	0.4 E	940	1	18	(F2)	
Lakota	L	1.5 SE	1515	1	33	(F2)	
→ Langdon	P	1 W	1608	2	22-L4	F2	P-line NW. Hangar E.
" Chaput	P	0.7 NE;hwy S	1600	1	26-S1	F2	S blkd. Rolling. Caution-holes.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26	(F2)	P-line N.
(PC)Leeds	L	0.5 SE	1508	1	21	(F2)	
(PC)Linton	L	3.4 S;hwy E	1770	1	20	(F2)	Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20	(F2)	SE blkd. Rolling.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F2)	
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24	(F2)	Cattle on fld. Ruf.
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
→ Minot, Flying S Ranch	P	5.5WSW	1840	2	34	F2	
(P)MINOT INTN'L	P	1.6 NNE	1723	3	h58-BL4, 6,8 5-W	F4	ARPT OF ENTRY.
Moffit, Edwards	L	1.8NE;lk S	1800	3	18		
Mohall	L	0.8 WNW;RR E	1650	3	26	(F2)	P-line S, SE.
Mott, Wyman	L	0.8 S; hwy NW	2495	3	28-(S1)	(F2)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2SE;RR SW	800	2	25-(S1)	(F2)	Trees N, E.
(PC)New Rockford, Tomlinson	P	1.3N;RR W	1533	3	37-BL4-S5	F2	N,NE blkd; p-line SE.
New Town	L	Adj S	1920	1	26	(F2)	
→ Noonan	P	0.5 SE	1980	3	20	F2	NE,W,NW blkd. Caution-weeds. Use strips.
" Border	L	7.4N;hwy E	1900	2	26		E blkd; p-line N.
Northwood, Vince	P	1 SW;hwy N	1120	1	19-S5	F1	
Oakes	L	0.8W;RR S,E	1310	3	20		
Page, Conrad	L	4 E	1080	1	15-(S1)	F2	E/W strip short. Trees N. Caution - ruf & unmrkd. No wind indicator. Emerg only.
" Hartley	L	0.7 ESE	1100	2	26		S blkd.
Park River	L	1 NE;RR SW	960	3	18-(S1)	(F2)	P-line W. Ruf.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-BL4	(F2)	Use strips.
(PC)Pembina	L	1 S;RR W	792	2	30-BL2-(S1)	F2	P-line E. Ruf. ARPT OF ENTRY.
Portal	L	0.5S;hwy E	1970	3	30		ARPT OF ENTRY.P-line E. Rolling. Holes.
Ray	L	0.7NNE;lk E	2160	2	21		
Reeder	L	Adj S	2950	2	25		
Rolette	L	0.3 W; RR E	1600	1	15		SSE blkd. Ruf.
(PC)Rolla	P	1.5N;RR SW	1818	2	26-B*L4-S1	F2	S end N/S rnwy ruf. Caution.
(PC)Rugby	P	1.9NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5NNE;hwy S	2109	2	20	(F2)	
Sarles, Olson	L	3.3SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	21		P-lines E, NE. Use strips.
(PC)Stanley	L	1 SE	2220	1	21-B		
Tioga	L	2 ESE; RR N	2240	1	26	(F2)	Hazardous-stones. Use strip. Cattle-fld.
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F2)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE; lk E	1450	2	20-*L		For offical government use only.
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F2	4600' strip avail. Unlgtd fence SE; p-line S.
(PC)Wahpeton	P	1 S; RR W	966	2	27-S5-U	F2	P-line NE. No storage.
(PC)Walhalla	P	1 NE; hwy W	952	3	26-S1	F2	P-line NW.
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F2	P-line W.
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F2)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
→ Williston, Chandler	P	3 W; RR SE	1910	2	27-S3	F2	
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S, SE, E, NE.
→ " Wright	P	2.8 N	1910	4	25-S5-U	F2	Use strips. SW blkd.
Wimbledon	L	0.6 SW	1470	1	26		P-line N.
(PC)Wishek	L	1.2 SE; lk SW	2035	2	34		W blkd; p-line NW.
NEW AIRPORTS (or airports out of alphabetical order)							
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd-evenings, week-ends. Use strip. Soft-wet.
(PC)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE. ARPT OF ENTRY. 18-36 at own risk.
(NG) " CANTON	P	11 SSE; RR E	1228	3	h56-BL4, 5-S5-W	F4	Use rnwys
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
→ Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F2	N,S,W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E,SW.Rolling.Bcn prior req.
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	L	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf. Use at own risk.
(PC) Athens, Ohio University	P	1.5 E;riv S	636	1	40-*L4-S3-U	F2	W blkd.
Avon	L	3.5ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3, 4-S5	F1	Knoll E, W
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended. FEE. Ruf
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE;hwyN, E	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S, SW blkd.P-lines E, NE. Use rnwys.Rgt tfc take-off;ndgS, SW. Rgt tfc take-off N, W, SW.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
Bucyrus, Port Bucyrus	L	2 S;RR W	1000	3	26	F2	NE blkd; p-line W.
Cadiz, Tappan	L	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W
→ Cambridge	L	2 N;hwy E	807	2	26-*L2-(S1)	(F3)	Rolling. Unattended.
Canton, Martin	P	4 NNE;hwy SE	1080	4	33-*L4-S5	F3	NW, W blkd.
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W
Carrollton	L	1.0 SE	1120	1	15	(F1)	Unattended. Emerg only.
Celina, Lakefield	L	5.5;hwy N	895	3	33-(S5)	(F1)	P-line N, W. Rolling
Chagrin Falls	P	3.E; hwy W	1220	4	26-S5	F2	N, NE, E, W, NW, S blkd. Rolling. Clsd on Fri.
(PC)Chardon	P	2.9 S;lk E	1244	3	24-L4-S5-U	F3	Use strips, p-line N, trees SE.
Chesapeake, Huntington	P	2.WSW;riv S	560	1	h28-*L4-S5-W	F4	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	6.8 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
" Sky Park	P	2.2 N;bridge E	639	2	29-S5	F3	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W, S, SW.
(P) " GREATER CINCINNATI	P	10.5W; riv 2 SSW	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. 2-way rdo rqrd.
→ (P) " Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5-X	F4	E, W blkd.
" Mun.(Blue Ash Field)	P	9 NE	870	3	26	80	Use E/W strip when wet. E blkd. Rgt tfc E, NE, SE.
→ Circleville, Elsea	P	1.6 N;RR W	707	1	24-S5	F2	P-line S, SE. N/S rnwy clsd.
→ (P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3-7-S5-W	F3	ARPT OF ENTRY. 2 way rdo required.
→ " Brooklyn	P	5.5 SW	780	3	26-S1	F2	NE, W blkd;p-line E.
(PC) " Lakefront	P	1 N	584	1	h36-S3-U	F3	FEE.Avoid stadium.Call CLE rdo for tfc pat.22' unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE, SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F2	Lnd & taxi on rnwys only.
Columbus, Clickenger	L	6.2 SSE;RR E	752	3	27-S3-U	F2	P-lines N, NE, NW. Rough.
" Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
" Northway	P	7.5 NNE	895	4	33-*L3-S5	F3	P-lines N, NE, NW, N/S strip clsd.
(PC) " OhioState University	P	8 NNW;riv W	900	4	h22-B*L4-S5-U	F2	Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
(N)COLUMBUS, PORT COLUMBUS	P	7 E;RR S	816	4	h80-BL4,6,7a-S5W	F4	Use rnwys. 2-way rdo rqrd.
" Price	P	6 SE;bet RR's	762	3	21-S2-U	F1	Ruf off strips. Use rnwys.
" Sullivant Avenue	P	6 WSW	860	1	h33-L4-S5-U	F3	N, NE, NW blkd;p-line E. Ext ruf. Use lgts NE end.
Copley, Gibson	P	1.5 S;hwy E	1000	2	24	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy, crk	760	1	13		N blkd
(P)DAYTON	P	9.5 N;hwy E	1008	4	h55-BL4-6-S5-W	F4	Rdo rcvr rqrd. At ngt when wet use rnwys. P-line SE
→ Dayton, Dahlo	L	8.5 W;hwy S	925	3	h26-L4-S5-U	F3	S, SW, W blkd.
" Neff	L	6 SW	720	3	17		
" Montgomery Co.	L	11 S	960	2	h50-BL4-U-W	F4	Acft with Unicom only. Trees W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	2	h37-B*L4-S5-U	F4	4000' strip avail. S blkd.
Delaware	P	2.6 SW;RR N	960	2	h16-S1-U	F2	2500' strip avail. P-line S. Ditches. Use strips.
Delta	L	1 ESE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW; RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
Findlay	P	1.5 SSW;hwy NW	800	2	h55-BL4-S5-W	F4	Rgt tfc E. Use rnwys & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnwys.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED. P-line N. Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1091	4	28-*L1-S5-U	F1	W blkd. Rolling. 2800' E/W strip under construction, usable-dry, E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4, 3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
→ Hamilton	P	2.5 SE; RR S	631	2	h28-L4-S5-U	F4	P-lines S, NW
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No storage. Acft rprs only. Rolling.
Hunting Valley, Ingalls	L	0.5 N; riv E	760	1	26		NNW blkd; hill SSE.
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N, RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W; hwy S	1120	3	33-S5-U	F3	S, W blkd. Rolling.
Lagrange, Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders. 5500 lbs gross weight.
Lancaster, Anchor Hocking	P	4.6 NW;hwy W	850	1	h35-*L4-S5-U	F3	Hwy W. Use rnwys.
Lenox	P	7, S Jefferson	940	1	22	F2	E & W blkd.
→ LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S5	F1	Soft when wet. Land at own risk.
Lima	P	4 WNW; RR NE	827	2	h35-BL4-S3-U	91	N blkd; p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1135	1	26	F2	
→ Lorain	P	2 WSW;RR N	610	2	29-S3	F1	NE, SE blkd.
Lore City	P	0.3 NW; RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE; RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE; RR E	1152	aw	26		SE, NW blkd;p-line SW. Rolling.
Magnolia	P	0.5 NW;hwys E,N	970	1	22-S1	F1	P-line WNW
→(NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4, 6-S5-W	F4	Rgt tfc rnwy 9. Use rnwys. strip. 2-way rdo rqrd
Maplewood, Shaw	P	5 W	980	2	21	F1	Bldg S. during darkness.
(PC)MARION	P	4 ENE; RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" County	P	5.6 NE; hwy E	1000	2	35-*L3-S5-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE; RR W	960	1	20		Use at own risk.
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
McComb	L	0.8 SSW; RR N	780	1	16-(S1)		
Medina,	P	3 WNW;hwy N	1060	2	26	F2	Unattended Mondays. Soft - wet. Rolling.
Middle Bass Island, Middle Bass	L	NE neck of island	580	1	24		E, W blkd. Ruf.
(PC)Middletown	P	1.5 N; riv N	647	3	46-B-L4-S5-U	F4	Rgt tfc S, SW, W. Bcn, lgts prior req after 2400.
Millersburg, Briar Hill	L	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S, p-line N.
Minford, Knore	P	2 SE; riv S	670	2	24-S5	F1	P-line N, S. Rolling.
(PC)Mt. Vernon, Wynkoop	P	1.4 SSW; hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling.
Napoleon	L	1 N; RR SW	680	1	19	(F1)	W blkd; p-line E. Rgt tfc W. Open Sundays.
" Winters	L	1.4 NW; RR W	682	1	30-U		Company use only. NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	L	3.5 SW;RR NW	880	2	25-(S1)	(F1)	Lgts, fld attnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE; RR N	850	2	18		Rolling.
New Lexington	P	1.5 S	1052	2	18-S3	F2	Narrow at intsxn of strips.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h30-BL4-S5-W	F3	P-lines N, NW, S, WNW.
Newton Falls	L	2 SW; RR E	950	1	22	(F1)	Rolling.
North Bass Island-Isle of St. George	L	NW corner of island	590	2	26		E blkd. FEE.
North Creek, Hiltner	P	0.5 NNW;RR SE	725	2	18-S1	F1	P-line E, N/S strip soft-wet.
Northfield-Sky Haven	L	1.9 SSE; hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N, SE, SW blkd.
North Lima, Elser	L	1.2 NW;hwy E, S	1060	1	40-L4-S3	91	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N, SSE, blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
Oak Hill, Swann Fld	L	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet.
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S1	F3	N, S, SW blkd. Ctn - wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn - cultivation.
Phalanx Station, Skeets	P	6 WNW;hwy 1 NE	910	1	26-S1	F1	N blkd.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W
(PC)Port Clinton	P	3.5 E;hwy N	587	2	h22-BL2, 4-S1-U	F2	3600' strip avail. E blkd; p-line N.
→ Portsmouth, SCIOTO CO.	P	11 NE;RR S	664	1	h42-BL4		
Put-In-Bay	L	1.2SSW;SE of isl	590	2	15		NW blkd. NE end soft-wet. FEE all acft. ARPT
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	31-S5	F1	Rolling. OF ENTRY.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
Sabina	P	2.9 E;hwy N	1030	3	27	F1	N blkd.
→ St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	h30-BL4-S3-U	F3	
Salem, H-B	P	3.3 N;hwy E	1160	1	20	F1	E blkd.
" Koons	P	0.7 mi S	1300	1	19	F1	P-lines E.
→ Sandusky, Griffing	P	3.9 SSE; RR W	620	2	27-S5-U	F2	SW, E, W blkd.
→ " Inc.	P	2.8 E;RR S	574	3	30-S5	F3	P-line S. ARPT OF ENTRY.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
Shelby-Airstrip	L	2 W; RR SW	1120	1	20-S1	F1	N blkd.
→ Solon	P	1.1 SSE	1034	5	30-S5-U	F2	SE, SW, W, NW blkd.
(NG) Springfield	P	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
Steubenville-Pier	P	4.5 W;hwy N	1200	1	32-*L4-S5	F3	Caution-loose slag. Use strips.
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
→ Strongsville	P	1.0 W	840	3	19-S3-U	F2	E blkd.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9N; hwy E	754	1	26	F2	E blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	
(NG) Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW, W; chimney SE. Use rnwys only.
(P) " EXPRESS	P	15 WSW;RR NNW	684	2	h52-BL4,6-S5-W	F4	Use rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW strip clsd-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N, SE, S, NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
" Lovell	P	1.5 NW	816	2	24	F1	
(PC)Urbana, Grimes	P	1.5N; RR W	1055	3	h26-BL4-S5-U	F2	3500' strip avail.
(PC) Van Wert	P	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N; RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	P	2.5 E; RR N	750	1	20-S5	F2	
→ Waynesville, Sky Center	P	2.5 SW;riv E	925	2	23-S1	F1	E blkd. P-line NW.
Willard	P	1.2 S;hwy N	967	2	22-S3	F2	P-lines W.
→ Willoughby, Lost Nation	P	3 N;lk NW	626	4	h50-B*L4-S5-U	F4	S, SW, W blkd. FEE. NW/SE rnwy clsd.
Woodsfield	L	1 W;hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE;hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE;RR NW	1050	1	19		N blkd;p-line S.
Xenia, Port Xenia	L	3.5 E;RR S	1050	1	20	(F1)	P-line E
(AF)YOUNGSTOWN	P	11.1 N;hwy E, S	1196	4	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd Use rnwys & taxiways only
→ " Austintown	P	5.7 WSW;hwy N	1175	2	h20-*L4-S5-U	F3	3100' strip avail. Rolling. Ruf E, W blkd.
" Bird	P	2.6 NE;RR W	1057	3	23-S5	F1	NE, W blkd;p-line E. Ruf. Rolling.
" Southern Airways	P	5 SSW;hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet.
" Watson	L	3.8 E;lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W. INACTIVE.
Zaleski-State Forest	L	1 SSW;RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E;hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
NEW AIRPORTS (or airports out of alphabetical order)							
Alliance	P	2 ESE;hwy S	1077	1	23		Unattended.
Lebanon, J & J	P	3 NW;RR SW	880	1	21	F1	S blkd. Right tfc N.
← Beach City, Ames	P	1 E; RR W	1000	1	18	F2	
← Painesville, Concord	P	4 SE	1020	2	24-S3	F2	E blkd;p-line S.
← Wellston, Winters	P	1 SW	720	1	20-S1	F1	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
(PC)ADA	P	2N;hwy W	1008	3	h50-BL4-S1	F3	
" Myers		6.8 WNW					ABANDONED.
Afton, Monkey Island	P	7.8 SE;lk E	750	1	26-S1	F1	
→ Altus	P	4.2N; RR W	1426	3	31-B*L4-S1	F2	P-line SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW;hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW;hwy N	1286	1	38-(S5)	(F1)	
→ Ardmore	P	9.2N	875	4	h40-BL2-S5-U	F4	Caution-heavy acft, soft.
(PC) " Lake Murray State Park	L	1.2 mi SE	840	1	26		Rough
Bartlesville, Hi-Way	P	3 NE;RR SE	680	4	28-S5	F2	E, NE, NNE, NW, SE, SSW blkd.
(PC) " PHILLIPS	P	1.7WNW;hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW;hwy E	2500	3	25		P-lines SE.Ruf. Rd on strips. Soft-wet.
Blackwell	P	1.7 W;hwy N	1056	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7S;hwy E	1005	2	24-*L2-4-S5	91	W blkd; p-line E.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N.S.SE. Restricted. Land at own risk.
Byron, Davis	L	4.7 E	1230	1	15		P-line NW. Ruf.
(PC)Canton	L	2.3WNW;lk E,N	1660	1	24		
(PC)Chickasha	P	4NNW;riv S	1146	1	h38-S5	F2	Use rnwy when wet. All way turf area 2000'x 3000'.
Claremore, Will Rogers	L	1.5 NE;RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7NE;RR W	1615	3	h32-*L4-S5	F1	
(PC)Cordell	P	1 E;hwy S	1580	3	22-S1	F1	
(PC)Cushing	P	2S;RR E	913	4	h52-BL4-S5-U	F2	
Davis, Jolly Aero-Auto Court	L	3 S;hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S;RR E	1125	3	h40-BL4-S1	F4	SW blkd;p-line NE,NW. Use N/S Rnwy when wet. (6500' strip avail).
(PC)Durant, Eaker	P	3.2SSW;RR 1 E	703	3	h50-B*L4-S1	F3	
(PC)Elk City	L	1.5 NE;hwy S	1981	3	h23		
→ El Reno	P	2 mi SW	1395	2	26	80	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended. E/W Strip ruf.
Enid, North	P	3.8 N;hwy W	1282	1	24-S5	87	
(N) " WOODRING	P	5 ESE;RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux)
Erick, Haddock	L	1.4 SW;RR N	2097	4	25		P-line N. Ruf. Soft-wet
Fairview, Fair-View	P	1.3 NNE;RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE;RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW;RR NW	2223	2	h54-BL4-S1-W	F4	Clsd acft over 15,000 lbs wheel load. NE/SW rnwy open to lgt acft only.
(PC)Grandfield	L	3 W;hwy S	1128	3	h45		
(PC)Guthrie	P	2 SSE;hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	2	h43-BL4-S5	F3	
			650				
(P)Hobart	P	3.8 SE;hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW;hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W strip soft-wet. Cattle on fld.
(PC)Holdenville	P	1.2WNW;hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
→ Idabel	L	1.3NW;RR E	500	2	32		Unattended.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S;RR NW	765	1	18		
Kingfisher	P	1.3 NW;RR E	1067	1	26-*L4-S5	F1	P-line S.
Kingston, Caney Creek	L	4.3 SSE;lk S	661	1	21		Soft when wet.
Langley, Treco	L	1.9N;hwy W	820	1	21		P-line SSW.
(PC)LAWTON	P	2.3SSW;hwy E	1108	3	h47-BL4-S3-U	F4	
(PC) " Lake Lawtonka	L	11.5NNW;lk W	1360	1	23		Ruf, Mtn S.
(P)McALESTER, (New)	P	4 SSW;RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2SW;RR SE	1094	3	24-S5	F2	No storage
(PC)Miami	P	2.2NNW;RR E	811	2	h40-BL4-S5-U	F4	Use rnwys.
→ Moore, Southside	L	1 NE	1273	1	h24		P-line S.
(AF)MUSKOGEE, Davis	P	6.4S;hwy W	610	3	h57-BL4	F4	
(PC) " Hatbox	P	2.7W;RR S	623	2	h38-BL4-S5-U	F4	
Norman, Goldsby	L	4.5SSW;hwy W	1165	aw	h18		
(N) " Westheimer	P	2.7NW;RR E	1178	4	h58-B*L4-S5	F4	Lgtg arrangements prior 1630.
(PC)Okeene	P	0.7SE;hwy N	1205	1	22	F1	P-line N. Soft-wet.
Oklahoma City, Downtown	P	2 SW;hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
→ " Country Club	P	7.3S;hwy W	1250	2	24-*L3	F1	
(NG) " WILL ROGERS FLD	P	7 SW;hwy E	1283	3	h74-BL4,6,7-S3-W	F4	Rnwy 08-26 perm clsd.
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5	F4	
(PC)Okmulgee	P	3 NNE;hwy W	715	3	h43-B-S3	F3	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S;hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8W;hwy S	1000	3	41	F2	P-line S, SE.
(P)PONCA CITY	P	2 NNW;RR S	1014	1	h48-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW;hwy N	1061	1	23-(S1)	(F1)	P-line N.
Pryor, Long	L	2 NNE;RR W	650	2	25-S3		Soft-wet. Cattle on fld.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Sand Springs, Sims	P	5 NW;lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5ENE;RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW;hwy E	1937	1	h50		
" Archer	L	2.3 N;hwy W	1962	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4N;hwy E	1024	3	35-S5	F1	SSW blkd.
(PC)Shawnee	P	2 NW;RR SW	1080	3	h42-BL4-S5-U	F3	Rgt tfc rnwys 13,17,21. Lgts until 2400.
South Coffeyville, Jensen	L	0.5 W;twrs E	735	3	33		P-line N.
Stigler	L	3.5 E		2	20		
(PC)STILLWATER, Searcy	P	3.2NNW;lk WSW	985	3	h50-BL4-S3-U	F4	Rnwy lgts req only.
Stroud	P	3 N;hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud.
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
(NG)TULSA	P	6.2NE;RR S	674	5	h100-BL4,6,7-S5-W	F4	Overrun lgts.
→ " Brown	P	6 SE;hwy S	755	4	28-L4-S5	F3	
→ " Stebbins	P	6 N;lk SE	650	4	22-S3-U	F2	P-line NNE.
" -North	P	4.5NNW;RR E	725	1	h30-S5	F2	P-lines S,SE,SW. Only N/S rnwy avail.
→ " Young	P	8.8 E;hwy N	750	4	24-L2-S5	F2	Bndry lgts N/S rnwy dusk-midnight.
Watonga	P	1.2 NW;hwy S	1550	2	26-*L4-S5	F1	
Waynoka, Kelsey	L	3.4 NNE; RRSE	1500	1	17		Cattle on fld. Caution when wet. Unattended.
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
(PC) Woodward, W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
Tulsa, Western Village	P	6.5E;hwy N	675	1	17-U	F2	Rgt tfc N.
OREGON							
Adams, Rothrock	L	4.0 SW	1520	1	21	F1	Unattended. P-line SW.
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S,N, NE. P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme caution.
Arago	L	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Arlington	L	1.3 ENE;hwy NW	872	1	50		
Ashland	L	2.8 E; hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation. Use strip. P-line SE.
(PC)ASTORIA, CLATSOP CO.	P	3 SW; riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F2	91/98 oct avail. on 2 hr notice.
" -Skycourt	P	4.8NW;hwy WSW	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S; RR N	4350	1	12		(DANGER-SHORT FLD) Holes.
→ Beaver Marsh, 73, RIV-TDL	P	1 SSW;hwy E	4630	1	54-BL2		Clsd winter mos.
→ Beaverton, Bernard	P	1 NW; hwy E	208	1	15-S5-U	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h36-*L4-S3	F3	NW end NW/SE strip ruf.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Big Lake	L	18 WNW Sisters	4690	1	30		Ruf.
Bly	L	2.5 NW;riv N	4300	3	17		E, W blkd;p-line SSE;Soft, unusable when wet. Cattle on fld. Holes.
Brookings, Crissey State Line	L	5 SE;ocean W	16	1	18		
Brothers	L	0.5 NE;hwy S	4643	1	21		P-line SSE. Cattle-fld. Ctn-ruf.
(PC)Burns	P	5.1 E; rd S	4141	2	h51	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	h18		Rgt tfc WSW. Fence W end of strip.
(PC)Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
(PC) Condon	P	1 NE; RR W	2910	2	h22		Use strips. Soft off gravel when wet. SE blkd.
(PC)CORVALLIS	P	4.9 SSW;hwy E	245	3	h52-BL4-S5-U	F3	Use rnwys.
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	h17	F1	3900' strip avail.
Creswell, B&H	L	3.3 SSW;hwy E	620	1	18-(S5)	(F2)	Soft when wet.
Dallas	L	1.2 N; hwy E	372	1	19		P-line WSW. Antenna E, NE. Use strip.
Denio		SEE Denio Airport, Nevada					
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
← Enterprise	P	0.6 N;hwy SW	3800	1	25-S5	F2	Soft when wet. Ruf.
←(P)EUGENE, Mahlon-Sweet	P	8 NW;hwy E	365	3	h55-BL4, 5-S5-W	F4	
" Willamette	L	4.8 W	420	2	25		INACTIVE. Soft when wet.
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW; riv N	1000	1	20	(F2)	E end ruf.
← Gold Beach, Leith	P	0.4 W;riv N	16	1	21-S1	F2	Use strip.
Grants Pass	P	1.6 N; hwy E	1156	1	27-S1	F2	Lnd to N;tk-off S. P-line N. Soft-wet.
" Rogue View	L	6 WSW;hwy S	1000	1	15		Ctn-weeds, ruf, rolling.
Halfway	L	4 ESE	2640	2	24		INACTIVE. Hill SSW. Use ctn.
Hampton	L	0.4 NW;hwy S	4416	1	26		Cattle-fld. Vegetation.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE; RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	631	1	19-S5	F2	No storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwyN	3748	1	29		E blkd. Lnd to E;tke-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle on fld. Soft-wet. P-line S.
(PC)Joseph	L	1.2 W; RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S; riv SE	2970	2	22		Mtns S, SE. Cattle-fld. Soft-wet. 400' NW end NW/SE strip. Ruf.
Klamath Agency, Rayenouf	L	1.5 S; riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(AF) Klamath Falls, KINGSLEY FLD.	P	4.9 SSE; RR NE	4088	3	h103-BL4, 5, 6-S5-W	F4	Asphalt paving plant & p-line 950' S rnwy 7-25 & 800' E of S end rnwy 18-36, max height 45'.
(P)LA GRANDE	P	5.5 SE; RR SW	2713	3	h47-BL4, 6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW; RR S	20	1	32	F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N.
Lebanon	P	1.3 SW;rd N	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Long Creek	L	3.6 N; hwy E	3900	1	22		Soft when wet. Use at own risk.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2.0 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE; RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
Mayville	L	3.5 NNE	2825	2	19		Use at own risk. Soft when wet.
McKenzie Bridge, McKenzie	L	3.5 E; riv N	1620	1	26		Hill ENE. Lnd from W; tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
Meacham	L	1.1 SE; hwy W	4058	1	30-W-U		Use at own risk. Soft-wet. Ruf. Sheep on fld May - Oct.
(P)MEDFORD	P	3.5 N; RR E	1330	2	h54-BL4-S5-W	F4	No maint Mil acft. Use rnwys.
← Memaloose USFS	L	11.2 SE Imnaha	6790	1	34		N end soft when wet.
Millican	L	0.2 SE; hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW;RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mitchell	L	1.7 NW;hwy E	2950	2	17		HAZARDOUS. Use at own risk SE blkd.
Mulino	L	0.3 SW; hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wek-ends. SW blkd; p-line NE. Ruf.
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S; hwy W	160	2	h51-*L4-S1	F2	Ctn-elec. fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
(P)ONTARIO	P	2.5 W;hwy E	2189	2	h45-BL2, 4-S5-W	F3	
Pacific City	P	0.2 S	5	1	h18-S5	F1	
(P)PENDLETON	P	2.9 WNW;RR S	1493	4	h63-BL4, 6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE;RR N	1200	1	26		INACTIVE. Use at own risk. Cattle on fld.
Pinehurst	L	1.0 SW	3800	1	h17		4000' strip avail.
Portland, Dwyer	L	5.8 SE;RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF, NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	3	h88-BL4, 6, 7, S5-W	F4	2-way rdo rqrd or by prior req. 7-25 perm clsd
← " Trohs Skyport	P	6.3 ESE	250	2	h9-*L1-S5-U	F2	P-line NNW. Caution-25'NE end, NE/SW strip unusable -rocks. 2600' strip avail.
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S3	F2	
(P)REDMOND, Roberts	P	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4010	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	525	1	h46-BL4-S5-W	F2	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW.
" Felt	P	3 WNW, riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of rnwy 16-34 these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR, hwy W	55	1	h40-(S1)	(F3)	Svcg, fuel by prior req wk - days.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sheridan	L	1.3 WNW;hwy S	210	1	18		INACTIVE. Land at own risk.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
(PC)Springfield	P	1.6 ENE;hwy S	460	1	h20-*L4-S5-U	F4	
Starkey, Sheep Ranch	L	10 S	4350	1	36		Ridge SW.
Sutherlin-Valley	P	1.0 SW	500	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2, 4-S5-W	F3	No storage.
Tillamook-Coastway #1	L	1.4 E; hwy N	55	1	21		Lnd at own risk. Rgt tfc W, NW. Brush ESE.
(N) " -Coastway #2	L	3 SE; riv N	35	2	h50		CIVIL FAC ONLY. Use at own risk. Water drains
Toketee Dam, Toketee USFS	L	14 WNW Diamond Lk	3300	1	24		Rolling. adi all rnwys - hazardous.
Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F4	Use rnwys, taxiwys only - sink holes in grass area.
Ukiah	L	1 NW; hwy W	3400	2	16		
Vale	L	1.5 SSW;riv E	2250	1	24		Soft off gravel when wet.
(PC)Wagontire, Alkali Lake Flight Strip	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flight Strip	L	1.4 S; RR NE	3200	1	23		
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade. Dangerous, ruf, weeds.
Woodburn	L	2.8 WNW;RR E	200				CLOSED-CONSTRUCTION.
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
PENNSYLVANIA							
Aliquippa, Hopewell	P	2 SW	1150	2	20-S5	F1	
(P)ALLENTOWN, Bethlehem-Easton	P	4.6 NNE;RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
← ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S5-W	F4	Use rnwys.
" Peterson	P	10.7 NNE;RR NW	970	1	25-*L3-S5-U	F3	
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW;hwy N	480	2	h31-S5-U	F1	
← Beaver Falls, Beaver Co.	P	4 NW	1247	2	h20-S5-U	F2	3800' strip avail.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3 N;RR N	1100	2	18-S5	F2	
Berwick	P	2.2 ENE	620	1	21-S3-U	F2	E blkd.
Bethel, Grimes	L	1.7 ENE;hwy S	582	1	30-(S3)-U	(F1)	Unattended week-ends.
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h45-BL4, 6-S3	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4-U	F3	
Brookville, 45A, CHI-LGA		2WSW;RR E					PERM DISCONTD
Butler	P	2.8 WNW;hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc and avoid Hospital
(PC) " Graham	P	6.2 SSW;crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
← Chester, Delaware Co.	P	6.5 W	400	2	27-*L4-S5-U	F1	P-line SW. Trees NW.
Clearfield	L	1.5 WSW;RR SE	1220	2	21-(S3)	(F1)	E blkd. P-line NE. Rgt tfc E, NE, SE. Ruf.
Coatesville	L	2.4 W;RR S	623	2	25-B-S3	F1	ENE, NW blkd. Soft-wet.
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
Columbia, McGinness	P	1 SE	334	2	18-S3	F1	W, SE blkd.
(PC)Connellsville	P	5.2 SW;hwy E	1250	3	h34-BL4-S3	F2	
← Conway, Pittsburgh	P	0.4 NE;RR W	950	3	19-S3	F2	

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ← ← = new or revised data. UNICOM: U - 122.8 mci X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Corry, Port Lawrence	L	1.2S;RR N	1745	3	22-(S1)	(F1)	
→ Coudersport, Potato City	P	7.5ESE;hwy N	2480	2	34-S3	91	
Cresson	L	1 NE;RR,hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
Danville	P	2.2SW;riv N	480	3	22-S5	F1	Hills SE,SW
Doylestown	L	1.5 NNE	400	1	32-S3	F1	P-line NE.
" Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd.
DuBois	L	1.7EE;RR NE	1575	3	29	F1	Use at own discretion.
Duncannon, Hackenberger	P	3NNE;riv W	500	2	22-S1	F1	Use strips.
(PC)Eagles Mere	L	1.9SW;lk SW	1908	1	22		
Easton	P	3.8NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8NW;hwy W	100	2	21-S5-U	F3	NE, WSW blkd.Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC)Emienton	L	2.2 NE	1452	2	24-(S5)	(F1)	
Emporium, Keystone Park	L	0.5 SW	1210	1	16-(S3)	(F1)	W blkd;mtns,p-lines,tank surd fld.
→(P)ERIE, PORT ERIE	P	6WSW;hwy SW	732	3	h50-BL4-6-S5-W-J	F4	N,S blkd;p-lines E,NE.
→ Finleyville	P	0.7SW;RR NE	1240	1	24-S3-U	82	
(PC)FRANKLIN, Chess Lamberton	P	1.8SW;hwy NE	1540	2	h37-BL4,6-S5	F3	Trees ESE.
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Freeport, McVille	L	7 SW	1090	2	15	F2	
Gettysburg	P	2.8NW;twr E	600	3	21-S1	F1	Rgt tfc rnwy 19.
Gordon	P	2 WSW	960	4	24	F1	Mtn S SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5SW;riv SW	490	1	21-S1	F1	
→ Greenville	L	3 N	1197	2	27-S3-U	F1	Intsxns. Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
(PC)Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P)HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
(PC)Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet;SW 600' ruf. Unattended ngts.
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E,W.
(PC)Indiana, Jimmy Stewart Fld	L	3 ENE	1407	2	32-S3	F1	
Jersey Shore	P	2.2 E;riv N	540	2	28	F1	
(PC)JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
Kutztown	P	1 SSW;hwy N	400	2	25-L4-S5-U	F3	P-line NNW.
Kylertown	L	0.6 WNW	1660	1			INACTIVE.
Lancaster, Garden Spot	P	5 W;hwy N	423	2	25-S5	F1	W,WSW blkd.
(PC)LANCASTER	P	5.5N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2.4SSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Leesport, Marello	P	2 NE	570	2	22-S3	F1	E blkd; p-line N.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
Lewisburg	P	1 WNW	480	1	32-S3	F1	
Lewistown	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
→(PC)LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4-S5	F3	Mtn N,S.
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S5-U	F1	3200' strip available. Rgt tfc N, NE.
(PC)Meadville, Port Meadville	P	3.4W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd..
Milton	P	0.8S;RR,hwy W	450	3	25-S3	F1	NW,SW blkd.
Monongahela, Thompson	P	5 E;hwy N	1240	2	17	F2	SW blkd.
Montgomeryville	P	0.7 SE	460	3	27-S5	F1	Rgt tfc No. head. P-lines SSW,Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E,NW,SE blkd.
→ Mount Joy, Donegal	P	4 WSW	459	1	17-S3	F1	
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5-U	F2	Gulley NW.Rolling.
Mount Pocono	P	1.5NW;RR W	1925	2	h26-B*L4-S3	F1	3200' Strip avail.Attnd irregularly Wints., Summers. 91 octane avail. Soft-wet.
Mount Union	L	4 S;hwy E	560	3	28		Mtn W Soft-wet. Caution-ditch. Use strips.
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F2	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3E;RR NW	460	2	21-S3	F1	
New Kingstown, Taylor	P	0.5 SE;RR S	440	1	26-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Valley Forge	P	4 WNW;rir 1 S	250	1	23-*L-S5		E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
(P)Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S4-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5SW;riv S,SW	10	3	h73-BL4,7-S5-W	F4	Rnwy 9 designated calm wind Rnwy. 2-way rdo rqrd. Use rnwys. Rnwy 12-30 perm clsd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
→ PHILIPSBURG	P	7 E;hwy N	1933	2	h50-BL2	F3	
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
Pitcairn, East Pittsburgh	P	1 W	1150	2	21-S3	F2	
(PC)Pittsburgh, Allegheny Co.	P	5.3 S	1252	3	h55-BL2, 5, 6-S5	F4	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4, 6, 7	F4	FEE. Exten jet flying.
→ Pottstown	P	4.5 E;riv SW	311	2	32-BL4-S3-U	F1	Soft when wet.Rnwy lgts oper for 3 hr after sundown and on req.
(PC) " Municipal	P	1.7 NW;rsvr W	255	2	27-L4-S5-U	F1	
Pottsville, Schuylkill	P	6 ESE;lk SE	510	2	28	F3	Hills SW
→ Prospectville, Turner	P	1 NW	375	3	23-*L4-S5-U	F3	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
→ Quakertown	P	2 W	520	2	18-*L4-S1	F1	P-line N.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F1	W blkd. Rgt tfc S,W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360	2	26-S3	F1	NW/SE strip clsd. Rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19	F1	
Reedsville, Mifflin County	P	2.7N;hwy W	830	1	30-S3	F1	
Ridgeway, King's	L	4 NW;hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC)St. Mary's	P	3.1 ESE;RR W	1911	1	h24-*L4-S5-U	F2	3500' strip avail.
Sayre, Blue Swan	P	2.7WNW;riv E	800	1	27-S1	F1	2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2WNW;RR 3 NE	1179	2	h24-*L2-S5-U	F3	Ben prior req.
→ Selinsgrove, Penn Valley	P	1 N	444	1	39-S3-W	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1490	2	24-S3	F2	
Shamokin	P	3.5N;hwy E,S	900	2	18-S3	F3	
Sharon	P	3.2 ESE	1140	3	24-*L6-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC)Somerset-County	P	4 NE;rd N	2274	2	37-*L4-S5	F1	
→ State College	P	2 SW	1200	3	42-L4-S3-U	F4	FEE.
Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	21-S1-U	F1	
(PC)Sunbury	P	2NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2W;RR W	1125	2	24-S5	F2	
Thomasville, York	P	8 WSW	480	2	h42-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta	L	2 S	1600	1	22	F1	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC)Towanda	P	1.5 SSE	700	1	h25-S5	F2	
→ Trexlertown	P	0.7 E;hwy N	400	2	20-S5-U	F2	
→ Tunkhannock, Skyhaven	P	0.8S;riv N,E	639	1	20-S1-U	F3	Mtn S,NE/SW
Vandergrift	L	2 WNW	1000	2	23	F2	E blkd. P-line NW.
→ Warren	P	2 WSW;riv S	1100	2	h22-S3-U	F1	Mtn NE,SW. FEE.
→ Washington	P	3.2 SW	1183	2	h30-S5-U	F3	Hill NW. Use rnwys only.
Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5-U	F2	Hill NE,SE.
→ Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	33-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
(P)West Middlesex	P	2.8W;hwy N	1090	2	27-S3	F2	SE blkd.
(P)WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 28 not visible from ctl twr.Rgt tfc.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd.
→ Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	h22-S3-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLSD. W end ESE/WNW ruf. NE blkd;p-line WNW
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW;hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical order)							
(P)WILLIAMSPORT-LYCOMING CO.	P	5.1E;RR N	528	4	h43-BL4,6-S5-W	F4	NW blkd;p-line WNW.Rgt tfc on W apch.
Philadelphia, Wings	P	12 NW	320	3	h26-*L6-S5-U	F4	P-lines SE.
Gettysburg, Doersom's	L	2 NW	590	2	30-S5	F2	Rgt tfc rnwy 5.
Conneaut Lake	L	2 SW	1250	2	18-(S3)		SE blkd.
→ Shippenville, Rhea	P	2 W	1450	1	22-S5-U	80	35' twr ENE. 85'water tank SW.

B-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page).(10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
→ Coventry	P	2.8 ESE;hwy S	260	3	30-S3	F1	SSW, W blkd. Use rnwys.
Greene, Ricond	L	1.8 WNW;RR S	390	2	17	(F1)	Aind wk-ends only. SE blkd. Ruf.
Newport	P	3.5 NNE	100	2	h23-S5	F3	3300' strip avail.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	56	4	h54-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd ngts. Use rnwys.
→ SMITHFIELD, No. Central State	P	3.1 E	439	1	h50-BL6-S5-U	F1	Use rnwys. Turf area closed. Lgts dusk-2400.
(PC) Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
→ Woonsocket	P	2 E; RR N	400	3	19-S3	F2	E, NE, S blkd. P-line N. Ruf-Rolling.
SOUTH CAROLINA							
→ Abbeville, Davis	P	2 SSE;rd adj	550	2	21-S1	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
(P) ANDERSON	P	3.2 WSW;hwys N, S	783	2	h50-BL4-S3-W	F4	Use rnwys.
" , Lazy Acres	L			1	14		Private-short fld.
Andrews, Overton	L	2.0 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
→ Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-S5	F2	No storage.
(PC) Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L-S3	F1	No storage.
Batesburg, Twin City	L	3.2 SE; hwy W	537	2	21-*L4	(F1)	
Bennettsville, Rowe	P	1.5 NE;betRR, hwy	190	3	46-B-S3-W	F1	SE blkd. N 2684' N/S rnwy lgtd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E/W strip-hazardous.
→ (PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S9	F1	
(AF) CHARLESTON AFB/Mun	P	9.8 NW;hwy NE	45	2	h70-BL4,6-S5-W	F4	Open to civil acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
(P) COLUMBIA	P	6.8 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" FL Jackson		6.5 ENE	273	2	25		CLOSED.
→ (P) " Owens	P	2.5 SE; RR SW	203	2	h36	80	Rgt tfc SE, NE. Obstns sur fld. Use rnwys.
(PC) Crescent Beach, Ocean Drive Flight Strip	L	1.3 WNW;hwy SE	33	1	h60		
(PC) Darlington-Co.	P	10 N;bet hwys	190	3	h50-S5	F1	
Estill	L	2.5 SSW	120	2	28		INACTIVE. WNW blkd.
→ " Harper's	P	0.6 ENE;RR W	111	1	24	F1	P-line SSW. Unattended.
(P) FLORENCE	P	5 ESE;bet RR, hwy	146	3	h60-BL4,6-S1-W	F4	Trucks on fld-days.
→ (PC) Georgetown County	P	4 S; hwy NW	39	3	h50	F2	
(P) GREENVILLE	P	5.2 E	1049	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc rnwys 18, 27, 23.
(PC) GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S3	F1	
→ Hartsville	P	2.1 NE;hwy S	230	2	24	F1	Rgt tfc WSW. Ruf. Trees W. Unattended.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE;ocean ESE	8	1	18		
Kershaw	L	4 S;hwy W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Laze City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	3 SSW;hwy N	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3.0 S	72	2	34-BL2		E, ESE blkd. Ctn-low spot.
Moncks Corner	L	1.3 WSW	70	2	23	(F1)	rdo rqrd.
(AF) MYRTLE BEACH AFB/Mun	P	3 WSW;hwy N	25	2	h95-B*L4,6-S14W	F3	Equip on fld intermit. Rnwys usable-ctn. 2-way
→ Newberry	P	2.3 NNW;RR NE	565	2	22-*L4-S1	F1	Use strips. Ruf.
→ Nichols	P	0.5 S&S;riv S	70	2	30-S1	F1	
(PC) Orangeburg	P	2.3 S	190	2	32-BL4-S5	F2	Rgt tfc E, S.
→ Ridgeland	P	1.5 NW;hwy E	78	4	25		All apchs blkd xcpt SE. Unattended.
(P) SPARTANBURG, Memorial	P	2.5 SW;hwy SE	816	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter	P	3.0 NNW	180	1	33-BL4-S5	F1	Use rnwy, taxiway & ramp only.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
(PC) Walterboro Municipal	P	1.3 NE	93	3	h55-BL4	F1	
Whitmire	L	2 SW;hwy adj	900	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
→ (P) ABERDEEN, Saunders	P	2.6 E;hwy N	1300	2	h49-BL4,6-S5-W	F3	Use rnwys.
→ Belle Fourche, Bus	P	1 NW;RR S	3140	2	30-S5-U	F1	P-line NE,RR SW. Use strips. Soft-wet.
(PC) Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC) Bowdle	L	1.0 NW	1983	1	23		Soft when wet. Not attended.
(PC) Britton	P	2 N; RR W	1310	3	24-BL4-S5	F2	W blkd. Use strips.
(PC) BROOKINGS	P	1.2 SW;RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
(PC) Buffalo, Harding County	L	0.5 E, riv S	2890	3	30-B	F1	Use strips.
Canton	L	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling, ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
(PC) Dupree Mun	P	0.6 WSW	2340	1	24	F1	
" , Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC) Fairburd, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW.
(PC) Faith	L	0.4 N	2972	1	25-BL4		Use strip. Lgts oper by electric eye.
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S; hwy N, E	1575	2	26-*L1		N, NE, NW blkd. Use strips.
Gettysburg, Lake	L	3 ENE;hwy N	2090	4	29		Use strips.
(PC) Gregory	P	1.6 ESE;RR S	2200	3	20-S5	F2	Use strips.
(PC) Harrold	L	0.9 NNW;RR S	1780	1	32		P-line S.
(PC) Hayes	L	1.0 NE	1986	1	23		Soft when wet. Unattended.
(PC) Herreid	L	1.0 N	1725	1	22		Unattended.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E. Ruf. Use strips.
(PC) HOT SPRINGS	P	6.2 SE;hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
→ (P) HURON, Howes	P	1.3 NW;RR SE	1287	3	h31-BL2,6-W	F4	
(PC) Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution-when wet.
→ Lake Andes	P	1 WSW;lk 1.4 E	1466	2	26-S1	F2	P-lines N, NW.
(PC) Lemmon	P	3 SE; hwy N	2518	3	26-B-S3	F2	Use strips.
→ Lennox, Skie	P	4.1 SE;hwy W	1325	2	20-*L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1638	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC) McIntosh	L	1.0 SE	2251	1	24		Unattended.
(PC) Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC) MITCHELL	P	4.3 N; lk S	1298	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC) Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE, SE.
Murdo	L	3WSW; hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
→ Newell, City of Newell	P	0.2 S	2825	2	27-BL4-S1	F2	P-lines N, NW.
North Sioux City, Rickenbacker	P	1 N; Riv E	1106	3	33-BL4-S5-U	F3	Rgt tfc S. P-line S. W. Use strips.
Onida	L	2.0 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	P	1 NE;hwy E, S	1340	2	25-S1	F2	Use strips. Soft - wet. P-lines SE, SW.
→ Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S9	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P) PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	28	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
(P) RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips. rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG) SIOUX FALLS, Foss Fld	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC) Sisseton	P	2.9 ENE	1170	3	30-L		Use strips.
(PC) SPEARFISH, Black Hills	P	4.9 E	3929	4	31-BL1-S5-W	F3	Use strips.
(PC) Timber Lake	L	1 SSW;Rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1.8; riv S	1140	2	26-S3	F2	
(PC) Wagner	P	1.3 S; RR N	1484	3	32-BL4-S5	F2	Use strips. Unmrkd p-line on 140' twrs 0.5 mi S.
Wall	L	0.5 NW; RR S	2800	3	23		Ruf-Unattended.
(PC) Wasta	L	1.0 NW	2612	1	24		Unattended.
(P) WATERTOWN	P	2.3 NW;lk NW	1747	2	h68-BL4,6-S5-W	F4	Use rnwys.
(PC) Webster	P	2.8 S; hwy W	1848	2	28-B	F2	
→ (PC) Winner	P	1.3 NE;hwy S	2038	4	28-BL3-S5	F2	Use mowed strips. P-line S.
→ (PC) Yankton	P	2.7 N	1242	3	30-B-*L4-S3	F2	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical order)							
Martin	P	0.5 SE; riv S	3293	1	24		Unattended.

B-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-Alleay field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (10 December 1957)*

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, TRI-CITY	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	Max gross limit 30,000 lbs. Rnwy 9-27 slippery when wet.
(P)CHATTANOOGA, Lovell Field	P	5.5E;RR E	682	2	h62-BL4,6-S1-W	F4	Use rnwys.
Church Hill	L	1 SE;riv S	1267	1	19		WSW blkd.
(PC)CLARKSVILLE, OUTLAW	P	7 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6NNE;hwy E	685	1	22-(S1)	(F1)	
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
Copperhill, Ducktown	L	2.5 NE	1800	1	13		Unmarked ditches, eroded.
(PC)Crossville, 9A, BNA-DCA	P	3.3 WNW;hwy N	1862	2	28-BL2-W	(90)	P-lines SE, W, NW.
Dandridge, Lakeside	L	6.5E;hwy S	1028	1	23		INACTIVE.
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-EL4-S3-W	F1	NE blkd.Use rnwys.
Eagleville, Puckett	L	4 SE	700	2	17		NNW,SSE blkd of E strip. Caution-3' elec fence NNW of W strip. Rolling. Ditches ends NNW/SSE Strip.
Fayetteville, Wilks	L	2.5 NNW;hwyE	697	1	26-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
Halls, Lauderdale County	L	1 NW;RR E	289	3	h61-(S1)		Use rnwys.
Harriman, Liles	L	1.8ENE;riv W	753	1	23-S1	F1	Bluff SE.
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt, Warmath	L	2.8 ESE;hwySW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE	414	2	h35-BL4-S5-W	F4	Perm. discontinued
(P)JACKSON, McKellar	P	5.8WSW;RR SE	414	2	h35-BL4-S5-W	F4	Use rnwys.
JOHNSTON, TRI-CITY (See Bristol, Tri-City)							
Johnson City, Carson B.Baker, Sr.	L	3.8 NE	1543	1	23-S3		Soft - wet. Ruf.
KINGSPORT, TRI-CITY (See Bristol, Tri-City)							
Knoxville, Cox Sky Ranch	L	6SSW;RR,hwy E	822	1	29-S3	80	Rolling. Ruf, tall weeds.
" Island	P	3 E	832	1	42-*L2-S1-U	F1	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12SSW;hwy E	986	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts,rcvr days.Use rnwys. Rgt tfc rnwy 22R.
Lawrenceburg, Fleeman	L	3.5E;hwy S	890	1	19		Closed, unsafe.
" Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Lebanon	P	1.8SW;hwy S	580	3	26-S3	F1	
(PC)Lexington, Franklin-Wilkins	P	0.5E;RR W	516	2	20-BL4-S5	F1	
Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
Maynardville, Lakeview	L	6.3N;rsvr S	1066	1	26		
(PC)McMinnville, Warren County, 16A, ATL-BNA	P	3.8WNW;hwy N	965	2	32-BL4-S3	F1	
(AF,NG)MEMPHIS	P	5.9SSE;RR2NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt. 2-way rdo rqrd.Rnwy 14-32 clsd ngt operns.Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F2	P-line S. Rgt tfc E,S.
" -Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	359	3	27-*L-S5	F3	
Milan	L	3NNE;canal N	378	1	26-(S5)	(F1)	
(PC)Morristown, Murrell	P	4.8SW;hwy NW	1295	1	34-BL4-U	F2	
Mount Pleasant	L	2.5 ENE;hwy NW	677	2	34		NW blkd.
(PC) Murfreesboro	P	2 N;hwy W	615	1	27-S5-U	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	4	h70-H4,6,7-S5-W	F4	Use rnwys.2-way rdo rqrd.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
Oak Ridge	L	5.5W;RR S	788	1	28-(S3)	(F1)	Attnd week-ends only. Rgt tfc NW
(PC)Paris, Henry County	P	4.3NW;hwy N	571	2	h25-B*L4-S5	F1	
(PC)Pulaski, Abernathy	L	3.6SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
(PC)Sewanee, Univ of the South	P	3 E	1950	1	h28		Caution - rough.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
Springfield	L	6 NE;hwy S	600	2	21		CLOSED.
(AF)Tullahoma, Northern	P	1.5NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC) Union City, STEWART	P	5 ESE;hwy NE	340	1	h40-BL4-S5	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4	F1	
White Pine	L	0.5 S;hwy E	1120	1	19		

NEW AIRPORTS (or airports out of alphabetical order)

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)ABILENE MUN	P	3 SE; hwy N	1778	2	h54-BL4,6-S5-W	F4	
Adrian, Moser Bros.	L	17 WSW	3990	1	26		
Albany, Taylor	P	1 N; hwy E	1429	2	h26-S1	F1	S blkd. 3100' strip avail
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.
Alpine: O - Two Ranch	L	36 SSW; crk W	3780	3	52		Soft when wet. Windmill NE.
" Starns	P	2.1 NW; RR E	4500	4	42-L4-S5	F3	P-line N, NE. Fld surd by mtns.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N,S	3604	3	h60-BL4-S5-W	F4	Use rnwys.
" -Palo Duro	P	4.0 S	3636	2	h31-S5	F1	Fence SW.
" Tradewind	P	2.5S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F4	Ctn-floodlgts around arena. Use rnwys.
Archer City	L	1 NE;RR NW	1050	1	19		P-line S.
Arlington, Lucas	P	3 SW; hwy 2 N	611	3	25-S5	F3	N,S, W,NW blkd Ctn-wet
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h52-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R.Unlgtd trees, pole apch end rnwy 16R. Use rnwys, taxiways.
Austwell, Heard	L	0.5SW;RR E	23	3	43		P-lines SE, SSE. Slick when wet.
Azle, Atwood	P	3.5 WNW	800	1	21	80	N blkd. Ruf.
Bakersfield, Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution-weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47		E/W, NE/SW strips used only case of strong wind.
Bandera, Flying L Ranch	L	1.7 SE; riv N	1264	2	h26-U	F3	N blkd; p-line E.
" Mayan Ranch	L	0.7 W; riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE; lk SE	1358	1	36		
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E; hwy NW	39	2	25		Right traffic
Baytown	L	3.7 NE; RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended. No storage
Beaumont	P	6.8 W;hwy S	31	3	34-S3-U	F2	Use strips.
" JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy SE	15	3	h57-BL4,6-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W; RR S	29	1	25	91	P-line S. Rgt tfc S takeoffs.
Beeville, Travland	P	2 NW; RR E	290	2	27-S5	F2	P-line NE,SSE. Cattle-fld ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
Big Lake	L	0.6 NW;hwy S	2700	3	h31	F1	P-line SE.
Big Spring, Hamilton	P	1.5 N; hwy S, W	2517	4	32-S5	F1	E blkd;p-line N, NE. Use strips.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N; hwy E	616	1	h30		
Booker	L	0.8 SSE;hwyN	2850	2	25-(S1)	(F1)	N blkd, p-line NE. Soft-wet. Use strips.
(PC) BORGER, Hutchinson Co.	P	2 N; hwy S	3052	3	h41-BL4-S5-U	F4	
Brackettville, Ft. Clark Ranch	L	2.4 SW;hwy N	1105	3	53		
" Frerick Ranch	L	16 SW; rd N	995	3	15		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;rivE	1390	1	33		
(PC)BRADY, Curtis	P	3 N; hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
(PC)BRECKENRIDGE, Stephens	P	2.5 S; hwy W	1282	3	h38-BL4-S5-U	F4	Use rnwys.
Bremond	L	1S; RR, hwy W	460	1	21		Cattle on fld.
(PC)Brenham	P	1 ESE; RR NNE	342	3	32-*L4-S1		
Brownfield, Terry Co.	P	5.0 E	3314	3	50-S5	80	Strips rough.
(P) BROWNSVILLE, Rio Grande Valley International	P	4.5 E; hwy N	22	6	h97-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
" Mauldin	P	4.4 NNW; RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips. Cattle on fld. Soft-wet.
(PC)BROWNWOOD	P	6.3 NNE,hwy E	1386	4	h50-BL4-S3-U	F3	Rnwys 8-26, 3-21 clsd.
Bryan, Coulter	P	4 NE; hwy N	360	3	27-B-S3	F2	Use strips.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on fld.
Butler, Prewitt	L	0.3 NE; RR SW	495	1	26		P-line S.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page).(10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.
Candelaria, Howard	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
Carbondale, Ashford	L	0.5 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E; hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W; hwy N	310	2	23		W blkd;p-line NE. 85'ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Castroville	L	1.8 ESE	740	3	h50		
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW, N, E. Cattle on fld. Use at own risk.
Chester, Bar C Ranch	L	1.8 NW	265	1	35		SE blkd. Cattle on fld.
(P)Childress	P	5.2 W;hwy N	1952	4	h60-BL4-S5-W	F3	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv N	1400	2	15		
Christoval, Edwards	L	2.4 N; riv W	2000	1	15		Antenna S. Soft when wet.
Claude, Conrad Farm	L	3.3 NNE;hwy W	3420	4	28		NE, NNE blkd; p-line E. Ruf. Ctn-draw.
Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on fld.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	3	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys. Bcn prior request.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F3	
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on fld.
Comanche	L	4.0 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1.0 N	1490	2	20		
Conlen	L	0.5NE;RR,S	3800	2	52		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.5 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Converse, Hedrick	P	8.0 NE San Antonio	750	1	21-S5	F3	Fence across N end.
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd.Operg area mrkd. Rnwy 8 clsd for take-offs. Rnwy 26 clsd for lndgs.
(N) " Cuddihy	P	7.8SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5-U	F1	P-line NE 3700'strip avail.
" Allison Ranch	P	3.0 NW	410	4	h35-L4-S3-U	F4	5280' strip avail.
" "75"	P	1.8N;hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2 NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County	L	1 NNW;hwy E	2580	3	15-S3		Use strips.
Crosbyton, Paudler	L	1.5 E; hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy.
(PC)Crystal City Mun	P	1.5 NE	610	1	h35-BL4-S5	F3	
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.8 SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only rnwys 17-35,3-21 lgtd.
" Rita Blanca	L	3.4 SE; lk W	3960	2	39-(S5)	(F1)	Cattle on fld.
Dallas-Flyers	P	10SW	404	3	37-L4-S5	F2	P-lines N, NW.
Dallas, Garland	P	9.6 NE;hwy S	614	2	h34-S5-U	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N; rd E	524	2	h24-L4-S5	F4	Use rnwys & taxiways. Lgtd p-line N of N/S rnwy.
" Hi-Way 77	P	10.4 S; hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd.P-lines SE, W.
" Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h17-BL4,6,7-S5-W	F4	Use rnwys. P-line S.
" Redbird	P	7 SSW;hwy SE	642	2	h45-BL4-S5-U-W	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E	543	2	h16-L4-S5	F3	2550'strip avail. Ctn-fire break SW.
Decatur	P	1.5 N; rd SW	1059	4	28-S5-B	F4	*E,W, blkd. P-line SW. Use strips
Delaware Springs, 11-ELP-FTW	P	0.5 ENE	3955	2	39-BL2		P-line SE. Rolling,ruf. Unattended.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
Del Rio	P	1.5 WNW, RR 5	1025	2	35-L4-S5-U	F2	P-line N. Rnwy lgts 13-31,opts sunset-2400 and on prior req.Rgt tfc strips 13 & 17
Del Rio, Horn Ranch	L	21 NE; rd W	1290	4	21		Hill NNE. Soft when wet.
(AF) " Val Verde County	L	4.5 ENE; RR S	1094	3	h49-B		Prior approval rqrd from Laughlin AFB Operns to land.
Denison, Grandpappy Point	P	8.7 NW; lk E	694	1	15	F1	Rolling.
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E, SE. Use rnwy when wet.
							unusable
Dilley	L	0.5 SW; RR E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W.
Dryden, 29, ELP-BRO	P	5.7 W; hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on fld.
Dumas	P	2.0 W	3650	2	h44	F2	
Eagle Lake	L	0.5 NE	185	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E; hwy N	774	3	30-*L-S6-	F1	WNW blkd,p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	9.0E;hwy S	865	2	h35		INACTIVE. Cattle on fld.
Eastland	L	1.0 NE;RR S	1480	1	30		
Edcouch, Walker	P	0.6 NE	70	1	31-S5	F3	
Edinburg	P	2.8 W;hwy W	90	3	31-BL4-S3	F3	E, W blkd. Bcn & rnwy lgts opts dusk-2400.
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd; p-line E.
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5-U	F2	No storage.P-lines NNE,SE,SSW.
Eldorado, Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;RR S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
EL PASO-International	P	4.8 ENE	3936	4	h90-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land.
Esperanza, McCoy	L	0.5 NE;riv 1 S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	40-(S3)	(F3)	Rough. ESE blkd.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2 NNW;RR W	3187	4	27	F1	P-lines W, SSW.
Ft. McKavett, C-B Ranch	L	2.6 W; rd S	2150	2	32	(F1)	Unattended. Livestock on field.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on fld.
Ft. Stockton, Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Henderson Two	L	19 SSE;hwy 2 E	3500	2	26		Rolling. Cattle on fld.
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F4	
" Skevington	L	38 S	3820	2	30		
(PC) Ft.Worth, CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE/SW rnwy clsd. Use rnwys.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Pop's	L	7.7 N	670	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on fld.
" Russell	P	7 SSE;hwy NW	710	4	31-S5	F3	NE,SE blkd.
" Saginaw	P	8.5 NNW	770	2	26-S5	F3	P-lines S , SE. Rgt tfc strips 12,18.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-BL4-(S1)	(F1)	Attended Sundays only.
Freer, Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	26-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-B*L4-S1	F3	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on fld. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W-U	F4	
Genoa	P	1 NE,RR;hwy S	46	3	17-L4-S5	F2	Rgt tfc strips 11,14,20.NE blkd.
(PC)Georgetown	P	3.3 N;hwy W	784	2	h41-*L4-S5	F2	ENE/WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S; RR W	480	3	27-B*L	F3	Rolling. Ctn-high weeds, grass.
Gladewater	L	2 WSW; hwy S	296	2	23		
Glen Rose, Lane	P	6.5 E	820	2	22	F1	P-line NW. Stock on fld.
Gonzales	P	0.5 NE	350	1	33-S3	F1	Caution-when wet.
Graham	P	2 ENE;hwy N	1120	4	h34-B*L4-S3-U	F1	NW,SW blkd; hill N. Caution on turf strips.
(P)Greenville, Majors	P	6 SSE;RR NE	544	4	h55-B-S5	F4	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. ➡ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Greggton, Skyranger	L	1.4 SW;RR N	360	1	h34-L4		P-line N.
Guthrie, 6666 Ranch	L	2 NW;hwy S	1760	1	h40		
Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	P-lines W,WSW.Soft -wet.No storage.
" -Harvey Richards	P	4.0 W	43	3	h36-BL4-S1	F3	P-line W.
Harwood Gottwald	L	0.5 S	468	1	20	F2	Unattended. P-line NW, fence SE. Fuel avail emerg only.
Haskell Paint Creek Plant	L	10.8 ESE	1440	1	18		Use strips.
(PC)Henderson, Rusk County	P	3 WSW	440	2	h30-B*L4-S1	F1	
Hereford, Paetzold Air Service	P	2 SE	3808	2	35-S3	F3	P-line N.
Hillsboro, Triplett Ranch	L	5.5 SW	650	3	26	(F1)	S,SSE blkd;p-line ESE. Rolling, Cattle on fld. Use strips.
(P)Hondo Air Base	L	2.1 W;RR S	929	6	h61-BL4		AF primary contract school. CLOSED civil acft xcpt on ofl bus. or prior approval.
" Holloway Farm	L	5 S;hwy E	800	1	14		(PRIVATE)
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip
(P)HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4, h-85-W	F5	Rnwy 8-26 clsd. Tk-off to E only. 70'mrkd twr center S edge of fld.Unlgtd 38'p-line parallel to and 1000' E of E bndry.115 & 145 oct avail.Use rnwys-shoulders soft.
" Andrau	P	12 WSW;rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	43	3	h40-L4-S5-U	F4	P-line E. NW/SE, E/W strips soft-wet.
" Bealine	P	12 N	82	1	41-BL-S5-U	F3	Use strips.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC)Huntsville	P	2.5 NW;hwy S	366	3	h25-L4-S3	F2	2900'strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on fld.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N,E,SE,S,W,NW;dikes NW,SE,N.
Irving, Jap Lee	P	3.0 N	520	3	38-*L-S3	F1	
Itasca-Community	L	2 ENE;hwy NW	820	1	22		P-line W.
Jacksboro, Pursley	L	3.8 WNW;Rd E	1100	2	31		P-line SSE.
Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S3-U	F3	2800' strip avail.
(PC)Jefferson, Cypress River	L	2.8ESE;RR N	221	3	24		Caution-weeds.
" Voyles Lazy V Ranch	L	10 ENE;riv S	1100	1	18		Road crosses strip.
(P)JUNCTION, Kimble County	P	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW,NE,SE. E/W strip not maint.
Juno, Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W.W. West Ranch	L	8.8 NW;rd W	1833	1	27		
Keene	L	2.0 NNW	800	1	17		Cattle on fld.
Kendalia	L	2.5 W	1350	1	21		Cattle on fld.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E;hwy S	2840	5	h32		P-line SW. WNW/ESE strip ruf.
Kerrick, Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on fld.
(PC)KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Killeen, Youngblood Ranch	L	12.3 SSW;riv N	900	1	18		N blkd. Cattle on fld.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F2	NNE,SSW,NNW blkd;p-line SSE. Hill SW end NNW/SSE rnwy.
Lake Whitney, Cedar Creek	L	3.1 WNW; lk W	590	1	30		P-line N. Loose rocks S end.

a-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. sw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
							Ruf.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		
(PC)LaPorte	P	2.5 WNW;rd S	30	3	40-B-S5-U	F4	
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
Leakey, Lewis Ranch	L	6 NNW;rd E	1730	1	28		Cattle on fld. Soft-wet.
Levelland	P	2 S;hwy W	3525	4	h26-L4	F1	P-lines SW. Use strips. Soft when wet. 3000'strip avail.
Liberty, Darrell	P	4.3 SSE;RR N	70	1	28-L4-S5-U	F2	P-line N W. Use strips. Soft when wet.Bcn on req.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36-L4	F1	E blkd;p-lines N,NE,SE, NW. Lgts SS-2430.
Lockhart	L	2.8 S; hwy E	529	2	28		
Lometa	L	3.5 WNW	1500	1	21		Cattle on fld.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longview, East Side	L	2.4 NE;hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE;hwy N	365	3	h52-BL4,6-S5-W	F4	Use rnwys. [wind conditions;
(P)LUBBOCK	P	5 NNE;RR W	3256	4	h65-BL4,6-S5-W	F4	Use rnwys.E/W rnwy restricted to day and high
(P)LUFKIN, Angelina County	P	7.8 SSW;hwy W	290	1	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC)Luling Memorial	P	3.5 N; hwy E	480	2	28	F3	
Marathon	P	1 SE	4100	4	37-S5	F1	
Marathon, Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC)MARFA, Alpine	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use rnwys. Bcn prior req.
Marlin, Stephens	L	2 ESE	383	2	19		P-lines N,NW. Cattle on fld.
(PC)MARSHALL, Harrison Co.	P	3.9 SE; hwy N	357	2	h35-BL4-S3	F3	Bcn,lgts prior req aft 2400;no ngt operns NE/SW rnwy.
" Beer's Caddo Lake	L	18 NE;lk E	180	1	48-S1	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC)Mason-County	L	3.2 ESE;hwy N	1500	2	36		
(PC)McALLEN, Miller Intnl	P	1.8 S;hwy E	102	3	h41-BL4-S5-U	F4	ARPT OF ENTRY.
(PC)McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
(PC)Memphis	L	1.4 NNE;RR SW	2082	3	38		E,SW blkd. Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S, W. Ruf.
Mexia	P	1.2 SE;rd N,NE,SW	516	2	23-S3	F1	P-line E. Rgt tfc E,N,E/W strip ruf.
(P)Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
" AIR TERMINAL	P	9.5 WSW; RR S	2867	4	h66-BL4,5,6-S5-W	F5	Use rnwys, taxiways.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
(P)MINERAL WELLS	P	3.6 ESE;hwy N	964	2	h42-BL4-S5	F4	
Mission - Aero	L	2.5 WSW;RR N	135	2	16		P-line SE. Use strip.
(PC)Monahans, Hurd Memorial	P	1.2 SW; RR N	2611	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.
(PC)Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf. Unattended. P-line W.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC)Muleshoe, Warren	P	1 ENE; hwy N	3800	4	43-L4-S3	F2	P-lines N,NW,W, WSW.
Munday, Leflar	P	0.7 E; RR N	1483	1	21-S1	80	N blkd. Muddy when wet.
(PC)Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-BL4-S1-U	F4	4300'strip avail.
(N,NG)Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle on fld intermittently.
Odessa, Ector County	P	5NNW; hwy W	2988	4	h43-*L4-S5	F3	5300' strip avail.

F - fuel octane. ➔ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
(PC)Olney	L	4 WSW	1274	3	h55		Use rnwys. Unattended. 80oct prior req by phone.
Orange, Brown	P	3.6WSW;hwy SE	20	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
Ozona	P	1.0 N	2330	1	h39-B-S3-U	F1	
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
Paducah, Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P)Palacios	P	2.5 NW	13	3	h50-S5-W	F3	
" Matagordo Club	L	6.5 E Pt. O' Connor	9	5	h43		CLOSED.
(PC)Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Pampa, Lefors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F4	Use rnwys.
Pandale, Mills Ranch	L	9.5 NE;rd SW	1950	2	18-S3		Surd by mtns.
Panhandle, Vance	L	4.5 NW;RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
Pearland	P	0.3 S; hwy W	51	4	26-S5	F2	E, NE blkd. P-line S, SW, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC)PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
(PC)Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
" Harbaugh	L	22.2 S;riv S	3000	4	41		
" Urban	L	19.5 SSW	3000	2	17		
" Wermske	L	17.0 SSW; lk N	3000	4	19		P-line W.
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC)Plains, Yoakum County	L	1.2 NNW	3600 2 3350	2	30		P-line NW. Use strips.
(PC)PLAINVIEW Hale County	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	L	1.0 N; riv E.	374	1	18		NW blkd.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int S	15	3	23-S5	F2	S blkd;p-line N, W, NW.
" Reikert	L	1.5 SW	17	2	18		
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
Pottsboro, Loe's Highport Resort	P	4.7 NNW;lk adj	735	1	16	F1	Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	120	1	23		Use strip.
(PC)Quanah	P	2 SW; hwy 1 E	1602	3 1	h24-S1	80	Operated seasonly.
Ranger	P	1.5 SSW;hwy W	1468	4	24-S5	F2	NNE, NNW blkd. P-line W.
Raymondville, Fox	P	1 WSW RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
Refugio, Rooke	P	3.2 WSW	54	4	29-S3	F1	P-line N, NE, NW. Use strips.
Rio Grande Farm Service	P	1 E; RR S	200	2	23-S3	F2	Fence, bldg S. Ctn-low duster flying.
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2600	2	26	F1	P-line SW. Rolling. Ctn Golf course side rnwys.
Robstown, Nueces County	P	1.0 SW	77	4	h16-S3	F2	Asphalt broken ruf.
(N) Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5-U	F3	
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	28		WNW blkd. Wire gap across NNE, SSW strip. Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S3	F1	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
Salt Flat, 6A, ELP-FTW	IP	80 E El Paso	3727	3	30-BL2		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL6-S5-W	F4	Use rnwys.
(P)SAN ANTONIO, Intn'l	P	7.8 N;RR SE	800	3	h54-BL4,5,6-S5-W	F4	2-way rdo rqrd ngts.
" Lakefield	P	10 S;lk E,S,N	550	2	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F4	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167'ASL. P-line NW.
San Augustine, Fairway Club	P	5.0 ESE	380	1	h38		Caution in lndg - rnwy soft.
San Benito	P	1.5 E;RR SW	31	2	26-B-S3	81	P-line S. Use strips.
San Marcos	P	3.0 S	630	2	34-S5	F2	
" Kalt Ranch	L	5 N; riv W	800	1	26		Cattle on fld.
Santa Elena, Diamond O Rnch	L	5.5 SW;hwy E	420	1	36		1000' overruns each end.
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
Seguin	P	3.3 WSW;riv E	400	2	12-*L1-S5	F1	
(PC)Shamrock	P	1.3 SSE;hwy W	2323	2	26-BL4	F1	
Sherman	P	1.4 SSE;hwy N	749	1	h40-BL4-S3	F1	Rgt tfc N, NE. Ruf.
Sinton Mun	P	2 W; rd N	49	2	h45-S3	F2	SSE blkd. Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham	P	1.0 SE	600	3	35	F2	N, NE blkd. P-lines S, SW.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
(PC) " Winston	P	2.5 SW;hwy N	2427	3	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Copeland Ranch	L	15.7 NE	2360	2	31		Unattended.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	26		SW blkd.
" Greever	L	7.0E; rd N	3075	4	22		P-lines N, NE, WNW.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Jameson Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Stamford, Arledge	P	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only. Ben prior req.
Stephenville	P	1.5 E ; hwy W	1310	3	30-*L4-S5	F2	Ruf.
Sugar Land, Hull	P	1.0 NW	99	1	51-LA-S5	F4	
Sulphur Springs	P	1.9 NW; RR S	472	2	35-B	F2	
Sutherland Springs Higgins Grass Farm	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
(AF)SWEETWATER	P	3.5 W; RR S	2379	3	h62-BL4-S5-U	F4	
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Teague, Gage	L	1 N;RR;hwy SW	506	1	18-S3	F1	Unattended.
(PC)TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd.N/S strip ruf-short
(PC)Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	P	2.8 WNW, lk N	7	3	23-S5	F1	N blkd. Use strips.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
Truscott, 7 L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips. P-line E, NE.
Tulia, Cowan Farm	L	4.6 SW; hwy E	3530	1	30		Emerg only. E blkd.
" Foster Ranch	L	17.4 SSE	3350	2	22		NNW blkd;p-line SSE. N/S strip in cultiv.
" Vaughn Farm #1	L	4 WSW;hwy N	3440	4	26		N blkd; p-line NW.

F - fuel octane. ➔ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Tulia, Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld. [-very ruf. Use at own risk.
Turkey	L	2.7 SSW;hwy E	2350	2	27		Unattended. Rnwys covered with tall grass & weeds
(P)TYLER, Pounds	P	5.5 W; hwy N	544	3	h51-BL4,6-S5-W	F4	Acft above 50,000 lbs rstd to rnwys 4-22. Use rnwys.
(PC)Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5	F3	Ruf.
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	26	(F2)	Cattle on fld. Unattended.
Vanderpool, Haby Ranch	L	8.0 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC)Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2		Use rnwys. Pilots circle town for service.
Vernon, Wilbarger County	L P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6.0 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S5-W-U	F4	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S4-W	F4	Use rnwys.
Waelder, Benham Flying B Ranch	L	6.2 NW	500	2	20		SW blkd. Cattle on fld.
Walnut Springs, Flat Top	L	3.2 WNW;lk W	950	1	30		Cattle on fld. Gulley S.
Weatherford, Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	only N,S strip when wet. Embank N,E,S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling. Ruf.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5-U	F1	P-lines N,E,S,SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5-U	F3	3200' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	4	h70-BL4, 6-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end. rnwy 12-30 usable lgt acft. Rgt tfc rnwys 17R, 35R, 20, 30 indicated by amber lgt mrkrs.
Wimberley, Eagle Rock Ranch	P	2.4 NNW	1000	1	h26	F1	
(P)Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3-W	F3	Rnwys 17-35 & 4-22 clsd ngts. Rnwy 13-31 only lgtd
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N. Cattle on fld. Ruf. [rnwy.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd.
		NEW AIRPORTS (or airports out of alphabetical order)					
Bastrop Mun	L	2 mi S	372	2	40	(F1)	Cattle on fld.
(A)Grand Prairie	P	0.2 mi S	550	1	h28-*L4-S3	F4	P-lines N, NE, SW. Bldgs NW.
Boerne, Ammann	L	8 NE	1350	1	27		Unattended.
Sabinal, Wieboldt Strip #2	P	1 N	940	1	25	80	P-line N, trees S.
Nixon	L	1.4 E;RR NE	380	2	26		Soft-wet.
Denton, Hartlee Field	L	5 NE	588	2	26	F3	Private use only.
Bowie Mun	L	1 NE	800	3	25		P-line E. Hill W. Use strips. Cattle on fld. N ruf.
Munday, Petty	P	1 NE	1480	1	26-S3	80	Caution-loose sand on rnwy.
Angleton, Bailes	P	2 E;RR N.	40	1	50-S3	F2	N blkd-P-line.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					UTAH		
(PC)Beaver	L	3.2 SSW	5853	2	47		
Blanding	L	2.9 S;hwy E,S	5750	1	h47		Soft when wet. 5300' strip avail.
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC)Brigham City	P	3 NW;RR S	4220	3	52-BL2-S5	F2	Ctn-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	P	5 N; rd S	7586	2	h74-BL4-S1-W		Strip-ruf.
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P)CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S5-W	F4	Rgt tfc S,W. Use rnwys.
(P)Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
Duchesne Mun	L	2.2 mi NNE	5633	3	51	F2	
Enterprise, 39, LAX-SLC		8 NNE; hwy N					Perm. Closed.
(PC)Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on fld.
Garrison	L	3.1 NNW;rd E,SW	5225	2	40		
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW,S blkd. Tk-off N, land S. Use at own risk.
Hanksville 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N/S strip ruf. N end soft when wet.
Huntington	L	3.5 NE;hwy NW	5900	1 2	40		P-line NW. Cattle on fld.
(PC)Junction	L	1 NNW;hwy E	6074	1	38		
(PC)Kanab	L	2.6 S;hwy E	4856	2	h53	F3	Caution-strip soft.
Loa, Wayne Wonderland	L	3.4 SE;hwy NE	7000	2	58	F1	Soft when wet. Unattended.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S,E.
(PC) " -CACHE	P	4 NNW;RR E	4454	3	h52-BL4-S5	F3	
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		E,W strip rolling, ruf.
Manti-Ephraim	L	5 N ; RR SE	5835	2	h35		
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
(P)Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W	F2	Fld unsuitable acft over 12,500 lbs.
(PC)Moab, Grand County	P	7.7 SE;hwy W	4934	1	h50-S5-U	F4	
(PC)Nephi	L	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
Oljato	P	In town	4838	1	26	F2	
Parowan	L	1.8 NNE	6000	1	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-B*L4-S3-U	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RR E, S,W	4260	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	P	1.8 SSW; RR E	5277	1	36-S5	F2	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36	F3	
" 36, LAX-DEN	P	6.0 SE	2887	2	h50-BL2,4		
(NG,N)SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7,S5-W	F4	
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW; hwy N	4243	3	42-S5	F2	P-lines N, NNW.
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele	P	1.4 WSW;RR W	4983	1	52	F2	
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h57-S1	F2	
Tridell	L	1.2 SSE	5740	1	25		
(PC)VERNAL	P	1 SSE;hwy N, E	5277	2	h49-BL4-S5-W	F4	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf. Lnd N fence line. S end of strip fenced.
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3549	1	35		Unattended.
		NEW AIRPORTS (or airports out of alphabetical order)					
					VERMONT		
(P)BARRE-Montpelier	P	3 W, pond 1.5 SW	1149	2	h47-BL4-W-U	F3	P-lines SSE,SW. Use rnwys.
(PC)Bennington	P	2.5 WNW;riv N	813	2	20-S3	F1	Grass areas soft-use gravel rnwys. Trees NE.
Bristol	P	0.7 W; riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF,NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,5,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW.
Canaan, Bunnell Farm	L	5 S; riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W; RR W	120	2	19-S1-U	F2	N,W blkd.; p-line E.
East Berkshire	L	1.0 S	410	1	18		
Fair Haven	L	1.5 NNW;riv W	370	1	18		P-line S. Use gravel strip. Grass soft when wet.
Manchester, Equinox	P	1.5 ESE; RR N	700	2	18-S3	F1	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd.
(PC)Newport	P	3 SSW;lk NE	930	2	h40-S5-U	F2	
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5-U	F3	P-line NE.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VERMONT							
(PC)RUTLAND	P	5.8 SSE;riv S	787	2	h40-BL4-S5-U	F3	Use N/S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may-be cross-wind those times. Auto tfc WNW.
(PC)St. Johnsbury	L	5.2 N; riv E	814	2	20-(S1)	(F3)	N apch narrow between hills. S blkd.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h29-BL4-S5-U	F4	
Swanton, Austin	L	1.7 NE	235	2	21-S5	F1	
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	27		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
← Worcester, Maxham-McAlpin	L	0.5 N; riv E	770	1	17		Soft when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGINIA							
Alexandria, Beacon	P	3 SSW;hwy E	245	2	h23-B*L3,4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW
" Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-L4-S5	F3	NW, NNW blkd.
Arcola, Glascock	L	1 SW;rdSW, SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No operns Sun A.M.
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
(PC Charlottesville,ALBEMARLE	P	7 N	639	1	h46-BL4-S3-U	F4	6000' strip avail.
(PC) " University of Virginia	P	5 ESE;riv E	300	1	38-S5-U	F4	
Chase City, Emiles	L	2.5 W	500	1	30-	F1	Soft when wet. P-line N.
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
← Clover	P	3.5 SSW;RR E	350	2	25-S3	F2	P-line SSE. Minor acft repairs only.
Coeburn	L	2.2WSW;RR N, S	2000	1	24		P-line E. Ctn when wet.
Covington	L	0.8 NE	1600	1	h17	(F1)	2300' strip avail. Use strip.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1SW;hwy S	400	2	23	(F1)	Atnd wk-ends. Antenna S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F4	
(PC)Emporia	L	3 E;hwy S	127	3	h50-S1	F2	
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
Farmville	L	2.5 NW;RR S	325	2	20	(F1)	N blkd.
← Finchley, Clarksville-Finchley	P	1 NNE; RR S	450	1	22	F1	P-line SSW.
Fork Union	L	1WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3NE;RR hwy S	37	3	h41-B*L2-S3-U	F3	
← Fredericksburg, Shannon	P	3 S	50	2	h26-BL4-S5-U	F3	P-line SW. 3000' strip avail.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
Gordonsville	P	2.9 NE;RR S, SE	475	1	26-B*L2-S5-U	F1	
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Harcum	L	7 N Gloucester	85	1	38		
← Hopewell	P	3.3 E	20	1	h24-S5-U	F3	WSW blkd.
← Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34-U	F4	Clsd Nov-April.
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
Lawrenceville	P	3.8 ENE;RR N	317	2	24		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet, Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW; riv W	15	2	33-*L2	F1	Use rnwys when wet. Ctn-ind E to W, ctc LYH rdo for arpt ifn prior landing.
Lynchburg, Falwell	P	2.6 SE; lk SE	850	1	32-U	F1	
(P) " PRESTON GLENN	P	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg.
Manassas	P	2.7 NW; rd SW	250	2	22-S1	F1	SW blkd.
" Le Beau	L	1.5 SE; RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	20-S4	F1	
Melfa, Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy S, NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED
(PC) NEWPORT NEWS, P. Henry	P	10.4 NNW	41	2	h50-BL4,6-S5	F4	
(P) NORFOLK	P	6 ENE; RR SE	26	3	h50-BL4,5,6-S5-W	F4	S, SE blkd.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		Unattended.
Petersburg	P	6.2 WSW; riv N	190	3	h50-S5	F3	
← Portsmouth	P	7.8 WSW;RR S	22	2	h21-S5	F1	3500' strip avail. Soft-wet. Use rnwys. S blkd.
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving 39A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	10	F1	Hill E. Ctn when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
(AF)RICHMOND, Byrd	P	7.2 ESE; RR S	167	3	h51-BL4,5,6-S5W	F4	Rdo rqrd. FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise. Lnd S anti-clockwise.
" Northfield	P	6.5 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.
← " Parnell	P	4.8 S;RR E	120	2	27-S5	F1	
" VirginiaStatePolice	P	4 SW;riv 2 NE	300	1	18	F1	SE blkd.
(P) ROANOKE, Mun (Woodrum Fld)	P	4.2 NNW;hwy E	1174	3	h43-BL4-S5-W	F4	2-way rdo rqrd. FEE for multi-eng acft.
Shenandoah	L	0.4 SW	950	2	20	F1	Rolling.
South Boston, Tuck	L	3.1 ENE;RR S	410	2	27-S3	F1	
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
South Norfolk	P	3.7 S;hwy NW	20	2	25-S5	F1	P-line W. Use strips.
(P)Suffolk	L	3.8 SSW	71	3	h50		
(PC) Tappahannock	L	0.8 SW;hwy S	30	1	h50		
Warrenton, Zieger	L	4.1S;rd E, NW	440	2	20		CLOSED
Waverly	L	2.5 NW;hwy S	115	2	35-(S3)	(F1)	NW blkd;brush on NE end strip.
← Waynesboro, Valley -	P	3.7 WNW;hwy N	1400	1	34-S5-U	F4	Soft when wet.
Weirwood, Kellam	P	1 W;RR ESE	15	2	21-S5	F1	
Wellville, Dalton	L	1.4 NE;RR S	400	1	19		
(PC)West Point	P	2.3 ESE;hwy N	24	3	h50		Unattended.
Williamsburg, College	P	3 NNW;RR SW	105	2	31-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N;riv WSW	90	1	18		ESE blkd. Ctn - high weeds.
Winchester	P	3.4 SSE;rd E,S	700	2	30-S5	F1	Soft when wet.
Windsor, Garner	L	4.8 NNE;hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical order)							
WASHINGTON							
Almira, J-Z	L	0.8 N; RR SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	138	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE;lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
Bandera	L	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
← Bellevue	P	4.1 ESE;hwy S	343	1	h22-BL4-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.8 NW;hwy NE	158	3	h50-BL4,6-S4-W	F3	ARPT OF ENTRY.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet.
Blockhouse -Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E/W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	482	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW;hwy S	430	1	25	F1	Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE. Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW;riv N	174	2	h50-L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE;riv SE	1250	2	26		Ctn-Gun Club. P-line;hill SW. Tk-off; lndg rnwy 16. Cattle-fld.
Cheney, Savage	L	0.7 WSW;hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle on fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	L	3 SW; hwy NNW	2171	1	24-(S3)	(F2)	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1.0 E	850	1	30-S5	F2	WSW ruf. SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW/SE strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; RR NW	870	1	22-*L2		Caution-not maintd. Ruf.
Davenport	L	0.9 WNW;hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, SB, SEA-HLN	P	1.7 NNW;hwy SW	2221	1	30		Closed winters-snow. Code Bcn.
Eatonville, Swanson	L	0.7 NE;RR E,W	950	1	22		
←(P)ELLENSBURG-Bowers	P	2.5 NNE	1766	2	h58-BL4-S3-W	F4	
Enumclaw	L	1.4 WNW;hwy E	740	1	20-S1)	(F1)	P-line E. Ctn-mole holes.
EPHRATA	P	2 SE;hwy SW	1272	3	h73-BL4-S5-W	F2	
(AF)Everett, Paine	P	7.0 SW	603	3	h73-BL4,6-S5-W	F4	2-way rdo rqrd or prior clearance. No 91/96 oct. avail.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
Ewan, Rock Lake	L	2.3 NW;rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S.
Glenwood, Flying L Ranch	L	1.0 NE;rd W	1900	1	23 - (S1)		Stock on fld. Soft when wet. Lgt acft only.
Govan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE;hwy S	2100	1	18		Use at own risk. Cattle on fld.
" Williams Grove	L	4 NW;crk E	2050	1	19		Use at own risk. Cattle on fld.
(P)HOQUIAM, Bowerman	P	2 W;harbor S,NW	14	1	h50-BL4-S1-W	F2	
Huntsville, Touchet Valley	P	0.5 NE;hwy S	1325	1	26-S5	F2	
Ilwaco	L	1.5 ENE;bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
➤ Kelso-Longview	P	1.8 SSE;RR SW	25	1	h29-BL2-S3-U	F3	
Kennewick, Vista	L	4.0 W; RR SE	521	2	h35-*L4		
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.8 SSE;rd W	1500	1	16		P-line NW,SW. Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.5 N;hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn - ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-line S. Trees N. Use at own risk.
Lacrosse	P	2 SW; RR NW	1491	2	37-(S3)	(F2)	P-line NW. Soft-wet. Ruf.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Closed winters.
(PC)Lester	L	1.3 ENE;riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; RR S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	20	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.5 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE;RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE, SSW.
Montesano, Summit	L	2.7 W; hwy S	145	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2.0 NE	1200	4	27-S3	F2	
Mt Vernon, Barker	P	3 S; hwy W	11	1	20-*L1-S5	F2	
Naches, C. W. Guest Ranch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW; tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW;RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1.0 W;RR;hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE;hwy S	680	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1.0 N; riv SE	1457	1	25		Ctn-loose sand. Cattle on fld.
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	24-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S;hwy NE	205	3	h50-BL4-S3-W	F4	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-*L-S5	F3	E/W strip ruf.
Orchards, Scholl's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2.0 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Othello	L	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(PC)Packwood	L	0.5 WSW;riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	401	4	h45-BL4-S5	F3	Ctn-breaks. Rnwy 20L clsd hvy acft; 20R open.
Pomeroy, Ferrell	L	1.7 ENE;rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3.0 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW;lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW;hwy ESE	110	1	33		W, WNW blkd;p-line ESE. ARPT OF ENTRY. Rt traffic ESE.
(PC)Prosser, Beardsley	P	1 WNW;hwy E	694	2	37-BL4-S5-U	F3	NE/SW strip ruf. P-line NE. Theatre E.
(PC)PULLMAN-MOSCOW REGIONAL	P	3.4 ENE;RR S	2551	1	h49-BL4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
➤ Puyallup, Thun	P	6 S; hwy W	520	1	24-BL2,4-S5-U	F1	NNE blkd. NNE 800'& SSW 1000' extns fair, bcn & lgts oper sunset-2300.
Queets	L	0.7 SW; riv N	15	1	20		
Randle, Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W;tk-off E.
(P)Renton	P	1.7 WSW;riv E	32	1	h54-BL2-S5	F4	Rgt tfc rnwy 33, S 1000' clsd all tfc xcpt hvy acft. Use rnwys.
Republic, Fairweather	L	1.2 S; riv 1 E	2375	1	23		Rgt tfc NNW.
Richland- C.A.P.	L	1.3 SSE;riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed xcpt on prior permission.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-land NE;tk-off SW. NE blkd.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE. prior request.
(P)SEATTLE, Boeing	P	4.8 SSE;RR E	17	2	h100-BL3,6,S5-W	F4	ARPT OF ENTRY. 2-way rdo required, xcpt on
" Gaffney's Lake, Wilderness	L	22 SE; RR N	460	1	17		3per cent grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.
➤(P) " -TACOMA INTN'L	P	13 mi S; hwy E	424	2	h85-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW;rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW;hwy ENE	278	2	h52-BL4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	525	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

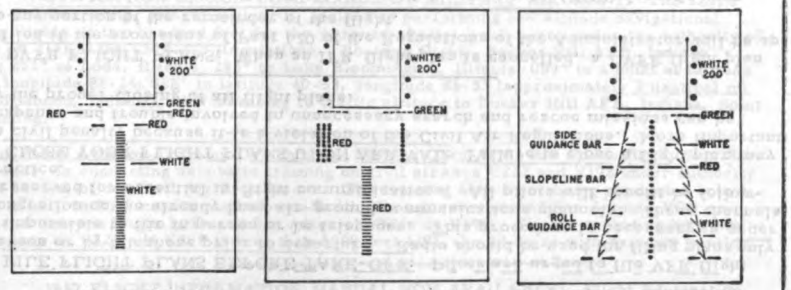
CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WASHINGTON							
(PC)Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.9 SW;Rd, riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd;p-line N,S,SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
➤ Spokane, Calkins	P	3.8 N	2065	1	50-S5	F2	S blkd.
(P) " Felts Fld	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE/SW strip.
(N,AF,NG) " GEIGER FLD	P	6 WSW;hwy N	2372	2	h90-BL4,6,7a-W		2-way rdo rqrd. Rgt tfc rnwys 3,7, Use rnwys.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE;RR S	2050	1	16		Use strip. Soft when wet. Cattle on fld.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
➤ Tacoma	P	4.4 W	375	2	h24-L2-S5-U	F3	Both ends of NNE/SSW strip drop 20'.
Tekoa, Willard	P	1.5 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2.0 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
➤ TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	Use rnwys only.Farming opern unsurfaced areas.
Tonasket	L	1.9 NNW;riv E	1250	1	42-*L-S3		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
➤ Vancouver, Evergreen	P	4.8 ESE;hwy S	310	2	27-L1-S5	F2	
➤ " Pearson	P	1.8 SW; RR S	26	2	34-S5-U	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE;channel ESE	100	1	18		Land WNW;tk-off ESE. Cattle on fld. Rolling, ruf.
➤(P)WALLA WALLA, City-County	P	3 NE; RR S, E	1205	3	h72-BL4,6-S5-W	F3	Rnwy 7-25 clsd ngts. Equip on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60'center NNW/SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE.
" Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Land N, tk-off S. Use strip. Rolling. P-line N.
" Kunz	L	5.2 NE;hwy W	2375	1	16		Land NE, tk-off SW. Use at own risk. P-line NE. Rolling.
Winthrop, Intercity USFS	P	4 SSE;riv SW	1650	1	32		
Winthrop, Pasayten USFS	L	38 NW; riv E	4250	1	32		CLOSED.
Woodland	L	0.4 SE;riv E	35	1	20		Strip subj floods when riv high. Trees, bldgs NNW apch. Ruf. Ctn-brush.
(P)YAKIMA	P	2.6 SSW;RR E	1077	3	h55-BL4,6-S5-W-X	F4	P-line N,S.
NEW AIRPORTS (or airports out of alphabetical order)							
Quincy Valley	P	2.0 SE	1300	1	24	F2	30' p-line across W end, sprinkler pipes on strip, low bldg off S edge.
WEST VIRGINIA							
(PC)Beckley-Mt. Hope	L	2.6N; hwys W	2325	1	28(S3)	(F3)	Rgt tfc lndg N. Ridges N.
(PC) " , RALEIGH CO. MEMORIAL	P	3.5 E;RR NNE	2504	1	h50-BL4-S1	F3	
(PC)BLUEFIELD, Mercer Co.	P	4.0 NE	2857	1	h47-BL4-S5-W	F3	No ngt operns.
Buckhannon, Lewis	L	2.4 W;RR N	1435	1	15		
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S5	F1	WSW blkd.
➤ Charleston, Hilltop	P	4.9 SW	900	1	36	F1	P-line WNW.
(NG) " , KANAWHA COUNTY	P	3 ENE;riv W	981	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Live stock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs rnwy 16-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S;betRR,hwy	1987	2	h45-BL4-S1-W	F4	P-line SE, SW.
Fairmont	L	3 SSW;rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Ruf.
Franklin, Sponaugle	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
(P) " TRI-STATE	P	6.8 SW; RR W	828	1	h46-B*L6-S3-U	F4	
Keyser, Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf. Ridge SE, NW.
(NG)MARTINSBURG	P	4 SSW;hwy NW	556	2	h70-BL4,6-S3-W	F4	Use rnwys 7 1000' over-run rnwys 8&26
Moorefield	L	1 NE; RR W	980	2	25		Rolling, WNW blkd.

F - fuel octane. ➤ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (10 December 1957)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
(P)MORGANTOWN	P	2.8 ENE;hwy N	1256	3	h36-BL2-S1-W	F3	185' ext S end rnwy 17-35 under const.
New Cumberland, Herron	P	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE strips.
→ Parkersburg Stewart	P	2.6 N; RR W	602	1	33-S5-U	F4	All way landing
→(P) " WOOD COUNTY	P	7 NE;bet hwys	856	3	h44-BL4-S3-W	F4	
Pence Springs, Hinton-Alderson	P	1.0 E; riv S	1520	1	28-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
→ Philippi	L	4 S; hwy S	1900	1	15	F1	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	18 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26	F1	Rgt tfc.
Spencer, Roane County	L	1 SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E.	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
→ Weirton	P	2.0 E	1145	1	h23-S5	F2	
Welch	L	3.4 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
→(P)WHEELING-Ohio County	P	7.5 NNE;riv W	1195	3	h50-BL4, 6-S5	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft. 5000' strip avail. Caution using sod ext durg thaws. Ctc Greenbrier U for info.
(PC)WILEY FORD, Cumberland		SEE: Cumberland Arpt, Cumberland, Maryland					
NEW AIRPORTS (or airports out of alphabetical order)							
WISCONSIN							
Antigo	P	2 ENE;hwy N	1483	2	33-S1	F2	
(PC)Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	P-lines NE,SW; unattended winters; use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
→ Baraboo, Bell Aero	P	4 NNW; hwy W	980	2	35-S1	F2	Use strips only.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N,E,W	885	2	27-S5	F2	Rolling.
→ Beloit-Prairie	P	3.5 NNE;RR W	800	1	26-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd;p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1665	2	39-L4	F3	Clsd winters. Use strips.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE/SSW strip clsd. P-line N, NE, NNE, W, SSW. Irreg atnd winters. Use strips.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not land strip 13 or tk-off strip 31. P-line S. Use strips.
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd;p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
Colby-Abbotsford		1.2 NNE;RR E					ABANDONED
(PC)Coloma	L	3 NW; hwy 1.2 E	1100	3	31-(S1)	(F2)	Use strips.
Crandon		2.2 SSW; lk E					ABANDONED
Crivitz	P	3.3 WSW;dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	
Delavan, Lake Lawn	L	2.3 E;hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd. E,W strip ruf.
→ DePere, Nicolet	P	2 E	600	2	35-*L-S3	F2	1050' TV tower 4 mi SE.
Drummond, Sorenson	P	11 W; lks N,W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW;hwySE	809	2	26	F2	
→ Eagle River	P	1.3 NW;riv N	1644	2	36-*L-S1	F2	E blkd.
→(PC) East Troy	P	0.3 W;bet hwys	822	1	24	F2	P-line N. Do not land when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
→ Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	26	F1	N blkd. Use strips.
→(PC) Elkhorn-Airways, Inc.	P	1.8 SE; hwy E	1000	2	26-S5-U	F2	NW, NE, SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW,hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW;lks E,S	1410	2	40	F2	N, SE blkd.
WISCONSIN							
→ Fond du Lac	P	1.9 ENE;hwy S	769	3	31		CLOSED.
(PC)Ft. Atkinson	P	3 NNE; riv E	799	1	20	F2	
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd;p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg	P	2.0 NE	927	2	42-BL4-W	F2	
(P)GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
Hales Corners	P	0.7 SSE;hwy W	770	1	21-S3	F2	Use strip.
Hayward	P	2.0 NE	1200	2	29-*L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
→ Janesville-City	P	1.8 NNE;RR NW	880	4	23-B*L1-S3	F2	
(PC) " ROCK COUNTY	P	4.5 SSW;hwy E	807	3	h54-BL4-W	F4	
Kendall	L	0.5 E; RR S	1080	2	20		Closed-soft. N blkd. Rolling.
(PC) Kohler	P	1 N; hwy S	647	2	28-*L-S5	F3	P-line NW. Rgt tfc rnwys 34, 21. Ruf-caution.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h53-BL4-S5-W	F4	
Lac du Flambeau, Bo-di-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd.
→ Ladysmith, Rusk County	P	5.5 ENE;riv NW	1230	2	30-*L-S5	80	Unattended winter months.
Lake Delton, Wisconsin Dells	L	0.8 SE;hwy E	910	1	20		Unattended.
→ Lake Tomahawk, Dolhun's	P	1.8 WNW;hwy N	1550	1	30-L4-S5-U	F4	P-line N.
Lancaster, Vesperman	L	1.0 ENE	1100	1	18	(F2)	S blkd.
→ LAND O' LAKES, King's Land O' Lakes	P	0.5 SSE; RR W	1706	2	h36-S1	F3	Clsd winters.
(PC)La Pointe, Madeline Island	L	1.2 ENE;hwy NW	646	1	28		
→ Lone Rock, Tri-County	P	2 NNE;hwy S	717	2	38-L4-S5-W	F2	Code bcn.
(AF, NG)MADISON, Truax	P	5 NE; RR W	859	4	h76-BL4,6,7,S3-W	F4	Rds E, NE. 2-way rdo rgrd. Unlgtd TV ant, N. trees SW. Overrun lgts.
→ " Morey	P	7 WNW; hwy I E	928	3	30-*L4-S5-U	F3	S blkd.
→(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1610	2	36-*L-S1	F3	
→ Manitowoc Mun	P	1.6 NNW;RR W	647	2	h38-BL4-S5-U	F4	
(PC)Marshfield	P	2.3 SSW;hwy E	1253	2	h28-L4-S3	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L-(S1)	(F1)	
Mauston-Woodside Ranch	L	5 E; riv S.	880	1	20		CLOSED WINTER. Rolling.
→ Medford	P	1.8 NNE;hwy W	1410	2	13-S1	F2	Not mainted winter months. Use strips. SW blkd.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
(PC) Milwaukee, Curtiss Wright	P	6 NW;riv W	745	5	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S;RR E, W	698	4	h67-BL4,5,6,-S5W	F4	P-lines NE, SE, NW. Rnwy 7-25, 4800' open all acft days. Rgt tfc rnwy 1-7.
" Sky Haven	L	8 WNW;hwy N	800	1	20-(S1)	(F1)	P-line N. Rolling. Use strips. Clsd trans acft.
Minong, Hultquist's Sky Resort	L	1.9 W	1180	1	24	F1	Apch blkd by trees
→ Monroe, Badger	P	1.8 SW; RR N	1080	2	19-*L-S5	F2	Rolling. Ctn-Ditch E side N,S strip.
Montello, Myrland Farms Skylodge	L	1.5 NNW;lk W	850	1	21-(S1)	(F2)	Closed Dec, Jan., Feb., NW blkd.
Neenah, Valley	P	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
Neillsville-Memorial	L	5.7 W; hwy SW	1040	4	21		P-line SE. Use strips.
Oconomowoc, Pabst	L	3.6 SE;hwy N,S	890	1	19		S blkd.
→ Oconto	P	2.6 SW; riv N	602	2	31-*L-S3	F2	Use strips. E blkd.
→ Oconto Falls, Matravers Sky Ranch	L	1.3 ENE;bet RR hwy	700	2	25	F2	P-lines NE, SW, NW. Not open for public use - emerg use only.
Olibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended Nov thru Apr.
(PC)Osceola	L	0.5 SE;hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	4	h48-BL4-S5-W	F4	P-lines N, NE, E. Right traffic take-offs, runways 4, 9. Use runways.
Palmyra	L	0.5 NW;hwy E	854	1	21		
Pardeeville	L	0.6 SW;RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	5.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S NW blkd; p-lines SW. Rgt tfc SW.
→ " Capitol Drive	P	4.4 E;hwy S	830	3	21-*L-S5	F2	W end E/W strip soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
→(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L4-S1-U-W	F2	
Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
→ " Chaplins	P	1 NNW;RR W	868	1	22-S5-U	F2	P-line W; hill E. Use strip.
Portage, Mael	P	1.6 NW;hwy W	820	2	30-S3	F2	P-lines S, W.
→ "-Manley	L	4.5 SE	800	1	30		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR SW	780	1	24		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Racine, Horlick-Racine	P	2 N; RR E	665	3	h44-BL4-S5-W-U	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	h23-*L	F2	N blkd. P-lines SE.
(PC)RHINELANDER-Oneida Co.	P	2.2 WSW;riv SE	1599	2	h39-BL4-S3-W	F3	Use rnwys.
Rice Lake	L	3.9 NNE;Lk W	1150	3	35		SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-*L-S1	F3	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1	F1	S blkd.
River Falls	L	0.5 NW;riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-L4-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE;hwy W	780	1	19		
(PC)Shawano	P	2.3 ENE;RR S	813	3	40-L4-S5-U	F2	E, SE blkd. TV ant, W Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N,E,S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	3	h39-BL4-S5	F2	W blkd.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW. 30' tree between strips. Soft-wet. Not maintd winter months.
(PC)Spooner	L	5 NE;RR NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-*L-S3	87	Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
(PC)Sturgeon Bay, Cherryland	P	2.0 WSW	718	3	32-*L4-S3-U	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-*L-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
	L	2.5 ESE	1637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	1	h32		Rgt tfc W, RR crosses center of rnwy. Land at own risk. SE blkd; p-line SSW.
Watertown	P	1.2 S; riv W	820	2	h28-BL4-S5-U	F3	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F2	S blkd.
(PC)Waupaca	L	4 ESE; Riv N,E	860	4	28-(S3)	F2	Atnd week ends.
Waupun	P	2 WSW;hwy N	940	3	24-S3	F2	P-line N. Silos W. Entire fld muddy and soft after hvy rains and during spring thaw.
(P)WAUSAU	P	2.5 S; riv SW	1205	3	h44-BL4-S3	F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B*L-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip. P-line N. Rolling.
Wisconsin Rapids, Peterson	L	3 SE; RR NNE	960	3	36		Use at own risk. SW end NE/SW strip ruf. S blkd.
Wonewoc, Castle Rock	L	1.1 NNW;hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
Arbor Vitae	P	3.0 W	1600	2	38-*L-S3-U	F4	P-line E. Trees W, N.
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W. N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Buffalo	P	2.6 NNW;crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt.	L	9.0 N; lk W	4630	1	16		Use with caution.
(NG, A) CASPER-AIR TERMINAL	P	7.5 WNW;hwy SW	5348	4	h106-BL4,6-S5-X-W	F4	1000' ext each end rnwy 3-21 not lgtd.
(NG)CHEYENNE	P	1.0 N; hwy W	6156	3	h91-BL4,6-S5-W	F4	Avoid hospital E. Overrun lights.
(PC) CODY	P	2.0 ESE; hwy S	5096	2	h54-BL4-S3-U	F4	
Cokeville	L	2.5 SSW; riv E	6250	2	45	(F1)	
Cowley	L	2.0 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL4-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE; riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE;riv S	4250	3	50		Stock on field winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5.0 N; hwy E	7018	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn - peak W. Use rnwys only. Soft when wet.
Gillette Arpk		1.7 ESE;RR N					ABANDONED
(PC)GREYBULL	P	2.0 NW; hwy S	3933	2	h50-BL4-S5-W	F4	
Hyattville	L	4.4 W; crk S	4400	1	27		
JACKSON	P	9.0 N	6444	1	h63-BL4-S1	F4	Wea. avail June 15 thru Sept. 15. Corral.
Kemmerer	L	1.5 NNW;RR S	7282	3	71-BL2		
Lander, Hunt Field	P	1.5 S; riv W	5586	1	h49-B*L2-S2-W-U	F2	
(P)LARAMIE, Brees	P	4.0 W; hwy N	7273	4	h63-BL4-S1-W	F4	N/S strip ruf, Posts N, E, S, W. Ctn-deer-fld.
Lusk	P	2.9E;RR, hwy S	4960	1	49-BL4-S5-U	F2	
Medicine Bow 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
(PC) Newcastle-Mondell	P	6.2WNW;RR N	4165	4	h45 B*L4-S1-U	F1	P-lines N and E. Clsd to all acft over 12,500 lbs.
Pinedale	L	6.0 SSE;hwy N	7200	2	45	(F2)	
(PC) POWELL	P	8.0 NNW;rd NE	5094	3	62-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR, hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5493	2	h62-BL4-S3-U	F4	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL4, 5-S1-W	F4	
Saratoga, Shively	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F4	
Sundance, Schloredt	L	1.8 SW	4855	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
Ten Sleep	L	0.8 S; rd NE	4250	1	23		
Thermopolis	L	1.0 N; hwy E	4535	2	50		Hill SW. (EMERG ONLY).
(PC)Torrington	P	4.2 S; hwy W	4350	4	37-S1	F1	S, W blkd; p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4201	1	h52-BL4-S5-U-W	F3	
" Wostenberg	L	4.0 E; hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5 W; RR S	75	1	h35-S1	91	Use rnwy.
MAYAGUEZ	P	4.0 N; RR W	29	1	h42-L4-W	F1	
Ponce, Mercedita	P	3.0 E; rd S	25	1	h32	F1	FEE.
SAN JUAN, PUERTO RICO INTERNATIONAL	P	6.0 ESE;Ocn N	9	1	h78-BL6-W	F4	ARPT OF ENTRY.
SAN JUAN-Isla Grande	P	2.0 S; bay W	9	1	h48-B*L4-S5-W	F5	Lgts avail. 02-1000Z on req to Comm 10ND.
SANTA ISABEL	P	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1.0 W; RR W	50	1	30		W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGIN ISLANDS							
ST. CROIX, Christiansted Hamilton	P	6.5 SW; Sea S	57	1	h50-BL4-W	F3	ARPT OF ENTRY.
ST. THOMAS, Charlotte Amalie, Truman	P	2.0 W	11	1	h42-BL4-S1-W	F3	Hill E. 100' extreme eastern end Rnwy 9-27 closed - marked. Night landings W. ARPT OF ENTRY.

HIGH INTENSITY INSTRUMENT APPROACH LIGHTING - U. S. NATIONAL STANDARD CONFIGURATIONS



CONFIGURATION "A" (Coded in Directory as "7a")

CONFIGURATION "B" (Coded in Directory as "7b")

CONFIGURATION "C" (Coded in Directory as "7c")

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (19 December 1957)

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction; or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 (formerly W-52), CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport

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FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or be telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e. g. Long Beach omnirange (Voice) .-.. --- -... .... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i. e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

INTERFERENCE ON ATCS COMMUNICATIONS CHANNELS: If excessive interference is noted on ATCS VHF or UHF simplex frequencies, pilots should request the ATCS to reply on the VOR voice channel. (Reference to the Air Navigation Radio Aids Section will indicate which VORs have a voice channel). This will often expedite the exchange of messages as the VOR has a clear channel for communications.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

ATTENTION SIGNAL L/MF RANGES: Beginning 0001Z Nov 15, 1957, transmission of the attention signal preceding scheduled broadcasts on L/MF ranges will be discontinued. The attention signal will continue to be transmitted preceding special broadcasts and as deemed necessary to alert pilots using the L/MF range system that a voice transmission is about to be made.

ARMY EXERCISE, "ALL AMERICAN", (TAC-AIR 58-2): This military exercise will take place 3-18 December 1957 (with 5-9 December as the period of most intense activity) from 0600 EST through 1800 EST, at an altitude of 600' to 2000' during VFR conditions, days, within a 100 n mi radius of Fort Bragg, North Carolina. This activity will involve heavy concentrations of aircraft (maximum of 120 troop carrier and 8 jet type) in formations and streams entering and leaving the Fort Bragg Restricted Area (R-115) in support of airborne maneuvers.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column, amend paragraph 1 to read as follows:

1 WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

1957 FLIGHT INFORMATION MANUAL NOW AVAILABLE: Flight Information Manual, Vol. II, dated August 15, 1957, is now available from the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C., at 50 cents per copy.

OPERATING PROCEDURES FOR FLIGHT WITHIN THE CONTINENTAL CONTROL AREA: Effective December 1, 1957, all airspace at and above 24,000'MSL above the continental United States (excluding Territory of Alaska), excluding prohibited and restricted areas penetrating the 24,000' level, has been designated as control area. This airspace is to be known as the "continental control area." Certain new regulations and procedures govern flight in this area and all pilots and other personnel concerned with operation above 24,000' should be familiar with them. Following is a summary of the method by which flight operations and air traffic control are conducted in the continental control area.

I. VFR OPERATION:

A. Visibility and Cloud Proximity Minimums - For VFR opern within the continental control area, flgt visibility must be at least 5 mi and acft must not be flown less than 1000' vertically and 1 mi horizontally from any cloud formation.

B. Cruising Altitudes:

1. From 24,000' through 28,000' (excluding arwys). To assist pilots operg under VFR in maintaining separation, the following cruising alts should be adhered to as good operg practice from 24,000' through 28,000':

Magnetic Crs	Indicated Altitudes
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or above 29,000'. Use of the following cruising alt for VFR flgt is required by regulation everywhere at or above 29,000':

Magnetic Crs	Indicated Altitudes
0-89° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
90-179° inc.	4000' intervals beginning at 30,000' (30,000', 34,000', etc.)
180-269° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)
270-359° inc.	4000' intervals beginning at 32,000' (32,000', 36,000', etc.)

II. ON-TOP OPERATION: Flgts made under VFR conditions on top within the continental control area must observe the new visibility and cloud proximity minimums and cruising alt rules for VFR opern in the continental control area. Opern of these flgts is otherwise unchanged. (Pilots are reminded that when cleared "VFR conditions on top" by air tfc control, tfc separation is not provided by air tfc control.)

III. IFR OPERATION: All IFR operns at and above 24,000'MSL within the continental control area will receive air tfc control service.

A. At and above 27,000'MSL - To simplify high alt navigation, a limited number of VOR, TACAN, VORTAC and L/MF facilities have been designated for high alt use. These navigation aids are the only ones which may be used for IFR routing at and above 27,000' and are depicted on special high alt charts.

The high-altitude facilities have been used to delineate a system of high-altitude tracks called "Jet Routes". These routes are coded on the charts by the letter J, followed by the appriate route number, followed by the letter V, T, or L to indicate the type of navigation to be used. For example:

J22V . . . . . VOR or VORTAC Jet Route #22
J19T . . . . . TACAN Jet Route #19
J3L . . . . . L/MF Jet Route #3

Use of the designated high-altitude route structure will facilitate air tfc control, and all pilots are requested to use the designated route structure to the maximum extent possible. However, use of this route structure is not mandatory. Pilots may conduct direct flgt off the designated Jet Routes, provided the acft will be flown on a route defined by the high-altitude facilities, and provided further that the facilities selected to define the route are not more than 300 n mi apart.

Routes flown at 27,000' and above will not have a defined width as is the case on arwys at the lower levels. The track to be made good will be direct between the navigation aids or fixes defining the Jet Route, or direct between the high-altitude facilities defining the route for flgts made off the designated Jet Routes.

All high-altitude facilities and a small number of intsxns formed by these aids will be designated as compulsory reporting points. When needed for tfc control purposes, pilots may be requested to make additional position reports.

Other navigation aids (TACAN, VOR, VORTAC, AND L/MF) not designated as high-altitude facilities will be used for routing or navigating of acft to and from the high-altitude Jet Route structure which begins at the 27,000' level. This routing may be via the Victor or colored arwy systems, or direct between navigation aids.

Since most flgt activity at 27,000' and above will be by military acft, only those charts prepared by the U.S. Air Force Aeronautical Chart and Information Center will be avail on the inception date of control of all airspace at and above 24,000'. In recognition of the fact that there will be some civil need for these charts, arrangements have been made for civil distribution of the Air Force charts through the United States Coast and Geodetic Survey.

B. Below 27,000' - Although the continental control area extends from 24,000' upward, the Jet Route structure does not commence until the 27,000' level is reached. The colored and Victor arwys extend up to, but do not include the 27,000' level.

Acft operg below 27,000' within the continental control area (from 24,000' through 26,000') may operate on the colored or Victor arwys, or fly direct between any Federally operated navigation aids.

In the case of direct flgts (from 24,000' through 26,000') the aids selected to define the route must not be more than 200 n mi apart, and the track to be made good will be direct between aids. The aids selected will be compulsory reporting points, and other position reports may be requested by air tfc control when needed.

C. Cruising Altitudes - Acft operg in accordance with IFR within the continental control area must be flown at the alts assigned by air tfc control. To assist pilots in flgt planning for IFR operns, the following system of altitude selection may be used:

1. From 24,000' through 28,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or Above 29,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
180-359° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)

While controllers will normally use the above system, other altitudes may be used in certain cases. Pilots are cautioned to fly at the alt assigned by air traffic control.

IV. AIR/GROUND COMMUNICATIONS: The CAA is currently installing a VHF and UHF air/ground communications system which will provide direct pilot-controller rdo communications throughout the continental control area. This system will be only partially installed at the time control of all airspace above 24,000' is commenced; therefore, interim communications will be conducted as follows:

Ground Facility	VHF	UHF
A. ARTC	Discrete channel as directed	301.4 or discrete channel as directed
B. ATCS	126.7/126.7, 122.1/VOR or 122.2, 135.0/135.9	255.4 or 301.4 where avail.
C. Airline company radio stations	Company frequency	none

IFR flgts should use direct ARTC controller-pilot communications, where available.

V. SPECIAL OPERATIONS: Certain mil operns cannot be conducted in accordance with the above, for example, missions involving use of radar navigation. Such cases are to be considered exceptional in nature and will be handled by special procedures.

Flgts using celestial navigation will be required to operate VFR or "VFR conditions on top" for those portions of the flgt where celestial navigation is involved. TACAN-only equipped acft will also be required to operate VFR or "VFR conditions on top" for those portions of flgts where designated high-altitude TACAN facilities are more than 200 or 300 n mi apart, as the case may be.

Questions concerning these operns or any phase of the control of all airspace above 24,000' should be referred to the appropriate CAA air route tfc control center.

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2000' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-1/2) an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2000'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2000' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

PART 600 REVISED: The recent amendments to Part 60 of the Civil Air Regulations adopted by the Civil Aeronautics Board on October 1, 1957, (22 F.R. 7897), authorizing the Administrator to designate a continental control area, specify that the present system of Colored and Victor airways will extend up to but not include 27,000 ft MSL. At and above 27,000 ft MSL, navigation will be conducted primarily on designated high altitude L/MF or VOR facilities which will serve to define the routes to be flown. Such routes, which will be no longer known as civil airways, will be established by the Administrator as Jet Routes and prescribed in Part 602 of this Title. In addition, in order to implement the provisions for a continental control area, the definition of a civil airway is amended to provide that a civil airway extends upwards to, but not including 27,000 ft MSL, within the continental control area.

Since Part 60 was amended some time ago by substituting the term "prohibited area" for "airspace reservation", this amendment now provides for the exclusion of prohibited areas instead of an airspace reservation from the airspace designated as a civil airway.

The explanation of terms is also amended to provide that all bearings used in this part shall be true from the point of origin. This editorial provision eliminates the necessity of repeating the word "true" after each bearing in each airway description.

Inasmuch as the adoption of the amendments to Part 60 by the Board afforded interested persons an opportunity to express their views and comments respecting the redesignation of the civil airways to conform with the amendments to Part 60, further notice and public procedure in accordance with Section 4 of the Administrative Procedure Act is unnecessary and contrary to the public interest. Therefore, the amendment as proposed will become effective on December 1, 1957.

Part 600 is amended as follows:

1. Section 600.2 is amended by adding new paragraphs (d), (e), and (f) to read as follows: 600.2 Explanation of Terms.

(d) As used in this Part all bearings shall be true from the point of origin.

(e) As used in this Part the continental United States shall mean all of the several States of the United States (including the District of Columbia) and the territorial waters and the overlying airspace thereof.

(f) As used in this Part the United States shall mean the territory comprising the several States, Territories, possessions, and the District of Columbia (including the territorial waters thereof) and the overlying airspace, but shall not include the Canal Zone.

2. Section 600.3(a) is amended to read as follows: 600.3 Extent of civil airways.

(a) Unless otherwise specified in Subparts B and C, each civil airway shall include the navigable airspace of the United States above all that area on the surface of the earth lying within 5 miles of the centerline prescribed for each such airway: Provided, That a civil airway lying within the continental United States shall not include the airspace at and above 27,000 ft MSL: Provided further, That a civil airway shall not include any of the airspace of a prohibited area as defined in Part 60 of this title.

PART 601 REVISED: Pursuant to the recent amendments to Part 60 adopted by the Civil Aeronautics Board on October 1, 1957, (22 F.R. 7897), which authorizes the Administrator to designate a continental control area within the United States at and above 24,000 ft MSL, exclusive of prohibited and restricted areas, Part 601 is hereby amended to designate a continental control area. Within the area so designated, air traffic control is to be exercised and the air traffic rules of Part 60 shall apply.

Since the adoption of the amendments to Part 60 by the Board on October 1, 1957, afforded interested persons an opportunity to express their views and comments respecting the designation of this continental control area, in the interest of safety in air commerce, further notice and public procedure in accordance with the Administrative Procedure Act is unnecessary and contrary to the public interest. Therefore, the designation of the continental control area is adopted to become effective on December 1, 1957. In order to accomplish this designation, Part 601 is amended to read as follows:

1. By amending the title of Part 601 to read as follows: Part 601-Designation of the Continental Control Area, Control Areas, Control Zones, and Reporting Points.

2. By amending Sections 601.1 through 601.9 of Subpart A to read as follows:

SUBPART A—INTRODUCTION GENERAL

601.1 Basis and purpose. The basis of this part is found in sections 205 and 601 of the Civil Aeronautics Act of 1938, as amended, and Part 60 of this title. The purpose of this part is to designate the continental control area, control areas, control zones, and reporting points in order to provide for the safety of aircraft operating in interstate, overseas, and foreign air commerce.

601.2 Explanation of terms. As used in this part:

(a) "Control area" shall mean the airspace within an area designated in Subparts B and C, extending upward from an altitude of 700 ft. above the surface, but not including the airspace within that area designated as the continental control area. Within a control area air traffic control is exercised in accordance with the air traffic rules of Part 60.

(b) "Continental control area" shall mean the airspace above 24,000 ft MSL, within the continental United States as designated in Section 601.7101 of this part, within which air traffic control is exercised in accordance with the air traffic rules of Part 60.

(c) "Control zone" shall mean the airspace within an area designated in Subpart D, upward from the surface to include one or more airports and within which rules additional to those governing flight in control areas are prescribed in Part 60 of the Civil Air Regulations, for protection of air traffic.

(d) "Reporting point" shall mean a geographic location in relation to which the position of an aircraft shall be reported in accordance with the requirements of Section 60.47 of this title.

(e) "Mile" means "statute mile" unless otherwise specified in this part.

(f) All bearings shall be true from the point of origin.

CONTROL AREAS

601.9 Lateral extend of control areas. Where a point or intersection prescribed in this Part for designating a control area coincides with a point or intersection specified in designating the centerline of civil airways, the control areas shall include all of the airspace within 5 miles either side of a straight line extended through the center of the points or intersections specified in designating the civil airways and all of the airspace within a 5 mile radius of such points or intersections unless otherwise provided in Subparts B, C and F. In addition, such control areas shall include all the airspace between straight lines connecting the center of the points or intersections specified in designating the main and associated alternate VOR civil airways, unless otherwise specified.

3. A new Subpart H is added to read as follows:

SUBPART H—CONTINENTAL CONTROL AREA

601.7101 Designation of Continental Control Area. The Continental Control Area shall consist of all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 ft MSL, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of the Regulations of the Administrator.

NEW PART 602 ISSUED: The recent amendments to Part 60 of the Civil Air Regulations, adopted by the Civil Aeronautics Board on October 1, 1957, 22 F.R. 7897, authorized the Administrator, among other things, to designate a continental control area at and above 24,000 ft MSL. Moreover, as stated in the preamble to such amendments, the present system of Colored and Victor airways will extend up to but not include 27,000 ft MSL, within the continental control area. At and above such altitude the Administrator will establish a jet route structure and establish navigational aids for the navigation of jet aircraft within the continental control area.

In view of the above, the Administrator hereby adopts a new Part 602 establishing jet routes within the continental control area. These jet routes are established as direct courses between two or more high altitude navigational facilities or the intersections of their signals and codified for convenience of the users.

In addition to the coded jet routes, this Part also establishes navigational facilities or intersections of their signals between which aircraft may also navigate outside of the coded jet route system.

The jet routes will have no defined width. In view of the operational requirements of Section 60.45 (b), that aircraft be flown along the direct courses between navigational aids or fixes defining the route, air traffic control will be exercised on the assumption that aircraft are being flown in compliance with this requirement and lateral separation will be provided accordingly.

Since the adoption of the amendments to Part 60 by the Board afforded interested persons an opportunity to express their views and comments respecting the establishment of high altitude navigational routes, and the amendments have been coordinated with the civil operators involved, the Army, the Navy, and the Air Force, further notice and public procedure in accordance with Section 4 of the Administrative Procedure Act is unnecessary and contrary to public interest. Therefore, this Part is adopted to become effective December 1, 1957.

SUBPART A—INTRODUCTION

602.1 Basis and purpose. The basis of this part is found in Section 205 and Section 601 of the Civil Aeronautics Act of 1938, as amended, and in Part 60 of this title. The purpose of this part is to establish coded jet routes between navigational aids, or intersections of their signals, as well as other navigational aids and the intersections of their signals along

and between which aircraft may be operated within the continental control area at or above 27,000 ft MSL.

602.2 Explanation of terms. As used in this Part, terms shall be defined as follows:

(a) "Established Navigational Aid" shall mean navigational facilities or intersections of their signals, which may be used for the navigation of aircraft within the continental control area at and above 27,000 ft MSL.

(b) "Coded jet route" shall mean a direct course for the navigation of aircraft at and above 27,000 ft MSL, within the continental control area, between points of intersections specified for such route. Jet routes are codified as follows:

(1) L/MF jet routes: (i) even numbered routes, (ii) odd numbered routes.

(2) VOR/VORTAC jet routes: (i) even numbered routes, (ii) odd numbered routes.

(3) TACAN jet routes: (i) even numbered routes, (ii) odd numbered routes.

(c) "Mile" means "statute mile" unless otherwise specified in this part.

(d) "Continental control area" shall mean all the airspace above the several states of the United States (including the District of Columbia), and the territorial waters thereof, at and above 24,000 ft MSL, exclusive of restricted and prohibited areas prescribed by Executive Order or in Part 608 of the Regulations of the Administrator.

(e) "INT" shall mean intersection.
(f) "RBN" shall mean radio beacon.
(g) "VOR" shall mean omnirange station.
(h) "RR" shall mean LF or MF radio range station.
(i) "VORTAC" shall mean a collocated VOR and TACAN.
(j) "TACAN" shall mean a military tactical air navigational aid.
(k) "CONSOLAN" shall mean low frequency long range navigational aid.
(l) "FM" shall mean fan marker.
(m) "ILS" shall mean instrument landing system.
(n) "TVOR" shall mean terminal omnirange station.
(o) "OM" shall mean instrument landing system outer marker.
(p) "MM" shall mean instrument landing system middle marker.
(q) "LF" shall mean low frequency.
(r) "MF" shall mean medium frequency.
(s) "VHF" shall mean very high frequency.
(t) As used in this part all bearings shall be true from the point of origin.

602.3 Direction of coded jet routes.

(a) Even numbers are normally assigned to coded jet routes established in a westerly to easterly direction between the initial and final points of such routes, even though portions of such routes may deviate from the westerly to easterly direction between any two or more established intermediate points.

(b) Odd numbers are normally assigned to coded jet routes established in a southerly to northerly direction between the initial and final points of such routes, even though portions of such routes may deviate from the southerly to northerly direction between any two or more established intermediate points.

602.9 Establishment of navigational aids. The points and intersections described in subpart B are established as navigational aids.

(See Federal Register, November 27, 1957, for the listing in subpart B.)

602.10 Establishment of jet routes. In addition to the established navigational aids, the direct courses between the points or intersections described in subparts C, D and E are established as coded jet routes.

(See Federal Register, November 27, 1957, for the listing in subparts C, D and E.)

NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel.

USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200' MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

V CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective January 16, 1958, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Green civil arwy No. 3 (Oakland, Calif. to New York, N.Y.) is amended by changing the caption and by changing all before "Sacramento, Calif. rdo rng stn;" to read: "From the Oakland, Calif. rdo rng stn via the Sacramento, Calif. rdo rng stn;" (Note: Deletes portion between Golden Gate intsxn and Oakland rng stn due to decmsng of San Francisco LFR)

(2) Green civil arwy No. 6 (Alice, Tex. to Norfolk, Va.) is amended by changing the caption and by changing all before "Corpus Christi, Tex. rdo rng stn;" to read: "From the Alice Tex. rdo rng stn via the Corpus Christi, Tex. rdo rng stn;" and by changing the name of the facility "Lake Charles, La. rdo rng stn;" to read: "Lake Charles, La., nondirectional rdo bcn;" (Note: Deleted portion between Laredo, Tex. and Alice, Tex.; changed Lake Charles facility to H in lieu of rdo rng stn.)

(3) Amber civil arwy No. 8 (Los Angeles, Calif. to Ellensburg, Wash.) is amended by changing the portion which reads: "From the intsxn of the NW crs of the San Francisco, Calif. rdo rng and the SW crs of the Travis AFB, Calif. rdo rng via" to read: "From the intsxn of the SW crs of the Travis AFB, Fairfield, Calif. rdo rng and a line bearing 309°T from the San Francisco Gap, Calif. nondirectional rdo bcn via." (Note: Change due to discontinuance San Francisco LFR - to be effective concurrently)

(4) Red civil arwy No. 15 (Reno, Nev. to Phoenix, Ariz.) is amended by deleting the portion which reads: "From the Las Vegas, Nev. rdo rng to the intsxn of the SE crs of the Las Vegas, Nev. rdo rng and the W crs of the Prescott, Ariz. rdo rng." (Note: a portion of this arwy between Las Vegas and Willow Beach intsxn added to Blue 67.)

(5) Red civil arwy No. 96 (Palacios, Tex. to Baton Rouge, La.) is amended by changing the name of the facility "Lake Charles, La. rdo rng stn;" to read: "Lake Charles, La. nondirectional rdo bcn;"

(6) Blue civil arwy No. 54 (Richmond, Calif. to Hamilton AFB, San Rafael, Calif.) caption changed and is amended to read: "From the intsxn of the NW crs of the Oakland, Calif. rdo rng and the SW crs of the Travis AFB, Fairfield, Calif. rdo rng to a point at lat 38-02-45 long. 122-31-40." (Note: Deleted portion between Evergreen H and San Francisco rng stn)

(7) Blue civil arwy No, 67 (Yuma, Ariz to Las Vegas, Nev.) is amended to read: "From the Yuma, Ariz. rdo rng stn via the Blythe, Calif. rdo rng stn; Needles, Calif. rdo rng stn; the intsxn of the N crs of the Needles, Calif. rdo rng and the SE crs of the Las Vegas, Nev. rdo rng to the Las Vegas, Nev. rdo rng stn." (Note: Added portion from Willow Beach intsxn to Las Vegas rng stn)

(8) VOR civil arwy No. 3 (Key West, Fla. to Presque Isle, Maine) is amended by changing the portion which reads: "Vero Beach, Fla. omni stn, including an E alternate from the West Palm Beach omni stn to the Vero Beach omni stn;" to read: "Vero Beach, Fla. omni stn, including an E alternate via the intsxn of the West Palm Beach omnirange 358°T and the Vero Beach omnirange 143°T radials;" (Note: Redesignated V3E between West Palm Beach VOR and Vero Beach VOR.)

(9) VOR civil arwy No. 7 (Miami, Fla. to Green Bay, Wis.) is amended by changing the portion which reads: "Cross City, Fla. omni stn, including a W alternate from the Fort Myers omni stn to the Cross City omni stn via the Tampa, Fla. omni stn and the intsxn of the Tampa omnirange 012°T and the Cross City omnirange 150°T radials and also an E alternate from the Lakeland omni stn to the Cross City omni stn via the Gainesville, Fla. omni stn;" to read: "Cross City, Fla. omni stn;" and by changing the portion which reads: "Graham, Tenn omni stn, including an E alternate from the Birmingham omni stn to the Graham omni stn via the point of intsxn of the Huntsville, Ala. omnirange 264°T and the Graham omnirange 158°T radials; Nashville, Tenn. omni stn;" to read: "Graham, Tenn, omni stn, including an E alternate from the Birmingham omni stn to the Graham omni stn via the point of intsxn of the Huntsville, Ala. omnirange 264°T and the Graham omnirange 158°T radials; intsxn of the Graham omnirange 069°T and the Nashville omnirange 254°T radials; Nashville, Tenn. omni stn;" (Note: Revoked V7W between Fort Myers VOR and Cross City VOR. Revoked V7E between Lakeland VOR and Cross City VOR. Put slight dog-leg in V7 between Graham VOR and Nashville VOR.)

(10) VOR civil arwy No. 16 (Los Angeles, Calif. to Boston, Mass.) is amended by changing the portion which reads: "Tucson, Ariz. omni stn;" to read: "Tucson, Ariz. omni stn, including a S alternate from the Phoenix omni stn to the Tucson omni stn via the Casa Grande, Ariz. omni stn and the intsxn of the Casa Grande omnirange 158° and the Tucson omnirange 273° radials;" and by changing the portion which reads: "Graham, Tenn. omni stn, including a S alternate from the Memphis omni stn to the Graham omni stn via the intsxn of the Memphis omnirange 081°T and the Graham omnirange 238°T radials; Nashville, Tenn. omni stn; Crossville, Tenn. omni stn, including a S alternate from the Graham omni stn to the Crossville omni stn via the Graham omnirange 099°T and the Crossville omnirange 257°T radials;" to read: "Graham, Tenn. omni stn, including a S alternate from the Memphis omni station to the Graham omni stn via the intsxn of the Memphis omnirange 081° and the Graham omnirange 238° radials; intsxn of the Graham omnirange 069° and the Nashville omnirange 254° radials; Nashville, Tenn. omni stn; intsxn of the Nashville omnirange 133° and the Crossville omnirange 257° radials; Crossville, Tenn. omni stn, including a S alternate from the Graham omni stn to the Crossville omni stn via the intsxn of the Graham 099° and the Crossville omnirange 257° radials, and also a N alternate from the Nashville omni stn to the Crossville omnirange via the intsxn of the Nashville omnirange 059° and the Crossville omnirange 291° radials;" (Note: Added V165 between Phoenix VOR and Tucson VOR. Redesignated V16 between Graham VOR and Nashville VOR and between Nashville VOR and Crossville by putting in dog-legs. Added V16N between Nashville VOR and Crossville VOR.)

(11) VOR civil arwy No. 17 (Laredo, Tex. to Goodland, Kans.) is amended by changing the portion which reads: "Gage, Okla. omni stn;" to read: "Gage, Okla. omni stn, including a W alternate via the intsxn of the Oklahoma City omnirange 282° and the Gage omnirange 133° radials;" (Note: Added V17W between Oklahoma City VOR and Gage VOR.)

(12) VOR civil arwy No. 18 (Dallas, Tex. to Charleston, S.C.) is amended by changing the portion which reads: "intsxn of the Augusta omnirange 090°T and the Charleston omnirange 301°T radials; to the Charleston, S.C. omni stn." to read: "intsxn of the Augusta omnirange 157° and the Allendale omnirange 261° radials; Allendale, S.C. omni stn; to the Charleston, S.C. omni stn." (Note: Redesignated V18 between Augusta VOR and Charleston VOR. Added Allendale VOR to V18.)

(13) VOR civil arwy No. 20 (Laredo, Tex. to Richmond, Va.) is amended by changing the portion which reads: "intsxn of the New Orleans omnirange 066°T and the Mobile omnirange 242°T radials;" to read: "Gulfport, Miss. omni stn;" (Note: Added Gulfport VOR to V20 between New Orleans VOR and Mobile VOR.)

(14) VOR civil arwy No. 35 (Miami, Fla. to Syracuse, N.Y.) is amended by changing the portion which reads: "Fort Myers, Fla. omni stn; Tampa, Fla. omni stn; Tallahassee, Fla. omni stn;" to read: "Fort Myers, Fla. omni stn; Tampa, Fla, omni stn; Cross City, Fla. omni stn, including an E alternate from the point of intsxn of the Tampa omnirange 153°T radials and the Tampa Intnl Arpt ILS lclzr S crs to the Cross City omni stn via the Tampa Intnl Arpt ILS lclzr, the intsxn of the Tampa Intnl Arpt ILS lclzr N crs and the Gainesville omnirange 190°T radial, and the Gainesville, Fla. omni stn; Tallahassee, Fla. omni stn;" (Note: Redesignated V35 between Tampa VOR and Tallahassee VOR via Cross City VOR. Added V53E between Tampa and Cross City.).

(15) VOR civil arwy No. 66 (San Diego, Calif. to Charlotte, N.C.) is amended by changing the portion which reads: "intsxn of the Culberson omnirange 090°T and the Midland omnirange 242°T radials;" to read: "intsxn of the Culberson omnirange 090°T and the Midland omnirange 243°T radials;" (Note; Changed Midland 242°T to 243°T.)

(16) VOR civil arwy No. 76 (Lubbock, Tex. to Galveston, Tex.) is amended by changing the portion which reads: "Austin, Tex. omni stn; to read: "Austin, Tex. omni stn, including a N alternate via the Lometa, Tex. omni stn;". (Note: Added V76N from San Angelo VOR to Austin VOR via Lometa VOR. Portion of R-343 conflicting with V76N to be rescinded concurrently.)

(17) VOR civil arwy No. 97 (Miami, Fla. to Minneapolis, Minn.) is amended by changing the portion which reads: "Tallahassee, Fla. omni stn, including an E alternate from the Tampa omni stn to the Tallahassee omni stn via the Cross City, Fla. omni stn;" to read: "Tallahassee Fla omni stn;" (Note: Revoked V97E between Tampa VOR and Tallahassee VOR.)

(18) VOR civil arwy No. 114 (Amarillo, Tex. to New Orleans, La.) is amended by changing the portion which reads: "From the Amarillo, Tex. omni stn via the Childress, Tex. omni stn, including a S alternate; Wichita Falls, Tex. omni stn;" to read: "From the Amarillo, Tex omni stn via the Childress, Tex. omni stn, including a N and a S alternate; Wichita Falls, Tex. omni stn, including a S alternate via the intsxn of the Childress omnirange 120° and the Wichita Falls omnirange 262° radials;" (Note: Added V14N between Amarillo VOR and Childress VOR. Added V14S between Childress VOR and Wichita Falls VOR.)

(19) VOR civil arwy No. 140 (Amarillo, Tex. to New York, N.Y.) is amended by changing the portion which reads: "Nashville, Tenn. omni stn, including a S alternate from the Dyersburg omni stn to the Nashville omni stn via the intsxn of the Dyersburg omni 104°T and the Graham omnirange 269°T radials, and the Graham, Tenn. omni stn;" to read: "Nashville, Tenn. omni stn, including a S alternate from the Dyersburg omni stn to the Nashville omni stn via the intsxn of the Dyersburg omnirange 104° and the Graham omnirange 269° radials, the Graham, Tenn. omni stn, and the intsxn of the Graham omnirange 069° and the Nashville omnirange 254° radials;" (Note: Added slight dog-leg to V140S between Graham VOR to Nashville VOR.)

(20) VOR civil arwy No. 157 (Miami, Fla. to Richmond, Va.) is amended by changing the portion which reads: "To the Gainesville, Fla. omni stn." to read: "Gainesville, Fla. omni stn, to the point of intsxn of the Gainesville omnirange 354°T and the Jacksonville, Fla. omnirange 273°T radials." (Note: Added new portion to V157 from Gainesville VOR to relocated Taylor Int.)

(21) VOR civil arwy No. 159 (Miami, Fla. to Albany, Ga.) is amended by changing the portion which reads: "Orlando, Fla. omni stn;" to read: "Orlando, Fla. omni stn, including an E alternate from the Vero Beach omni stn to the Orlando omni stn via the intsxn of the Vero Beach omnirange 339°T and the Orlando omnirange 123°T radials and also a W alternate from the West Palm Beach omni stn to the Orlando omni stn via the intsxn of the West Palm Beach omnirange 311°T and the Orlando omnirange 164°T radials;" (Note: Added V159E between Vero Beach VOR and Orlando VOR. Added V159W between West Palm Beach VOR and Orlando VOR.)

(22) VOR civil arwy No. 163 (Brownsville, Tex. to Oklahoma City, Okla.) is amended by

changing the portion which reads: "San Antonio, Tex. omni stn;" to read: "San Antonio, Tex. omni stn, including a W alternate via the intsxn of the Alice omnirange 334° and the San Antonio omnirange 183° radials;" and by changing the portion which reads: "Ardmore, Okla. omni stn intsxn of the Ardmore omnirange 350°T and the Oklahoma City omnirange 137°T radials; to the Oklahoma City omni stn, including a W alternate from the Ardmore omni stn to the Oklahoma City omnirange stn via the intsxn of the Ardmore omnirange 331°T and the Oklahoma City omnirange 180°T radials and also an E alternate from the Ardmore omni stn to the Oklahoma City omni stn via the point of intsxn of the Oklahoma City omnirange 107°T and the Tulsa, Okla. omnirange 228°T radials." to read: "Ardmore, Okla. omni stn; intsxn of the Ardmore omnirange 342° and the Oklahoma City omnirange 154° radials; to the Oklahoma City, Okla. omni stn, including a W alternate via the intsxn of the Ardmore omnirange 327° and the Oklahoma City omnirange 180° radials and also an E alternate via the point of intsxn of the Oklahoma City omnirange 107° and the Tulsa, Okla. omnirange 228° radials." (Note: Redesignated V163 and V163W between Ardmore VOR and Oklahoma City VOR. Added V163W between Alice VOR and San Antonio VOR.)

(23) VOR civil arwy No. 216 (Lamoni, Iowa, to Saginaw, Mich.) is amended to read: "From the Lamoni, Iowa, omni stn via the Ottumwa, Iowa, omni stn; to the Iowa City, Iowa, omni stn. From the Janesville, Wis. omni stn via the Muskegon, Mich. omni stn; to the Saginaw, Mich. omni stn." (Note: Added new portion to V216 from Lamoni VOR to Iowa City VOR via Ottumwa VOR.)

(24) VOR civil arwy No. 272 (Sayre, Okla. to Oklahoma City, Okla.) is amended to read: "From the Sayre, Okla. omni stn to the Oklahoma City, Okla. omni stn, including a N alternate and also a S alternate via the intsxn of the Sayre omnirange 101° and the Oklahoma City omnirange 242° radials." (Note: Added V272S between Sayre VOR and Oklahoma City VOR.)

(25) VOR civil arwy No. 292 (unassigned)

(26) VOR civil arwy No. 293 (West Palm Beach, Fla. to Tampa, Fla.) is added to read: "From the West Palm Beach, Fla. omni stn via the intsxn of the West Palm Beach omnirange 270°T and the La Belle omnirange 107°T radials; La Belle, Fla. omni stn; to the Tampa, Fla. omni stn." (Note: New arwy)

(27) VOR civil arwy No. 294 (unassigned)

(28) VOR civil arwy No. 295 (Vero Beach, Fla. to Cross City, Fla.) is added to read: "From the Vero Beach, Fla. omni stn via the intsxn of the Vero Beach omnirange 296°T and the Orlando omnirange 164°T radials; Orlando, Fla. omni stn; intsxn of the Orlando omnirange 284°T and the Cross City omnirange 150°T radials; to the Cross City, Fla. omni stn." (Note: New airway)

(29) VOR civil arwy No. 1520 (Los Angeles, Calif. to Washington, D.C.) is amended by changing the portion which reads: "From the Little Rock, Ark. omni stn via the Memphis, Tenn. omni stn;" to read: "From the Texico, N. Mex. omni stn via the Childress, Tex. omni stn; Wichita Falls, Tex. omni stn; McAlister, Okla. omni stn; Little Rock, Ark. omni stn; Memphis, Tenn. omni stn;" (Note: Added new part to V1520 from Texico VOR to Little Rock VOR.)

CONTROL AREAS:

(1) Green civil arwy No. 3 (Oakland, Calif. to New York, N.Y.) is amended by changing the caption.

(2) Green civil arwy No. 6 (Alice, Tex. to Norfolk, Va.) is amended by changing the caption.

(3) Blue civil arwy No. 54 (Richmond, Calif. to Hamilton AFB, San Rafael, Calif.) caption changed and is amended to read: "All of Blue civil arwy No. 54."

(4) VORcivil arwy No. 35 (Miami, Fla. to Syracuse, N.Y.) is amended by adding a new last sentence to read: "The airspace between the main arwy and its E alternate between the point of intsxn of the Tampa, Fla. omnirange 153°T radial with the Tampa Intnl Arpt ILS lclzr S crs and the Cross City, Fla. omni stn is excluded."

(5) VOR civil arwy No. 76 (Lubbock, Tex. to Galveston, Tex.) is amended to read: "All of VOR civil arwy No. 76 including a N alternate, but excluding the airspace between the main arwy and its N alternate between the San Angelo, Tex. omni stn and the Austin, Tex. omni stn."

(6) VOR civil arwy No. 97 (Miami, Fla. to Minneapolis, Minn.) is amended to read: "All of VOR civil arwy No. 97 including E and W alternates, but excluding all of the airspace below 2000' above MSL which lies beyond the continental limits of the United States."

(7) VOR civil arwy No. 159 (Miami, Fla. to Albany, Ga.) is amended to read: "All of VOR civil arwy No. 159 including an E alternate and W alternate, but excluding the airspace between the main arwy and its W alternate from the West Palm Beach, Fla. omni stn to the Orlando, Fla. omni stn."

(8) VOR civil arwy No. 114 (Amarillo, Tex. to New Orleans, La.) is amended to read: "All of VOR civil arwy No. 114 including N and S alternates."

(9) VOR civil arwy No. 216 (Lamoni, Iowa, to Saginaw, Mich.) is amended to read: All of VOR civil arwy No. 216."

(10) VOR civil arwy No. 272 (Sayre, Okla. to Oklahoma City, Okla.) is amended to read: "All of VOR civil arwy No. 272 including a N and a S alternate."

(11) VOR civil arwy No. 292 (unassigned)

(12) VOR civil arwy No. 293 (West Palm Beach, Fla. to Tampa, Fla.) is added to read: "All of VOR civil arwy No. 293."

(13) VOR civil arwy No. 294 (unassigned)

(14) VOR civil arwy No. 295 (Vero Beach, Fla. to Cross City, Fla.) is added to read: "All of VOR civil arwy No. 295."

CONTROL AREA EXTENSIONS:

(1) (Lake Charles, La.) is amended by adding the following portion to present control area extension: "and within 5 mi either side of the 058°T radial of the omnirange extending from the omni stn to a point 42 mi NE."

(2) (Sumter, S.C.) is amended to read: "The airspace N of Shaw Air Force Base bounded on the W by VOR civil arwy No. 37, on the N by the Greenville, S.C., control area extension (601.1014), on the NE by a line extending through points at lat 34-48-10, long. 80-10-30 and lat 34-31-00, long. 79-42-30, on the E by Amber civil arwy No. 7 and on the S by Red civil arwy No. 16, excluding the portion below 26,000'MSL which overlaps restricted area (R-114)."

(3) (San Francisco, Calif.) is amended to read: "All of the airspace in the San Francisco area bounded on the NE by VOR civilarwy No. 107, on the S by a line 5 mi SE of and parallel to the SW and NE courses of the Moffett NAS, Calif. rdo rng, on the W by a line 3 n mi offshore extending to the southern bndry of the San Francisco control area extension 601.1173, thence E along this bndry to lat 37-14-00, long. 122-24-55, thence N to lat 38-08-30, long. 122-54-00, thence NE to the point of intsxn of the western edge of VOR civil arwy No. 107 with lat 38-15-00." (Note: Redescribed due to discontinuance of San Francisco rdo rng; also, deleted portion NE of San Francisco and added to Oakland control area extension 601.1165.)

(4)(Omaha, Nebr.) is amended to read: "All of the airspace within a 25 mi radius of the Omaha rdo rng stn including the airspace SW of Omaha bounded on the N by VOR civil arwy Nos. 8-S and 6-S, on the E by VOR civil arwy No. 15, on the S by lat 40-00-00 to a point at lat 40-00-00, long. 96-55-00, on the W by long. 96-55-00 to a point at lat 40-30-00, long. 96-55-00 thence on the S by lat 40-30-00 to a point at lat 40-30-00, long. 97-20-00 thence on the W by long. 97-20-00 to VOR civil arwy No. 8-S and 6-S; the airspace SE of Omaha within a 25 mi radius of the Omaha omni stn bounded on the N by VOR civil arwy No. 6 and 8 and on the W by VOR civil arwy No. 15."

(5) (Oakland, Calif.) is amended to read: "The airspace SE of Oakland bounded on the SW by Blue civil arwy No. 10, on the SE by Blue civil arwy No. 60 and on the N by Red civil arwy No. 60; the airspace NE of Oakland bounded on the NW by Green civil arwy No. 3, on the E by Blue civil arwy No. 7 and on the S by Red civil arwy No. 60." (Note: the last portion was a part of San Francisco Control Area 601.1113 redesignated herein.)

(6) (Columbia, S.C.) is amended to read: "All of the airspace S of the Columbia omni stn bounded on the N by VOR civil arwy No. 56 on the NE by VOR civil arwy No. 53, on the S by VOR civil arwy No. 18 and on the W by VOR civil arwy No. 185 excluding the portion which overlaps Prohibited Area (P-378); the airspace SE of Columbia bounded on the N by VOR civil arwy No. 56, on the E by VOR civil arwy No. 3 and on the SW by VOR civil arwy No. 53, excluding the portion below 26,000'MSL between sunrise and sunset which overlaps restricted area (R-384)."

(7) (Albuquerque, N. Mex.) is amended by changing the words which read: "excluding the portion which conflicts with restricted area R-313." to read: "excluding the portion below 30,000'MSL which overlaps restricted area (R-313)."

(8) (Las Vegas, Nev.) is amended by changing the words which read: "on the NE by Red civil arwy No. 15 and on the E by Blue civil arwy No. 67." to read: "on the NE and E by Blue civil arwy No. 67."

(9) (Altus, Okla.) is amended to read: "All of the airspace bounded on the N by VOR civil arwy No. 140 between the Amarillo, Tex. and the Sayre, Okla. omni stn and by VOR civil arwy No. 272 between Sayre and Oklahoma City, Okla. omni stn, thence on the E by VOR civil arwy No. 77 to Wichita Falls, Tex. omni stn, thence on the S and SE by VOR civil arwy No. 114 to Amarillo, Tex. omni stn, excluding the portion which overlaps the Ft Sill restricted area (R-208); the airspace N of Altus Air Force Base bounded on the S by long. 99-38-00, on the NE by VOR civil arwy No. 17 and on the S by VOR civil arwy No. 272."

(10) (Denver, Colo.) is amended to read: "That airspace SW of Denver lying within a 34 mi radius of the Denver omni stn bounded on the N by VOR civil arwy 8 and on the E by Amber civil arwy No. 3 including the airspace within 5 mi either side of a line bearing 174°T extending from the Aurora nondirectional rdo bcn to a point 25 mi S; that airspace NE of Denver bounded on the E and NE by VOR civil arwy No. 19, on the SE by VOR civil arwy No. 160 and on the W by VOR civil arwy No. 89; that airspace SE of Denver bounded on the NE by VOR civil arwy No. 4, on the E by VOR civil arwy No. 19, on the SW by the Colorado Springs, Colo. control area extension and on the W by Amber civil arwy No. 3. The portion of this control area below 22,000'MSL which lies within restricted area (R-195) (published in 608.15 of this chapter) shall be used only after obtaining prior approval from Civil Aeronautics Administration Air Traffic Control." (Note: R-195 being amended to be at all times to 22,000'; charts to carry notation above)

(11) (Miles City, Mont.) is amended to read: "The airspace within a 20 mi radius of the Miles City, Mont. omni stn."

(12) (Pendleton, Oreg.) is added to read: "The airspace E of Pendleton bounded on the N by Red civil arwy No. 53, on the SW by Green civil arwy No. 10, and on the SE by a line drawn 5 mi SE of and parallel to the SW crs of the Walla Walla, Wash. rdo rng extending from Red 53 to Green 10."

(13) (New Orleans, La.) is added to read: "The airspace bounded by lines beginning at a point at lat 29-15-00, long. 90-40-00, thence extending SW to lat 28-15-00, long. 91-25-00,

thence W to lat 28-15-00, long. 92-05-00; thence NE to lat 29-15-00, long. 91-05-00, thence E to point of beginning at lat 29-15-00, long. 90-40-00, excluding the portion below 2500'MSL between the United States shoreline and the New Orleans Oceanic Control Area."

(14) (Vero Beach, Fla.) is added to read: "Within 5 mi either side of the Vero Beach omnirange 023°T radial extending from the Vero Beach omni stn to its intsxn with the Orlando Fla. omnirange 071°T radial, excluding the airspace below 10,000'MSL which lies outside the continental limits of the United States and excluding the airspace below 14,000'MSL which overlaps Warning Area W-158." (Note: prior ATC approval is required before entering the portion of this control area lying within Warning Area 497A)

CONTROL ZONES:

(1) (San Francisco, Calif.) is amended to read: "Within a 5 mi radius of the San Francisco Intnl Arpt, within 2 mi on the SW side of the 309°T radial of the San Francisco terminal omnirange extending from the terminal omni stn to a point 6-1/2 mi NW, within 6-1/2 mi on the NW side and 11 mi on the SE side of the 038°T radial of the San Francisco terminal omnirange extending from the terminal omni stn to a point 8-1/2 mi NE, and within 2 mi on the SW side of the 125°T radial of the San Francisco terminal omnirange extending from the terminal omni stn to a point 8-1/4 mi SE. The portions of the control zone which overlap the Oakland, Calif. control zone are excluded." (Note: Amended to use VOR radials in lieu of San Francisco LFR courses)

(2) (Lake Charles, La.) is amended to read: "Within a 5 mi radius of the Lake Charles Air Force Base, within 2 mi either side of a 180°T bearing extending from the Lake Charles nondirectional rdo bcn (LCH) to a point 10 mi S, and within 2 mi either side of the 334° and 154°T radials of the Lake Charles omnirange extending to a point 10 mi SE of the omni stn and to a point 10 mi NW of the Lake Charles AFB nondirectional rdo bcn (LKC)."

(3) (Shreveport, La.) is amended to read: "Within a 5 mi radius of Greater Shreveport Municipal Arpt and within 2 mi either side of the Greater Shreveport ILS lclzr front and back courses extending from the lclzr to a point 15 mi SE of the lclzr and to a point 5 mi NW of the ILS outer marker compass locater."

REPORTING POINTS:

(1) Green civil arwy No. 3 (Oakland, Calif. to New York, N.Y.) is amended by changing the caption and by deleting the following reporting point: "San Francisco, Calif. rdo rng stn;"

(2) Green civil arwy No. 6 (Alice, Tex. to Norfolk, Va.) is amended by changing the caption and by deleting the following reporting point: "Laredo, Tex. rdo rng stn;", and by chainging the name of the facility "Lake Charles, La. rdo rng stn" to read: "Lake Charles, La. nondirectional rdo bcn;" (Note: added Laredo to Red 32)

(3) Amber civil arwy No. 8 (Los Angeles, Calif. to Ellensburg, Wash.) is amended by changing the reporting point which reads: "the intsxn of the NW crs of the San Francisco, Calif. rdo rng and the SW crs of the Travis AFB, Calif. rdo rng;" to read: "the intsxn of the SW crs of the Travis AFB, Calif. rdo rng and a line bearing 309°T from the San Francisco Gap, Calif. nondirectional rdo bcn;"

(4) Red civil arwy No. 15 (Reno, Nev. to Phoenix, Ariz.) is amended to read: "No reporting point designation." (Note: Willow Beach intsxn deleted and added to Blue 67)

(5) Blue civil arwy No. 54 (Richmond, Calif. to Hamilton AFB, San Rafael, Calif.) is amended to read: "No reporting point designation."

(6) Blue civil arwy No. 67 (Yuma, Ariz. to Las Vegas, Nev.) is amended to read: "The intsxn of the N crs of the Needles, Calif. rdo rng and the SE crs of the Las Vegas, Nev. rdo rng."

(7) Red civil arwy No. 32 (Laredo, Tex. to Houston, Tex.) is amended to read: "Laredo, Tex. rdo rng stn; Kelly, Tex. rdo rng stn; Smithville, Tex. nondirectional rdo bcn; Richmond, Tex. rdo rng stn." (Note: Added Laredo rng stn which was removed from Green 6 herein)

VOR REPORTING POINTS:

(1) VOR domestic reporting points is amended by adding the following reporting points:

(a) Gainesville; Fla. omni stn (for acft operg at all alts).

(2) VOR domestic reporting points is amended by revoking the following reporting points:

(a) Las Banos Int: The intsxn of the Modesto, Calif. omnirange 176°T and the Fresno, Calif. omnirange 287°T radials.

(b) Half Moon Bay Int: The intsxn of the Oakland, Calif. omnirange 217°T, the Salinas, Calif. omnirange 319°T and the San Francisco, Calif. omnirange 281°T radials.

(c) San Bruno Int: The intsxn of the San Francisco, Calif. omnirange 305°T and the Oakland, Calif. omnirange 218°T radials.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.

2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.

3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

✓ HOLDING PATTERNS: The following holding patterns have been designated, redesignated, or cancelled and shall become effective January 16, 1958:

DESIGNATED:

(1) WASHINGTON, OKLA. (VHF) INTSXN - direction of holding - SE on 144°M radial of the Oklahoma City, Okla. VOR; direction of turns - right; time - 1 min; min alt 4000'.

(2) EDMOND, OKLA. (VHF) INTSXN - direction of holding - NE on 030°M radial of the Oklahoma City, Okla. VOR; direction of turns - right; time - 1 min; min alt 3100'.

(3) BROOKSVILLE, FLA. (VHF) INTSXN - direction of holding - N on N crs of the Tampa, Fla. ILS lclzr; direction of turns - right; time - 2 mins; min alt 1500'.

(4) MONET, FLA. (VHF) INTSXN - direction of holding - NW on the 310°M radial of the West Palm Beach, Fla. VOR; direction of turns - right; time - 1 min; min alt 2000'.

(5) PLAINS, MICH. (VHF) INTSXN - direction of holding - NW on the 320°M radial of the Windsor, Ont. VOR; direction of turns - right; time - 1 min; min alt 2700'.

(6) WAYNE, MICH. (VHF) INTSXN - direction of holding - E on the 254°M radial of the Windsor, Ont. VOR; direction of turns - right; time - 1 min; min alt 2300'.

(7) SALINE, MICH. (VHF) INTSXN - direction of holding - W on the 264°M radial of the Windsor, Ont. VOR; direction of turns - left; time - 1 min; min alt 2300'.

(8) BISHOPVILLE, S.C. (VHF) INTSXN - direction of holding - NE on the 030°M radial of the Shaw, S.C. TVOR; direction of turns - left; time - 1 min; min alt 3000'.

(9) FAIRFIELD, WASH. (LF & VHF) INTSXN - direction of holding - SE on the 104°M radial of the Spokane, Wash. VOR; direction of turns - left; time - 1 min; min alt 6000'.

(10) SIOUX CITY, IOWA (VOR) - direction of holding - NW on the 290°M radial; direction of turns - right; time - 2 mins.

(11) LEXINGTON, N.C. (VHF) INTSXN - direction of holding - SW on the 221°M radial of the Greensboro, N.C. VOR; direction of turns - right; time - 1 min; min alt 1900'.

(12) WACO, N.C. (VHF) INTSXN - direction of holding - NW on the 328°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 1 min; min alt 2700'.

(13) AUSTIN, TEX. (VOR) - direction of holding - N on the 355°M radial; direction of turns - right; time - 2 mins; min alt 2000'.

REDESIGNATED:

(1) TIPP CITY, OHIO (Rbn) - direction of holding - NE on NE crs of the Dayton ILS lclzr; direction of turns - right; time - 1 min; min alt 2200'.

(2) WORCESTER, MASS. (ILS/LOM) - direction of holding - SE on SE crs; direction of turns - right; time - 1 min.

(3) MILLBURY, MASS. (VHF) INTSXN - direction of holding - E on 272°M radial of the Boston, Mass. VOR; direction of turns - right; time - 1 min.

(4) SPOKANE, WASH. (LFR) - direction of holding - E on E crs; direction of turns - right; time - 2 mins; min alt 6000'.

CANCELLED:

(1) LANGSTON, OKLA. (VHF) INTSXN - direction of holding - NE on the 030°M radial of the Oklahoma City, Okla. VOR; direction of turns - left; time - 1 min; min alt 3000'.

✓ ON REQUEST REPORTING POINTS: The following on request reporting points are designated, redesignated, renamed or cancelled and shall become effective January 16, 1958:

DESIGNATED:

(1) ALEX, OKLA. (VHF) INTSXN - intsxn of the 318°M radial of the Ardmore, Okla. VOR and the 170°M radial of the Oklahoma City, Okla. VOR.

(2) ALEXANDER, GA. (VHF) INTSXN - intsxn of the 157°M radial of the Augusta, Ga. VOR and the 261°M radial of the Allendale, S.C. VOR.

(3) ASHER, OKLA. (VHF) INTSXN - intsxn of the 357°M radial of the Ardmore, Okla. VOR and the 120°M radial of the Oklahoma City, Okla. VOR.

(4) BARTOW, FLA. (VHF) INTSXN - intsxn of the 152°M radial of the Lakeland, Fla. VOR and the 210°M radial of the Orlando, Fla. VOR.

(5) BISHOPVILLE, S.C. (VHF) INTSXN - intsxn of the 030°M radial of the Shaw, S.C. TVOR and the 270°M radial of the Florence, S.C. VOR.

(6) BLACK MESA, ARIZ. (VHF) INTSXN - intsxn of the 010°M radial of the Winslow, Ariz. VOR and the 055°M radial of the Valle, Ariz. VOR.

(7) BREWSTER, FLA. (VHF) INTSXN - intsxn of the 174°M radial of the Lakeland, Fla. VOR and the 215°M radial of the Orlando, Fla. VOR.

(8) BROOKSVILLE, FLA. (VHF) INTSXN - intsxn of the N crs of the Tampa, Fla. ILS lclzr and the 305°M radial of the Lakeland, Fla. VOR.

(9) BUSHNELL, FLA. (VHF) INTSXN - intsxn of the 347°M radial of the Lakeland, Fla. VOR and the 283°M radial of the Orlando, Fla. VOR.

(10) CALEDONIA, MICH. (VHF) INTSXN - intsxn of the 055°M radial of the Pullman, Mich. VOR and the 279°M radial of the Lansing, Mich. VOR.

(11) CLERMONT, FLA. (VHF) INTSXN - intsxn of the 283°M radial of the Orlando, Fla. VOR and the 022°M radial of the Lakeland, Fla. VOR.

(12) CLEWISTON, FLA. (VHF) INTSXN - intsxn of the 269°M radial of the West Palm Beach, Fla. VOR and the 106°M radial of the LaBelle, Fla. VOR.

(13) CUSTER, OKLA. (VHF) INTSXN - intsxn of the 272°M radial of the Oklahoma City,

Okla, VOR and the 122°M radial of the Gage, Okla. VOR.

(14) DOLPHIN, P.R. (LF) INTSXN - intsxn of the 046°M radial of the Ramey AFB, P.R. VOR and the 345°M brng from the San Juan, P.R. LFR.

(15) EDMOND, OKLA. (VHF) INTSXN - intsxn of the 030°M radial of the Oklahoma City, Okla. VOR and the N crs of the Oklahoma City, Okla. ILS lclzr.

(16) FAIRFIELD, WASH. (LF & VHF) INTSXN - intsxn of the 104°M radial of the Spokane, Wash. VOR and the 226°M brng to the Pine City, Wash. Rbn.

(17) FLAT CREEK, ALA. (VHF) INTSXN - intsxn of the 259°M radial of the Birmingham, Ala. VOR and the 026°M radial of the Tuscaloosa, Ala. VOR.

(18) HALF MOON BAY, CALIF. (VHF) INTSXN - intsxn of the 200°M radial of the Oakland, Calif. VOR and the 264°M radial of the Agnew, Calif. VOR. (formerly compulsory)

(19) HANSEN, FLA. (VHF) INTSXN - intsxn of the 151°M radial of the Tampa, Fla. VOR and the S crs of the Tampa, Fla. ILS lclzr.

(20) HATHAWAY, LA. (VHF) INTSXN - intsxn of the 050°M radial of the Lake Charles, La. VOR and the 280°M radial of the Lafayette, La. VOR.

(21) HEFLIN, ALA. (VHF) INTSXN - intsxn of the 082°M radial of the Anniston, Ala. VOR and the 340°M radial of the LaGrange, Ga. VOR.

(22) HOPKINS, FLA. (VHF) INTSXN - intsxn of the 338°M radial of the Vero Beach, Fla. VOR and the 122°M radial of the Orlando, Fla. VOR.

(23) LEXINGTON, N.C. (VHF) INTSXN - intsxn of the 094°M radial of the Hickory, N.C. VOR and the 221°M radial of the Greensboro, N.C. VOR.

(24) LINTON, TENN. (VHF) INTSXN - intsxn of the 065°M radial of the Graham, Tenn. VOR and the 342°M radial of the Huntsville, Ala. VOR.

(25) LOS BANOS, CALIF. (VHF) INTSXN - intsxn of the 159°M radial of the Modesto, Calif. VOR and the 271°M radial of the Fresno, Calif. VOR. (formerly compulsory)

(26) MANATEE, FLA. (VHF) INTSXN - intsxn of the 151°M radial of the Tampa, Fla. VOR and the 215°M radial of the Lakeland, Fla. VOR.

(27) MAYSVILLE, OKLA. (VHF) INTSXN - intsxn of the 144°M radial of the Oklahoma City, Okla. VOR and the 056°M radial of the Lawton, Okla. VOR.

(28) MONET, FLA. (VHF) INTSXN - intsxn of the 310°M radial of the West Palm Beach, Fla. VOR and the 170°M radial of the Vero Beach, Fla. VOR.

(29) NEWCASTLE, OKLA. (VHF) INTSXN - intsxn of the 144°M radial of the Oklahoma City, Okla. VOR and the S crs of the Oklahoma City, Okla. VOR.

(30) NEWTON, ALA. (LF) INTSXN - intsxn of the 133°M radial of the Greenwood, Miss. VOR and the W crs of the Meridian, Miss. LFR.

(31) OMEGA, OKLA. (VHF) INTSXN - intsxn of the 060°M radial of the Sayre, Okla. VOR and the 288°M radial of the Oklahoma City, Okla. VOR.

(32) ORANGE, TEX. (VHF) INTSXN - intsxn of the 052°M radial of the Beaumont, Tex. VOR and the 263°M radial of the Lake Charles, La. VOR.

(33) PAW PAW, MICH. (VHF) INTSXN - intsxn of the 148°M radial of the Pullman, Mich. VOR and the 061°M radial of the Keeler, Mich. VOR.

(34) PLAINS, MICH. (VHF) INTSXN - intsxn of the 320°M radial of the Windsor, Ontario VOR and the 035°M radial of the Salem, Mich. VOR.

(35) ST. LUCIE, FLA. (VHF) INTSXN - intsxn of the 191°M radial of the Vero Beach, Fla. VOR and the 310°M radial of the West Palm Beach, Fla. VOR.

(36) SALINE, MICH. (VHF) INTSXN - intsxn of the 210°M radial of the Salem, Mich. VOR and the 264°M radial of the Windsor, Ontario VOR.

(37) WAHOO, FLA. (VHF) INTSXN - intsxn of the 348°M radial of the Tampa, Fla. VOR and the 305°M radial of the Lakeland, Fla. VOR.

(38) WASHINGTON, OKLA. (VHF) INTSXN - intsxn of the 144°M radial of the Oklahoma City, Okla. VOR and the 043°M radial of the Lawton, Okla. VOR.

(39) WASHITA, OKLA. (VHF) INTSXN - intsxn of the 232°M radial of the Oklahoma City, Okla. VOR and the 090°M radial of the Sayre, Okla. VOR.

(40) WAYNE, MICH. (VHF) INTSXN - intsxn of the 153°M radial of the Salem, Mich. VOR and the 023°M radial of the Carleton, Mich. VOR and the 254°M radial of the Windsor, Ontario VOR.

(41) WESTOVER, TEX. (VHF) INTSXN - intsxn of the 206°M radial of the Wichita Falls, Tex. VOR and the 276°M radial of the Ft. Worth, Tex. VOR.

(42) YORK, ALA. (LF) INTSXN - intsxn of the 215°M radial of the Tuscaloosa, Ala. VOR and the E crs of the Meridian, Miss. LFR.

REDESIGNATED:

(1) DIXIE RANCH, FLA. (VHF) INTSXN - intsxn of the 223°M radial of the Vero Beach, Fla. VOR and the 310°M radial of the West Palm Beach, Fla. VOR.

(2) GULF COAST, TEX. (VHF) INTSXN - intsxn of the 064°M radial of the Eagle Lake, Tex. VOR and the 345°M radial of the Houston, Tex. VOR and the 327°M radial of the Galveston, Tex. VOR.

(3) HOMO, FLA. (VHF) INTSXN - intsxn of the N crs. of the Tampa, Fla. ILS lclzr and the 283°M radial of the Orlando, Fla. VOR.

(4) MAGNOLIA, TEX. (VHF) INTSXN - intsxn of the 115°M radial of the College Station, Tex. VOR and the 162°M radial of the Leona, Tex. VOR.

(5) PARRISH, FLA. (VHF) INTSXN - intsxn of the 131°M radial of the Tampa, Fla. VOR and the 215°M radial of the Lakeland, Fla. VOR.

(6) PENWELL, TEX. (VHF) INTSXN - intsxn of the 232°M radial of the Midland, Tex. VOR and the 095°M radial of the Wink, Tex. VOR.

(7) PYOTE, TEX. (VHF) INTSXN - intsxn of the 232°M radial of the Midland, Tex. VOR and the 154°M radial of the Wink, Tex. VOR.

(8) SEBRING, OHIO (VHF) INTSXN - intsxn of the 119°M radial of the Cleveland, Ohio VOR and the 316°M radial of the Pittsburgh, Pa. VOR and the 219°M of the Youngstown, Ohio VOR.

(9) TAYLOR, FLA. (VHF) INTSXN - intsxn of the 352°M radial of the Gainesville, Fla. VOR and the 272°M radial of the Jacksonville, Fla. VOR.

RENAMED & REDESIGNATED:

(1) MARSH, TEX. (VHF) INTSXN - intsxn of the 101°M radial of the Beaumont, Tex. VOR and the 233°M radial of the Lake Charles, La. VOR and the SE crs of the Beaumont, Tex. ILS lclzr. (formerly Sabine Int) (no change in description of holding pattern)

CANCELLED:

(1) ASHLAND, TENN. (VHF) INTSXN - intsxn of the 295°M radial of the Nashville, Tenn VOR and the 032°M radial of the Graham, Tenn. VOR.

(2) BLANCHARD, OKLA. (VHF) INTSXN - intsxn of the 170°M radial of the Oklahoma City, Okla. VOR and the 322°M radial of the Ardmore, Oklahoma VOR. (delete standard holding pattern).

(3) COTATI, CALIF. (VHF) INTSXN - intsxn of the 010°M radial of the Point Reyers, Calif. VOR and the 313°M radial of the Oakland, Calif. VOR.

(4) LANGSTON, OKLA. (VHF) INTSXN - intsxn of the 030°M radial of the Oklahoma City, Okla. VOR and the 120°M radial of the Vance, Okla. VOR.

(5) PURCELL, OKLA. (VHF) INTSXN - intsxn of the 127°M radial of the Oklahoma City, Okla. VOR and the 341°M radial of the Ardmore, Okla. VOR (delete standard holding pattern).

(6) ROSS AVENUE, TEX. (LF) INTSXN - intsxn of the 274°T brng to the Dallas, Tex. Rbn and the SE crs of the Dallas, Tex. ILS lclzr.

(7) ST GEORGE, S.C. (VHF) INTSXN - intsxn of the 302°M radial of the Charleston, S.C. VOR and the 032°M radial of the Savannah, Ga. VOR.

(8) TALLAPOOSA, GA. (VHF) INTSXN - intsxn of the 084°T radial of the Anniston, Ala. VOR and the 357°T radial of the LaGrange, Ga. VOR and the W crs of the Atlanta, Ga. ILS lclzr.

(9) WATER VALLEY, TENN. (VHF) INTSXN - intsxn of the 071°T radial of the Graham, Tenn. VOR and the 338°T radial of the Huntsville, Ala. VOR.

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

BSW	Boswell Bay, Alaska	(assignment)
CFI	Crafton Island, Alaska	(assignment)
CGM	Eastover, S.C., Congaree Air Base, S.C. Air National Guard	(change from Columbia, Congaree MCAF)
ELI	Elim, Alaska, Elim Arpt	(assignment)
KKK	Kalakaket, Alaska	(assignment)
OCE	Oceanic, Alaska	(assignment)
OLS	Olson Island, Alaska	(assignment)
PKI	Peak Island, Alaska	(assignment)
PXI	Perry Island, Alaska	(assignment)
PXT	Port Ashton, Alaska	(assignment)
RDV	Red Devil, Alaska, Red Devil Arpt	(assignment)
4PJ	Page, Ariz. (Glen Canyon Dam)	(assignment)
IX	Cold Lake, Alta. (RCAF inner beacon)	(assignment)
PO	Pilot Mound, Man.	(assignment)
SC	Prince Rupert, B.C. (seaplane base)	(change from Seal Cove)
TC	Ethelda Bay, B.C.	(change from EV)
YT	St John's (Torbay) Newfoundland	(change from Torbay)
NPS	Pearl Harbor, Oahu, T.H. Ford Island NAS	(change from PHR scheduled Jan 1)

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendment shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 213)
(January 16, 1958)

(1) Section 608.51, the Gray AFB, Texas, area (R-343) amended December 22, 1955, in 20 F.R. 9856 is redesignated to exclude that portion overlapped by the following airway: From the Austin, Texas VOR direct to the Lometa, Texas VOR, direct to the San Angelo, Texas VOR.

(2) Section 608.55, the Olympic Peninsula, Washington, area (R-241) amended October 31, 1951, in 16 F.R. 11066 is further amended by changing the "Designated Altitudes" column to read: "From 15,000'MSL to unlimited."

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective January 16, 1958:

Section 610.13 Green Civil Airway 3
is amended to delete:

FROM	TO	MEA
Golden Gate INT, Calif.	San Francisco, Calif.LFR	3000
San Francisco, Calif.LFR	Oakland,Calif.LFR	3000

Section 610.16 Green Civil Airway 6
is amended to delete:

FROM	TO	MEA
Laredo,Tex.LFR	San Diego,Tex. LF/RBN	1900
San Diego,Tex. LF/RBN	Alice,Tex.LFR	1500
Port Arthur INT, Tex.	Lake Charles,La. LF/RBN	1500
Lake Charles,La. LF/RBN	Lafayette,La. LF/RBN	1500

Section 610.19 Green Civil Airway 9
is amended to read in part:

FROM	TO	MEA
Coconut INT,TH	Honolulu,TH LFR	3000
*Honolulu,TH LFR	Banana INT,TH	6000

*5000 - MCA Honolulu LFR, NE-bound

Section 610.210 Red Civil Airway 10
is amended to read in part:

FROM	TO	MEA
Jackson,Miss.LFR	*Newton INT,Miss.	2000
Newton INT,Miss.	Meridian,Miss.LFR	2000

*4000 - MRA

Section 610.215 Red Civil Airway 15
is amended to delete:

FROM	TO	MEA
Las Vegas,Nev.LFR	Willow Beach INT, Ariz.	8000

Section 610.284 Red Civil Airway 84
is amended to read in part:

FROM	TO	MEA
Meridian,Miss. LFR	*York INT,Ala.	2000
York INT,Ala.	Marion INT,Ala.	2000

*3000 - MRA

Section 610.287 Red Civil Airway 87
is amended to read in part:

FROM	TO	MEA
Coconut INT,TH	Honolulu,TH LFR	3000

Section 610.296 Red Civil Airway 96
is amended to read in part:

FROM	TO	MEA
Beaumont,Tex.LFR	Lake Charles,La. LF/RBN	1500
Lake Charles,La. LF/RBN	Lafayette,La. LF/RBN	1500

Section 610.313 Red Civil Airway 113
is amended to read in part:

FROM	TO	MEA
Makai INT,TH	Honolulu,TH LFR	2000
*Honolulu,TH LFR	Makapuu Pt.,TH LF/RBN	5000

*4000 - MCA Honolulu LFR, E-bound

Section 610.654 Blue Civil Airway 54
is amended to delete:

FROM	TO	MEA
Evergreen,Calif. LF/RBN	San Francisco, Calif.LFR	3000

Section 610.667 Blue Civil Airway 67
is amended by adding:

FROM	TO	MEA
Willow Beach INT, Ariz.	Las Vegas,Nev.LFR	8000

Section 610.1001 Direct Routes, U. S.
is amended to delete:

FROM	TO	MEA
McAlester,Okla. VOR	Little Rock,Ark. VOR	*6800

*3800 - MOCA

Section 610.6003 VOR Civil Airway 3
is amended to read in part:

FROM	TO	MEA
West Palm Beach, Fla.VOR	Vero Beach,Fla.VOR	
Via E alter.	Via E alter.	1700

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Chattanooga,Tenn. VOR	Nashville,Tenn. VOR	4000

Section 610.6006 VOR Civil Airway 6
is amended to read in part:

FROM	TO	MEA
*Ogden,Utah VOR	Blacksmith INT,Utah	
Via N alter.	Via N alter.	12000

*11000 - MCA Ogden VOR, N-bound

Section 610.6007 VOR Civil Airway 7
is amended to delete:

FROM	TO	MEA
Ft.Myers,Fla.VOR	Tampa,Fla.VOR	
Via W alter.	Via W alter.	1500
Tampa,Fla.VOR	*Homo INT,Fla.	
Via W alter.	Via W alter.	**1500
*Homo INT,Fla.	Cross City,Fla.VOR	
Via W alter.	Via W alter.	**2000
Lakeland,Fla.VOR	*Webster INT,Fla.	
Via E alter.	Via E alter.	**1500

*2000 - MRA
**1200 - MOCA

VOR Civil Airway 7 - cont'd.

FROM	TO	MEA
Webster INT,Fla. Via E alter.	Ocala INT,Fla. Via E alter.	*2000
Ocala INT,Fla. Via E alter.	Gainesville,Fla.VOR Via E alter.	*1500
Gainesville,Fla. VOR Via E alter.	Cross City,Fla.VOR Via E alter.	1500

*1300 - MOCA
*1200 - MOCA

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
Ft.Myers,Fla.VOR	*Brewster INT,Fla.	**2000
Brewster INT,Fla.	Lakeland,Fla.VOR	*2000
Dade City INT, Fla.	*Homo INT,Fla.	**2000

*2500 - MRA
**1300 - MOCA
*1300 - MOCA
*3000 - MRA
**1200 - MOCA

Section 610.6008 VOR Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Daggett,Calif.VOR Via S alter.	Las Vegas,Nev.VOR Via S alter.	11500

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Hobart,Okla.VOR	*Washita INT,Okla.	3100
Washita INT,Okla.	Oklahoma City, Okla.VOR	3100
Prague INT,Okla. Via S alter.	*Sapulpa INT,Okla. Via S alter.	**4000

*3500 - MRA
**2000 - MOCA

Section 610.6016 VOR Civil Airway 16
is amended by adding:

FROM	TO	MEA
Phoenix,Ariz.VOR Via S alter.	Casa Grande,Ariz.VOR Via S alter.	5000
Casa Grande,Ariz. VOR Via S alter.	Tucson,Ariz.VOR Via S alter. SE-bound	8000
	NW-bound	7000

Section 610.6017 VOR Civil Airway 17
is amended by adding:

FROM	TO	MEA
Gage,Okla.VOR Via S alter.	*Custer INT,Okla. Via S alter.	**4300
Custer INT,Okla. Via S alter.	Weatherford INT,Okla. Via S alter.	*3500
Weatherford INT, Okla. Via S alter.	Oklahoma City, Okla.VOR Via S alter.	*3500

*4300 - MRA
**3600 - MOCA
*3000 - MOCA
*3300 - MOCA

Section 610.6017 VOR Civil Airway 17
is amended to read in part:

FROM	TO	MEA
Bray INT,Okla.	Alex INT,Okla.	*2800
Alex INT,Okla.	Oklahoma City, Okla.VOR	2500
Calumet INT,Okla.	*Omega INT,Okla.	2600
Omega INT,Okla.	Gage,Okla.VOR	*3700
Austin,Tex.VOR	*Round Rock INT,Tex.	2000
Round Rock INT, Tex.	*Walburg INT,Tex.	2000
Walburg INT,Tex.	Waco,Tex.VOR	2000
Austin,Tex.VOR Via E alter.	*Hutto INT,Tex. Via E alter.	**2700
Hutto INT,Tex. Via E alter.	Waco,Tex.VOR Via E alter.	*2700

*2400 - MOCA
*4200 - MRA
*3600 - MOCA
*4400 - MRA
*4000 - MRA
*3000 - MRA
**2500 - MOCA
*2500 - MOCA

Section 610.6018 VOR Civil Airway 18
is amended to delete:

FROM	TO	MEA
Augusta,Ga.VOR	*St.George INT, S.C.	**2800
St.George INT,S.C.	Charleston,S.C. VOR	*2800

*3500 - MRA
**2000 - MOCA
*2000 - MOCA

Section 610.6018 VOR Civil Airway 18
is amended by adding:

FROM	TO	MEA
Augusta,Ga.VOR	Alexander INT,Ga.	1800
Alexander INT,Ga.	Allendale,S.C.VOR	1600
Allendale,S.C.VOR	Charleston,S.C.VOR	1600

Section 610.6018 VOR Civil Airway 18
is amended to read in part:

FROM	TO	MEA
Anniston,Ala.VOR	Heflin INT,Ala.	4000
Heflin INT,Ala.	Chattahoochie INT, Ga.	2700

Section 610.6020 VOR Civil Airway 20
is amended to read in part:

FROM	TO	MEA
High Island INT, Tex. Via S alter.	Marsh INT,Tex. Via S alter.	*2300
Marsh INT,Tex. Via S alter.	Lake Charles,La.VOR Via S alter.	1300
New Orleans,La. VOR	Gulfport,Miss.VOR	2000
Gulfport,Miss.VOR	Mobile,Ala.VOR	1400

*1400 - MOCA

Section 610.6022 VOR Civil Airway 22
is amended to read in part:

FROM	TO	MEA
New Orleans,La. VOR	Dog INT,La.	*3900
*2000 - MOCA		
Lee INT,Fla.	*Taylor INT,Fla.	**3000
Via N alter.	Via N alter.	**3000
*4000 - MRA		
**1200 - MOCA		

Section 610.6027 VOR Civil Airway 27
is amended to read in part:

FROM	TO	MEA
Salinas,Calif.VOR	Stinson Beach INT, Calif.	
Via W alter.	Via W alter.	5000

Section 610.6028 VOR Civil Airway 28
is amended to read in part:

FROM	TO	MEA
Modesto,Calif. VOR	*Copper INT,Calif.	3000
*6000 - MCA Copper INT, NE-bound		
Copper INT,Calif.	*West Point INT, Calif.	8000
*10000 - MCA West Point INT, NE-bound		

Section 610.6032 VOR Civil Airway 32
is amended to read in part:

FROM	TO	MEA
*Salt Lake City, Utah VOR	**Henefer INT,Utah	12000
*12000 - MCA Salt Lake City VOR,E-bound		
**14000 - MRA		

Section 610.6035 VOR Civil Airway 35
is amended to delete:

FROM	TO	MEA
Tampa,Fla.VOR	*Crystal INT,Fla.	**1500
*2000 - MRA		
**1200 - MOCA		
Crystal INT,Fla.	*Shrimp INT,Fla.	**1500
*6000 - MRA		
**1000 - MOCA		
*Shrimp INT,Fla.	Scallop INT,Fla.	**4000
*6000 - MRA		
**1000 - MOCA		
Scallop INT,Fla.	Lobster INT,Fla.	*6000
*1000 - MOCA		
Lobster INT,Fla.	*St.Mark INT,Fla.	**2000
*2000 - MRA		
**1000 - MOCA		
St.Mark INT,Fla.	Tallahassee,Fla. VOR	1500

Section 610.6035 VOR Civil Airway 35
is amended by adding:

FROM	TO	MEA
Tampa,Fla.VOR	*Hudson INT,Fla.	**1500
*2000 - MRA		
**1300 - MOCA		
Hudson INT,Fla.	*Wahoo INT,Fla.	**1500
*2000 - MRA		
**1300 - MOCA		

VOR Civil Airway 36 - cont'd.

FROM	TO	MEA
Wahoo INT,Fla. VOR	Cross City,Fla. VOR	*2000
*1200 - MOCA		
Cross City,Fla. VOR	Tallahassee,Fla. VOR	1500
Hansen INT,Fla.	*Homo INT,Fla.	
Via E alter.	Via E alter.	1500
*3000 - MRA		
Homo INT,Fla.	Gainesville,Fla.VOR	
Via E alter.	Via E alter.	*1500
*1200 - MOCA		
Gainesville,Fla. VOR	Cross City,Fla.VOR	
Via E alter.	Via E alter.	1500

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Belle Glade INT, Fla.	*St.Lucie INT, Fla.	**2000
*2000 - MRA		
**1400 - MOCA		
St.Lucie INT,Fla.	Vero Beach,Fla. VOR	*2000
*1400 - MOCA		

Section 610.6066 VOR Civil Airway 66
is amended to read in part:

FROM	TO	MEA
*San Diego, Calif.VOR	**El Centro,Calif. VOR	8000
*3000 - MCA San Diego VOR, E-bound		
**4000 - MCA El Centro VOR, W-bound		
Coyote Wells INT, Calif.	El Centro,Calif.VOR E-bound only	3000

Section 610.6070 VOR Civil Airway 70
is amended to read in part:

FROM	TO	MEA
High Island INT, Tex.	Marsh INT,Tex.	*2300
*1400 - MOCA		
Marsh INT,Tex.	Lake Charles,La. VOR	1300

Section 610.6076 VOR Civil Airway 76
is amended to read in part:

FROM	TO	MEA
Llano INT,Tex.	*Kingsland INT, Tex.	**3800
*4000 - MRA		
**3500 - MOCA		
Kingsland INT, Tex.	*Marble Falls INT, Tex.	**3000
*3500 - MRA		
**2500 - MOCA		
Marble Falls INT,Tex.	*Lake Travis INT, Tex.	**3000
*3600 - MRA		
**2500 - MOCA		
Austin,Tex.VOR	*Butler INT,Tex.	2000
*2500 - MRA		
Butler INT,Tex.	Paige INT,Tex.	2000

Section 610.6076 VOR Civil Airway 76
is amended by adding:

FROM	TO	MEA
San Angelo,Tex. VOR	Lometa,Tex.VOR	
Via N alter.	Via N alter.	*4500
*3100 - MOCA		
Lometa,Tex.VOR	Austin,Tex.VOR	
Via N alter.	Via N alter.	2500

Section 610.6077 VOR Civil Airway 77
is amended to read in part:

FROM	TO	MEA
Bray INT,Okla.	Alex INT,Okla.	
Via E alter.	Via E alter.	*2800
*2400 - MOCA		
Alex INT,Okla.	Oklahoma City,Okla.VOR	
Via E alter.	Via E alter.	2500

Section 610.6089 VOR Civil Airway 89
is amended to read in part:

FROM	TO	MEA
*Fairburn INT, S.D.	Rapid City,S.D.VOR	
	N-bound	4500
	S-bound	5600
*6500 - MRA		

Section 610.6094 VOR Civil Airway 94
is amended to read in part:

FROM	TO	MEA
Kemp INT,Tex.	Mt.Sylan INT,Tex.	*4000
*1800 - MOCA		
Mt.Sylan INT,Tex.	Gregg County,Tex. VOR	2100

Section 610.6097 VOR Civil Airway 97
is amended to read in part:

FROM	TO	MEA
Cincinnati,Ohio VOR	Hope INT,Ind.	
Via W alter.	Via W alter.	*2700
*2300 - MOCA		

Section 610.6097 VOR Civil Airway 97
is amended to delete:

FROM	TO	MEA
Tampa,Fla.VOR	*Hudson INT,Fla.	
Via E alter.	Via E alter.	**1500
*2000 - MRA		
**1300 - MOCA		
Hudson INT,Fla.	Cross City,Fla.VOR	
Via E alter.	Via E alter.	*2000
*1200 - MOCA		
Cross City,Fla. VOR	Tallahassee,Fla.VOR	
Via E alter.	Via E alter.	1500

Section 610.6113 VOR Civil Airway 113
is amended to read in part:

FROM	TO	MEA
Modesto,Calif. VOR	*Copper INT,Calif.	3000
*6000 - MCA Copper INT, NE-bound		
Copper INT,Calif.	*West Point INT, Calif.	8000
*10000 - MCA West Point INT, NE-bound		

Section 610.6114 VOR Civil Airway 114
is amended by adding:

FROM	TO	MEA
Amarillo,Tex.VOR	Childress,Tex.VOR	
Via N alter.	Via N alter.	4700
Childress,Tex. VOR	*Santa Rosa INT,Tex.	
Via S alter.	Via S alter.	**4000
*4000 - MRA		
**3200 - MOCA		
Santa Rosa INT, Tex.	Wichita Falls,Tex. VOR	
Via S alter.	Via S alter.	2300

Section 610.6125 VOR Civil Airway 125
is amended to read in part:

FROM	TO	MEA
Anthony,Kans.VOR	Rago INT,Kans.	2800
Rago INT,Kans.	Hutchinson,Kans. VOR	2900

Section 610.6132 VOR Civil Airway 132
is amended to read in part:

FROM	TO	MEA
Goodland,Kans.VOR	Great Bend INT, Kans.	*9700
*5000 - MOCA		

Section 610.6140 VOR Civil Airway 140
is amended to read in part:

FROM	TO	MEA
Sayre,Okla.VOR	Weatherford INT, Okla.	*3500
*3300 - MOCA		
Weatherford INT, Okla.	*Omega INT,Okla.	**4200
*4200 - MRA		
**2500 - MOCA		
Omega INT,Okla.	*Crescent INT, Okla.	**9500
*9500 - MRA		
**3500 - MOCA		
Crescent INT, Okla.	*Stillwater INT, Okla.	**6000
*3500 - MRA		
**2400 - MOCA		
Stillwater INT, Okla.	Yale INT,Okla.	*3500
*2400 - MOCA		

Section 610.6154 VOR Civil Airway 154
is amended to read in part:

FROM	TO	MEA
*Lotts INT,Ga.	**Marlow INT,Ga.	1400
*2000 - MRA		
**2000 - MRA		
Marlow INT,Ga.	Savannah,Ga.VOR	1400

Section 610.6157 VOR Civil Airway 157
is amended by adding:

FROM	TO	MEA
Gainesville,Fla. VOR	*Taylor INT,Fla.	*4000
*4000 - MRA		
**1500 - MOCA		

Section 610.6157 VOR Civil Airway 157
is amended to read in part:

FROM	TO	MEA
LaBelle,Fla.VOR	*Bartow INT,Fla.	1500
*2000 - MRA		
Bartow INT,Fla.	Lakeland,Fla.VOR	1500
*Webster INT, Fla.	**Bushnell INT, Fla.	***2000
*2000 - MRA		
**2000 - MRA		
***1300 - MOCA		
Bushnell INT,Fla.	Ocala INT,Fla.	*2000
*1300 - MOCA		

Section 610.6159 VOR Civil Airway 159
is amended by adding:

FROM	TO	MEA
Vero Beach,Fla. VOR	Orlando,Fla.VOR	
Via E alter.	Via E alter.	*1500
*1300 - MOCA		
West Palm Beach, Fla.VOR	*Monet INT,Fla.	
Via W alter.	Via W alter.	1200
*2000 - MRA		
Monet INT,Fla.	*St.Lucie INT,Fla.	
Via W alter.	Via W alter.	1200
*2000 - MRA		
St.Lucie INT,Fla.	*Dixie Ranch INT,Fla.	
Via W alter.	Via W alter.	**2000
*2000 - MRA		
**1200 - MOCA		
Dixie Ranch INT, Fla.	Kissimmee INT,Fla.	
Via W alter.	Via W alter.	*4000
*1200 - MOCA		
Kissimmee INT, Fla.	Orlando,Fla.VOR	
Via W alter.	Via W alter.	*1500
*1300 - MOCA		

Section 610.6163 VOR Civil Airway 163
is amended by adding:

FROM	TO	MEA
Alice,Tex.VOR	San Antonio,Tex.VOR	
Via W alter.	Via W alter	*2800
*2200 - MOCA		

Section 610.6163 VOR Civil Airway 163
is amended to read in part:

FROM	TO	MEA
Spring Branch INT,Tex.	*Kingsland INT, Tex.	**4000
*4000 - MRA		
**2800 - MOCA		
Ardmore,Okla.VOR	*Maysville INT, Okla.	2700
*3200 - MRA		
Maysville INT, Okla.	*Washington INT, Okla.	2400
*4000 - MRA		
Washington INT, Okla.	Oklahoma City, Okla.VOR	2400
Ardmore,Okla.VOR	Alex INT,Okla.	
Via W alter.	Via W alter.	2700
Alex INT,Okla.	Oklahoma City,Okla.VOR	
Via W alter.	Via W alter.	2500

Section 610.6169 VOR Civil Airway 169
is amended to read in part:

FROM	TO	MEA
*Fairburn INT, S.D.	Rapid City,S.D.VOR	
	N-bound	4500
	S-bound	5600
*6500 - MRA		

Section 610.6191 VOR Civil Airway 191
is amended to read in part:

FROM	TO	MEA
*Mt.Zion INT,Ill.	Roberts,Ill.VOR	**4000
*4000 - MRA		
**2300 - MOCA		

Section 610.6208 VOR Civil Airway 208
is amended to read in part:

FROM	TO	MEA
*Los Angeles, Calif.VOR	Bonita INT,Calif.	3000
*2000 - MCA Los Angeles VOR, S-bound		
Bonita INT,Calif.	Avalon INT,Calif.	4000

Section 610.6216 VOR Civil Airway 216
is amended by adding:

FROM	TO	MEA
Lamoni,Iowa VOR	Ottumwa,Iowa VOR	2200
Ottumwa,Iowa VOR	Iowa City,Iowa VOR	2200

Section 610.6225 VOR Civil Airway 225
is amended to read in part:

FROM	TO	MEA
LaBelle,Fla.VOR	*Dixie Ranch INT, Fla.	**1500
*2000 - MRA		
**1200 - MOCA		

Section 610.6251 VOR Civil Airway 251
is amended to read in part:

FROM	TO	MEA
Captain INT,Pa.	Caldwell,N.J.VOR	5000

Section 610.6267 VOR Civil Airway 267
is amended to read in part:

FROM	TO	MEA
Belle Glade INT,Fla.	*Dixie Ranch INT,Fla.	**10000
*2000 - MRA		
**1300 - MOCA		

Section 610.6272 VOR Civil Airway 272
is amended by adding:

FROM	TO	MEA
Sayre,Okla.VOR	*Washita INT,Okla.	
Via S alter.	Via S alter.	3500
*3500 - MRA		
Washita INT,Okla.	Oklahoma City,Okla.VOR	
Via S alter.	Via S alter.	3100

Section 610.6272 VOR Civil Airway 272
is amended to read in part:

FROM	TO	MEA
Sayre,Okla.VOR	Weatherford INT,Okla.	
Via N alter.	Via N alter.	*3500
*3300 - MOCA		

Section 610.6291 VOR Civil Airway 291
is amended to read in part:

FROM	TO	MEA
Drake,Ariz.VOR	Valle,Ariz.VOR	11000

Section 610.6293 VOR Civil Airway 293
is added to read:

FROM	TO	MEA
West Palm Beach, Fla.VOR	LaBelle,Fla.VOR	*1500
*1300 - MOCA		
LaBelle,Fla.VOR	Parrish INT,Fla.	*2000
*1200 - MOCA		
Parrish INT,Fla.	Tampa,Fla.VOR	1500

Section 610.6295 VOR Civil Airway 295
is added to read:

FROM	TO	MEA
Vero Beach,Fla. VOR	Kissimmee INT, Fla.	*1500
*1200 - MOCA		
Kissimmee INT, Fla.	Orlando,Fla.VOR	*1500
*1300 - MOCA		
Orlando,Fla.VOR	*Clermont INT, Fla.	**2000
*3000 - MRA		
**1700 - MOCA		
Clermont INT, Fla.	*Bushnell INT, Fla.	**2000
*2000 - MRA		
**1700 - MOCA		
Bushnell INT, Fla.	*Homo INT,Fla.	**3000
*3000 - MRA		
**1200 - MOCA		
Homo INT,Fla.	Cross City,Fla. VOR	*1500
*1300 - MOCA		

Section 610.6606 VOR Civil Airway 1506
is amended to read in part:

FROM	TO	MEA
*Salt Lake City, Utah VOR	**Henefer INT,Utah	12000
*12000 - MCA Salt Lake City VOR,E-bound		
**14000 - MRA		

Section 610.6608 VOR Civil Airway 1508
is amended to read in part:

FROM	TO	MEA
Pelee INT,Ont. Canada	*Gill INT,Ohio	**#3500
*3000 - MRA		
**2500 - MOCA		
#For that airspace over U.S. territory		
Gill INT,Ohio	N.Perry INT,Ohio	3000

Section 610.6618 VOR Civil Airway 1518
is amended to read in part:

FROM	TO	MEA
Sayre,Okla.VOR	Weatherford INT, Okla.	*3500
*3300 - MOCA		
Weatherford INT,	*Omega INT,Okla.	**4200
*4200 - MRA		
**2500 - MOCA		
Omega INT,Okla.	*Crescent INT,Okla.	**9500
*9500 - MRA		
**3500 - MOCA		
Crescent INT, Okla.	*Stillwater INT, Okla.	**6000
*3500 - MRA		
**2400 - MOCA		
Stillwater INT, Okla.	Yale INT,Okla.	*3500
*2400 - MOCA		

Section 610.6620 VOR Civil Airway 1520
is amended by adding:

FROM	TO	MEA
Texico,N.Mex.VOR	Childress,Tex.VOR	*6000
*5000 - MOCA		
Childress,Tex. VOR	Wichita Falls,Tex. VOR	3100
Wichita Falls, Tex.VOR	McAlester,Okla. VOR	*4000
*2700 - MOCA		
McAlester,Okla. VOR	Little Rock,Ark. VOR	*6800
*3800 - MOCA		

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V-6, V-8, V-1510		
Omaha, Nebr. VOR	*Lyman, Iowa Int	5500
*Descent to 2600 authorized westbound after passing Lyman Int.		
Lyman, Iowa Int	Int OMA R-071 and LMN R-008 (DSM Temp Int)	8000
Int OMA R-071 and LMN R-008 (DSM Temp Int) via R-262 IOW	Iowa City, Iowa VOR	8000
VOR civil arwy V-52		
Ottumwa, Iowa VOR	Int OTM R-286 and LMN R-008 (DSM Temp Int)	8000
VOR civil arwy V-13		
Lamoni, Iowa VOR	*Int LMN R-008 and OMA R-071 (DSM Temp Int)	8000
*Descent to 4000 authorized after passing intersection southbound.		
Int LMN R-008 and OMA R-071 via MCW R-182 (DSM Temp Int)	Alden, Iowa Int Mason City,	11,000
Alden, Iowa Int	Mason City, Iowa VOR	3000
VOR civil arwy V-13W		
Int FOD R-151 and OMA R-071 (DSM Temp Int)	Fort Dodge, Iowa (VOR)	8000
VOR civil arwy V-161		
Waterloo, Iowa VOR	Int ALO R-214 and OTM R-286 (DSM Temp Int)	8000
VOR civil arwy V-6N, V-172		
Int CID R-249 and LMN R-008 (DSM Temp Int)	Int R-249 CID and R-277 IOW (Grinnell Temp Int)	8000
Int R-249 CID and R-277 IOW (Grinnell Temp Int)	Cedar Rapids, Iowa VOR	2200
Omaha, Nebr. VOR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Cedar Rapids, Iowa VOR	2200
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Des Moines, Iowa LF R	Mason City, Iowa VOR	3000
Des Moines, Iowa LFR	Iowa City, Iowa VOR	2200
Des Moines, Iowa LFR	Ottumwa, Iowa VOR	2200
Des Moines, Iowa LFR	Waterloo, Iowa VOR	2700
Des Moines, Iowa LFR	Fort Dodge, Iowa VOR	5000
✓ GREEN civil arwy 3		
Omaha, Nebr. LFR	*Van Meter, Iowa Int. (Int W crs DSM-LFR and	
*MRA 4000	R-355 LMN-VOR)	2600
Van Meter, Iowa Int.	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	*Percy, Iowa Int. (Int. E crs DSM-LFR and	
*MRA 4000	R-300 OTM-VOR	2200
Des Moines, Iowa LFR	Cedar Rapids, Iowa Rbn	2200

CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulation is effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

✓ BUFFALO, NEW YORK, VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 142: BUF VOR - Medina Int	Red airway 22	as published
Victor 2 and Victor 14: BUF VOR - ROC VOR	Green airway 2	as published
Victor 36: BUF VOR - Burns Int	Red airway 23	as published
Victor 164: BUF VOR - ELZ VOR	BUF LFR direct ELZ VOR	4500
Victor 33: BUF VOR - BFD VOR	BUF LFR direct BFD VOR	4500
Victor 142: BUF VOR - Jamestown Int	Unusable	-----
Victor 14: BUF VOR - ERI VOR	Green airway 2	as published
Victor 84: BUF VOR - Hagerstown Int	BUF LFR direct XU VOR	3000
Victor 36 South: BUF VOR - YZ VOR	Unusable	-----
Victor 36: BUF VOR - YZ VOR	Red airway 23	as published

The following VHF intsxns will be unusable during the period of shut down: Medina, Mumford, Rush, Grimsby, Avon, Warsaw, Niagara, Thorold.

WATERVILLE, OHIO VOR SHUT DOWN: During shutdown (Dec 2 through approx Dec 23) the following changes will apply to the airway structure:
V275 between VWV and CRL VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V6, V126 and 1510 between VWV and CLE VORs replaced by G3, MEA published. V30 between VWV VOR and Bellevue VHF intsxn replaced by TOL LFR 301°M brng inbnd to point of intsxn with W crs of EOW variation, MEA 2000. V92 between VWV and MFD VORs replaced by TOL LFR direct MFD VOR, MEA 2500. V45 and 1506 between VWV and APE VORs replaced by TOL LFR direct APE VOR, MEA 2500. V47 and V275 between VWV and FDY VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V96 between VWV and FWA VORs replaced by TOL LFR direct FWA VOR, MEA 3000. V92, V126 and 1510S between VWV and Edgerton VHF intsxn replaced by G3, MEA published. V6 and 1510 between VWV VOR and Pioneer VHF intsxn replaced by TOL LFR 108°M inbnd to the point of intsxn with SBN VOR 092° radial, MEA 5000. V30 and 1506 between VWV and LFD VORs replaced by R57, MEA published. V47 between VWV VOR and Milan VHF intsxn replaced by B87, MEA published.

Intsxn listed below have been revised as outlined during the period of outage: (a) Carp VHF intsxn - SVM VOR 126° radial and CLE VOR 355° radial, MRA 2500'. (b) Perch VHF intsxn - SE crs RML LFR and 231°M brng inbnd from TOL LFR, MRA 2500'. (c) Ogden VHF intsxn - CRL VOR 237° radial and 135°M brng inbnd from TOL LFR, MRA 2600'. (d) McCluge VHF intsxn - FDY VOR 320° radial and the 080°M brng inbnd from TOL LFR. Holding to be accomplished on the FDY VOR 320° radial. Right turns. One min pattern. MRA 2000'.

✓ MEMPHIS-ST LOUIS ARTC BOUNDARY: Effective immediately the Memphis-St. Louis ARTC center control and flight advisory boundary is revised as follows: from the E edge of Blue arwy 13 at a point 70 mi S of Ft Smith, Ark. VOR direct to the present boundary on V74 at a point 50 mi SE of the Ft Smith VOR.

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Cheyenne	Des Moines	Salina	WAC 265	WAC 267
Denver	Dubuque	Trinidad	WAC 266	WAC 361

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Kootenai	11-22-57	Seattle Local	11-22-57	WAC 269	11-22-57
Spokane	11-19-57	RC 2218	11-19-57	WAC 305	11-22-57
Williston	11-22-57	3071	11-25-57	WAC 362	11-19-57

Instrument Flight Charts
released since Nov 18, 1957

AL 20 ADF/ILS rnwy 34	Broome County Arpt, N.Y.
AL 78 RNG/VOR/ADF/ILS rnwy 5	Douglas Field, N.C.
AL 88 RNG	Columbia Arpt, Mo.
AL 89 ADF/ILS rnwy 5	Columbia Arpt, S.C.
AL 94 ADF-1/ILS rnwy 27	(NAS) Mun Port Columbus Arpt, Ohio
AL 144 RNG-1/RNG-2/VOR	Hector Arpt, N. Dak.
AL 166 ADF/ILS rnwy 14R	Chicago Intnl (O'Hare) Arpt, Ill.
AL 182 RNG/VOR	Greenwood Mun Arpt, Miss.
AL 207 ADF/ILS rnwy 5	Imeson Arpt, Fla.
AL 254 RNG/VOR	Key Fld, Miss.
AL 264 ADF/ILS rnwy 29L/RNG/ILS rnwy 11R	Mun Minneapolis-St Paul Intnl, Minn.
AL 282 VOR/ILS rnwy 20	Berry Fld, Tenn.
AL 347 ADF/ILS rnwy 6	Byrd Fld, Va.
AL 351 ADF/ILS rnwy 28	Rochester-Monroe Co. Arpt, N.Y.
AL 403 RNG/VOR	(NARF) Mun Geiger Fld, Wash.
AL 426 RNG/ILS rnwy 27	Tri-City Arpt, Tenn.
AL 521 RNG/VOR/ADF/ILS rnwy 11/ ILS rnwy 29	Jefferson Co. Arpt, Tex.
AL 655 ADF/ILS rnwy 36/VOR/ILS rnwy 18	Greater Cincinnati Arpt, Ky.
AL 658 ADF/VOR	Mineral Wells Arpt, Tex.
AL 675 ADF	Barnstable Arpt, Mass.
AL 694 ADF	Martha's Vineyard Arpt, Mass.
AL 786 ADF	Fallon Municipal Arpt, Nev.
AL 851 RNG/VOR	Lea Co. Arpt, N. Mex.
AL 852 RNG/VOR/ILS rnwy 23	Kanawha Co. Arpt, W. Va.
AL 924 VOR	Lawton Arpt, Okla.

RF 27, 38
RF Terminal Area - Chicago, Cleveland, Hawaiian Islands, Miami, Minneapolis, New York, Portland, San Diego, San Francisco-Oakland
RF-VOR Terminal Area - Cleveland, Hawaiian Islands, Shreveport, St. Louis
RF Hawaiian Islands Reserved Airspace
RF Dates of Latest Prints

DISCONTINUED CHARTS

AL 166 ADF-2 - Chicago, Illinois - Chicago Intnl (O'Hare) Arpt (procedure cancelled - CAA 11-11-57)

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

NAVIGATIONAL WARNING: USAF jet and conventional bombers will conduct daylgt VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route I. 40-18N, 95-40W; 40-26N, 100-16W; 41-08N, 101-57W; 42-12N, 102-27W; 42-52N, 99-37W; 42-46N, 98-05W; target Columbus, Nebraska.
Route II. 40-18N, 95-40W; 41-56N, 94-27W; 45-04N, 95-53W; 46-08N, 93-35W; 46-26N, 89-30W; target Marquette, Mich.
Route III. 39-07N, 92-07W; 37-35N, 89-31W; 37-32N, 88-04W; 36-34N, 88-09W; 36-55N, 90-16W; 36-32N, 92-17W; target Springfield, Mo.
Route IV. 41-40N, 91-24W; 44-03N, 90-00W; 44-55N, 88-30W; 45-50N, 91-05W; 44-35N, 92-37W; 43-00N, 92-45W; target Ames, Iowa.
Route V. 43-04N, 70-48W; 42-41N, 70-47W; 43-04N, 70-41W; 43-26N, 70-26W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-11N, 70-54W; target Franklin, N.H.
Route VI. 40-10N, 82-00W; 40-50N, 80-06W; 41-42N, 80-00W; 42-47N, 78-35W; 43-06N, 73-45W; target Rutland, Vt.
Route VII. 39-54N, 76-35W; 38-28N, 78-00W; 37-09N, 76-43W; 36-38N, 78-24W; 36-52N, 80-07W; 37-04N, 80-07W; 37-31N, 79-20W; target Charlottesville, Va.
Route VIII. 39-18N, 97-10W, 39-58N, 99-20W; 40-08N, 101-03W; 39-38N, 102-08W, 38-20N, 102-40W; 37-47N, 100-53W; 37-29N, 98-45W; target Kanopolis Dam, Kans.
Route IX. 39-40N, 94-46W; 40-47N, 92-26W; 41-09N, 89-21W; 40-13N, 88-42W; 39-38N, 89-35W; 39-19N, 92-27W; target Chillicothe, Mo.
Route X. 38-03N, 89-57W; 38-20N, 87-50W; 38-05N, 86-26W; 36-56N, 85-00W; 36-31N, 82-45W; 38-58N, 81-02W; 39-33N, 81-51W; target Columbus, Ohio.
Route XI. 36-47N, 80-03W; 37-00N, 81-58W; 38-29N, 80-17W; 39-54N, 80-44W; 39-42N, 79-23W; 38-15-30N, 78-03-30W; target Richmond, Va.
Route XII. 41-59N, 74-19W; 41-14N, 76-18W; 41-10N, 77-28W; 41-20N, 79-24W; 42-15N, 78-15W; 42-45N, 76-16W; 42-30N, 73-16W; target Springfield, Mass.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957, as follows:

(1) Page 20, Blue Canyon, Calif. - change WB telephone number to Emigrant Gap 2525.
(2) Page 20, Goodland, Kansas - change CAA telephone number to TW 9-7154.
(3) Page 20, Sacramento, Calif. - change CAA telephone number to GArden 8-8612; change WB telephone number to GArden 8-8418.
(4) Page 22, Saginaw, Mich. - change CAA telephone number to OXbow 5-6621.
(5) Page 23, Cincinnati, Ohio - change WB telephone number to read as follows: WB - DU 1-6706*, CHerry 1-5820, ext 437* (ngt, Sun and holidays - CHerry 1-6716*)
(6) Page 23, Dayton, Ohio - change WB telephone number to VAndalia 4-4620*.
(7) Page 23, Reno, Nev. - change WB telephone number to FAirview 2-8841.
(8) Page 24, Baker, Ore. - change CAA telephone number to JAckson 3-2961.
(9) Page 24, Chattanooga, Tenn. - change WB telephone number to MA 4-9831.
(10) Page 24, Nashville, Tenn. - change WB telephone number to ALpine 5-0140*.
(11) Page 24, Pendleton, Ore. - change WB telephone number to Crestview 6-1852.
(12) Page 25, Richmond, Va. - change CAA telephone number to REpublic 7-8103.
(13) Page 25, Richmond, Va. - change WB telephone number to REpublic 7-0550*.
(14) Page 26, Region 2 - General Safety - change the following telephone numbers: Columbia, S.C. AL 4-8414, Midland, Tex. MU 2-3338; delete the following telephone numbers: Fort Worth, Tex. (Amon Carter Fld) AT 4-2523; Tampa, Fla. 8-1419; add the following telephone numbers: Memphis, Tenn. WH 8-3919; St Petersburg, Fla. HE 6-1100.
(15) Page 26, Region 4 - General Safety - change Sacramento, Calif. telephone number to GA 8-9614.
(16) Page 74, add - Cleveland, Ohio (Cleveland-Hopkins): 079°; over Cleveland LF range, distance 13.5 n mi; 1500'.
(17) Page 74, Columbia, S.C. - delete from airborne and show as ground check point.
(18) Page 76, Pocatello, Idaho - change to read: Lctn #1 -- 031°; over approach end of rnwy #3; 5450'. Lctn #2 -- 029°; over intsxn of rnwys 21 and 25; 5450'.
(19) Page 80, Louisville, Ky. (Standiford) -- change to read: 301°; taxiway between ramp and rnwy 19.

ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
BESSEMER ARPT: Caution. Auto drag strip runs parallel to sod lndg strip with separation of 50'. Racing not done on rnwy. Drag strip ends mrkd. Racing Sun only. (8-28)
BIRMINGHAM-RADIO: VOR operg test basis only, at lat 33-40-11, long. 86-53-58, about 10 n mi NW Birmingham Mun arpt. (12-14) Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. (4-18) Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR TO TCL VOR V115 and V18N, 5000'. (10-21)
BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down - relctn. (8-7) FLD: Caution tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of .4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down for relctn due rnwy ext. (5-1)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Const. Clsd. (10-16)
EVERGREEN-RADIO: VOR radials 320° thru 360°out of tolerance acct excessive roughness and bends. (9-23)
**EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6) Bcn changed from alternating white and green flashes to white flashing. opers sunset to sunrise. (11-21)
FAIRHOPE-KLUMPP ARPT: 999'(1201'MSL) lgtd twr being erected 9 n mi N(12°T) at lat 30-40-55, long. 87-49-41. (11-13)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: June 19, ILS not to be used for automatic apch below 300'. (6-18) Glide slope inop - equip. and const vcnty transmitter bldg. (8-22) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' & 1/2 mi is absolute tk-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx. 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
**TUSCALOOSA-VAN DE GRAFF ARPT: 201'(371'MSL) lgtd twr erected 3 n mi SSE(163°T) at lat 33-11-17, long. 87-35-13. (11-5)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (10-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE COUNTY ARPT: Clsd. (9-17)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
MARANA ARPT: Reported inactive. (10-2)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take off xcpt prior permission arpt manager. (12-7) Men & equip. along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000';135°-145°, and 165°-185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx Mar 3, 1958 - conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int. -PHX; V105E PRC-PHX. (11-18)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDER BIRD #2 ARPT: Closed. (3-26)
SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000';090-170°, 40 n mi 12000'; 225°-230°, 40 n mi 7,000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'(7-17) About Feb 3, VOR will be shut down until approx Mar 4 - VORTAC conversion; following Victor arwys unusable durg IFR conditions: V-16 Toltec Int-CIE, V-66 GBN-Mescal Int, V16-S TUS-Mescal Int. (12-5)
TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)
TUCSON ARPT: Perm structures in excess of 75' high being erected, 1 on E, 1 on S perimeter of fld. Clear of apchs. Lgtd at ngt. Obstn lgts apchs to rnwy 21 inop. (11-15)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB-SPECIAL NOTICE: Ngt weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of light and some of them explode a small marker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4)
**YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: BLYTHEVILLE - SPECIAL NOTICE: All acft operating under VFR adjacent to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
PINE BLUFF-GRIDER FLD: Rnwy 8-26 clsd. Soft from rains. (12-7)
TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)
CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)
ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000';040°-060°, 12,000';060°-090°, 13,500'. (8-9)
BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)

CALIFORNIA: BURBANK-LOCKHEED AIR TERMINAL-TOWER: About January 1, 1958, radar departure control will be placed in effect - freq 118.4 clearance limits El Monte Int-Newhall LFR SaugusInt Fillmore VOR Camarillo LFR Burbank OM. (11-29)

CAMARILLO-RADIO: All courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flight-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR flgt-checked, opern normal. Coverage 250°-090°, 30 mi; 090°-120°, 15 mi: 150°-250°, 20 mi at MEA. (12-2)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000', 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

**FRESNO AIR TERM: Extreme caution advised in vicinity of arpt. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N & E of arpt. Centerline hi-intensity apch lgts installed rnwy 29. Neon apch lgts decmsnd. (11-29)

GLENDALE-GRAND CENTRAL ARPT: Extensive const. Fld clsd to all acft at sunset.

GOFFS-RADIO: VOR coverage 265°-310°, 25 n mi at MEA. Below 9500' this area beyond tolerance. (11-8)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000'; 305°-340°, 7000'; 340°-040°, 12,000'; 040°-070°, 8000'; 070°-100°, 7000'; 100°-280°, 4000'. (9-13) About Dec 24, Distance Measuring Equipment will be shut down until approximately February 4, - relocation. (12-9)

LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. (10-4) VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230°. November 14, ASR shut down - modernization. (11-15) FLD: Several 230' MSL portable oil derricks NW, W, and S of fld. No fuel servicing avail. for civil acft 2400-0600. Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1700P week-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and take-offs. Rnwy 12 clsd. Until further notice, straight-in ILS lndg min rnwy 30 daylight hours only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea broadcasts shut down-modernization. Manual broadcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGLESE INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL

** beyond 30 n mi. (4-19) FLD: New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd-avail 30 min req thru twr. Equip. crossing rnwy. Durg VFR wea conditions: civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 at least 10 mi out. Durg IFR wea: civil acft ctc Apch Ctl on 118.1 or 119.3 or listen 118.1 or 119.3 and trans 122.7 mc. USAF, NAVY, CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off shore W of arpt. All jet acft departing rnwys 25L & 25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000', ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Transmissometer cmsnd. Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from

CALIFORNIA: end rnwy 25L. (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MARTINEZ ARPT: Clsd until approx June 1958. Strip mrkd with X. (11-27)

MENDOTA ARPT: New arpt reported; Lctd 1/4 mi E; elev 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flight should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flight should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable munications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND-AIR ROUTE TRAFFIC CONTROL CENTER-SPECIAL NOTICE: Jet approaches and lndgs at Oakland, San Francisco and Sacramento, as depicted on apch plates JAL-294-RNG, JAL-375-RNG and JAL-358-ADF, are to be used for emerg only. (4-24)

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF operg test basis. Freq: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 121.5, 122.1, 124.3, 124.9, 126.18 mc. Coverage 40 n mi at MEA xcpt 020°-050°, 8000' MSL. (10-14)

OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. (8-6) FLD:

** Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd. (8-22)

OCEANSIDE-RADIO: July 10, VOR shut down until approx Dec 18 - modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flights departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (11-9)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Tetrahedron replaced by lgtd wind sock. (10-8)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently durg daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W-adj to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.

CALIFORNIA: RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30) About Jan 6, VOR will be shut down until approx Feb 6, 1958 - conversion to VORTAC. Durg shut-down following V arwys will be unusable IFR conditions: V23 FJS-Sutter Buttes Int., V25 Geyserville Int. - LMT, V195 ILA-FOT. V107 UKI-RBL usuable substituting RBL LF rng for VOR. (11-27)

REDDING ARPT: 330' lgtd twr being erected 3.2 n mi WNW(309°T) at lat 40-32-25, long. 122-21-11. (11-21)

RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)

RIVERSIDE-MARCH AFB-RADAR APPROACH CONTROL: Radar ctl will be exercised over mil acft only until approx Nov. 30. (10-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000';44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°to 330°.

SAN DIEGO- MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight during apch. Fld unattended sunset to sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO-RADIO: About Jan 16, LFR will be perm discontd. (11-19)

SAN FRANCISCO BAY-SPECIAL NOTICE: Moored Balloon (silver with black stripes) 8'x 25' is flown 500' MSL on an irregular schedule from U.S. Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)

SAN FRANCISCO INTNL ARPT: Const in progress continuously on various sections of fld. Caution advised. (11-4)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN JOSE-RADIO: TVOR has scalloping beyond tolerance, 230° thru 240°. (11-12)

SAN JOSE ARPT-TOWER: Soon, CAA ctl twr will be cmsnd. Freq: 287 kc; 119.9, 121.5; 257.8, 243.0 mc. Rcvs: 3023.5kc; 122.5, 119.9, 121.5, 257.8, 243.0 mc. Trans and rcvs 121.7 mc for ctl mobile gnd tfc. Class: C(g7). Voice call "San Jose Tower". (11-15)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution-60' crane and trucks operg daylgt hrs W end rnwy. Road embankments both ends rnwy. Fld soft when wet. (11-29)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)

SANTA MONICA-RADIO:TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Service avail. only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Grading & paving opern in progress all areas until approx Jan 1, 1958. Use extreme caution. (11-3)

SHOSHONE ARPT: Strip clsd for paving. (8-9)

STOCKTON ARPT: Rnwys 11L-29R, 11R-29L, and 16-34 clsd due exten const work in progress. Rnwy 4-22 only avail. with temp flare pot lgtg. Tetrahedron tied down to indicate active rnwy. Pilots should observe windsock for crosswind indication. Hvy equip. crossing SW end rnwy 4-22. Flagman on duty directing gnd tfc. Extreme caution advised at all times. Intensive helicopter training conducted in vicinity of fld between 0800-1700 daily xcpt Sat and Sun. Acft utilizing SCK rdo rng for simulated range apchs should exercise extreme caution. Min alt for low apchs is 528' MSL. (8-12)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

CALIFORNIA: VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. Use rnwys only. Clsd ngts.

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.

COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21.

CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)

DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in

** these areas. (5-8) Dec 5, ASR shut down until approx Dec 26. (12-3)FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc(9-12) Transmissometer cmsnd.

ELLICOTT-RADIO: About Dec 11, H fac freq will be changed from 287 kc to 206kc. (11-19)

GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about Jan 1, 1958 for reconst of rnwy and installing rwny lgts. (8-20)

HANOVER-RADIO: H fac bearings unreliable beyond 25 n mi in shadow area of Pikes Peak.

NUCLA ARPT: Clsd. const. (10-23)

PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)

PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22;S, lat 38-18-00;W, long. 104-22-50. (4-30)

PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men & equip. on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)

CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)

SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks- windsock left of end SE rnwy. (7-27)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)

WINDSOR LOCKS-BRADLEY FLD: Const work in progress hi-intensity apch lgts rnwy 6.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men & equip. on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only. (5-22)

WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83, in Flight Information Manual, Vol. 11, dated Aug 15, 1957, for Washington D.C. High Density Air Traffic Zone. (2) Caution -dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) Nov. 14, fixed white 60 inch searchlight of high intensity operg near south bank of Potomac river near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt operd only during hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon.(11-14)

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9,318.2,362.3,378.8,& 385.4 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 mi. (10-28) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be

DISTRICT OF COLUMBIA: at discretion ctl twr only. Until end of Dec, hvy const equip. will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10) On or about Jan 8, 1958, sequenced flashing lgt system serving rnwy 36 will be cmsnd to oper in conjunction with the existing configuration A apch lgt system. System consists of twenty flashing lgts spaced at 100' intervals along extended rnwy centerline, starting at 3000' & ending 1100' from end of rnwy. (12-6)

FLORIDA: ATLANTIC BEACH-BULL ARPT: 315'(325'MSL) lgtd twr being erected 1 n mi WSW(244°T) at lat 30-19-30, long. 81-25-42. (11-29)

**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution-small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution on E end. (10-14)

CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087, being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)

CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance account of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. (9-12)

CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (5-6)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DAYTONA BEACH ARPT: Rnwy 10-28 perm closed. (12-6)

**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(193°T) at lat 28-56-25, long. 81-18-33. (10-3)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men & equip. on fld. (3-9)

FT MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

HOMESTEAD AFB-SPECIAL NOTICE: Caution-extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)

**JACKSONVILLE-IMESON ARPT: 996'(1003'MSL) lgtd twr erected 6.0 n mi S(187°T) at lat 30-19-22, long. 81-38-34. (9-23)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for traffic info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and ngt operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lights available on request to Key West Radio.

LAKE CITY ARPT: Fuel and servs unavailable. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-RADIO: VOR radials 90° through 135° out of tolerance - roughness and bends.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School closed, Sat, Sun, holidays, and other days 1730-0700 except on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel available for civil aircraft. No itinerant landings runways 18R-36L and 8L-26R. (5-16)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

[redacted]: MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0, 269.0 and 291.6 mc inop. (10-21)

MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into & out of the arpt other than multi-eng transport types: when wind is less than 15 knots, landings authorized on rnwy 9 only and tk-offs authorized on rnwy 27 and 30 only. Tk-offs & lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all tk-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed ty twr. Tactical apchs prohibited. (10-24) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs & tk-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area.

MIAMI-MARINE MASTERS-RADIO: Dec 4, Navy H fac inop- being relctd. to lat 25-55-38, long 80-24-56. No change in freq or ident. (11-29)

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S;lat 25-19, long. 80-15; elev 4'; 2 rnwys- longest rnwy 2500' oiled; 80, 91/96 oct fuel. (3-28)

MILTON "T" FLD: 183'(233'MSL) lgtd twr being erected 6 n mi SSW(203°T) at lat 30-37-30, long. 87-02-54. (11-22)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21) 651'(749'MSL) lgtd twr being erected 6 n mi WSW(266°T) at lat 28-32-10, long. 81-27-00. (10-22)

PANAMA CITY-FANNIN FLD: Caution-soft shoulders. (11-21)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

ST PETERSBURG-PINELLAS CO INTNL ARPT-TOWER: Rcvr 257.8 mc inop. (11-4) FLD: Const. extending N end rnwy 17-35. Lndgs must be made well clear of this area. (11-4) Rnwy 13-31 open daylgt hrs only. (12-3)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operations. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy14-32. 306'(326'MSL) lgtd twr being erected 8.5 n mi ENE(88°T) at lat 27-58-28, long. 82-21-16.

**TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18) Rnwys 9-27 & 10-28 perm closed. (12-4)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L closed nights. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE;lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900 - sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down-modernization. Durg modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int. MRA 5000'.

GEORGIA: **ALMA, 43, MIA-ATL ARPT: 193' (393'MSL) lgtd twr erected 2.8 n mi E (106° T) at lat 31-31-40, long. 82-27-52. (11-29) Sod rnwys soft when wet - caution advised. Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

✈ATLANTA-RADIO-SPECIAL NOTICE: Effective 0800E, Nov 26, 1957, the control jurisdiction of the high alt sector in the Atlanta Center lowered so as to inculde alts 24,000' and above. (11-26)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730E Mon-Fri. (5-6)

ATLANTA-FULTON CO. ARPT: Const on SE side of arpt. Hvy equip crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29) 515' (1374'MSL) lgtd twr being erected 8.5 n mi ENE (80°T) at lat 33-48-40, long. 84-21-50. (10-22)

BAINBRIDGE-COMMODORE DECATUR ARPT: 210' (337'MSL) lgtd twr being erected 2.9 n mi E (101°T) at lat 30-54-40, long. 84-33-20. (11-20)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples.

COLUMBUS-MUSCOGEE CO. ARPT-TOWER: About Jan 1, CAA twr will be cmsnd and combined with ATCS. Freq: 287 kc, 125.3, 257.8, 348.6, 121.5, 243.0 mc. Rcvs: 3023.5 kc; 125.3, 257.8, 348.6, 122.5, 121.5, 243.0 mc. Trans and rcvs 121.9 mc ctl mobile gnd tfc. Class: C(g). (12-4) FLD: 150' (584'MSL) unlgtd water tank being erected 4 mi SE.

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

MACON-COCHRAN FLD-TOWER: About Jan 2, 1958, CAA twr will be cmsnd. Freq: 278 kc, 119.3, 121.5, 243.0, 257.8, 348.6 mc. Rcvs: 3023.5 kc; 119.3, 121.5, 122.5, 243.0, 348.6, 357.8, 121.7, mc for control of mobile gnd tfc. Class: C(g.7). (11-28)

**MACON-SMART ARPT: 423' (838'MSL) lgtd twr erected 1.8 n mi SE (139°T) at lat 32-48-19, long. 83-32-20. (10-24) 280' (620'MSL) lgtd twr erected 3 n mi WNW (302°T) at lat 32-50-58, long. 83-32-20. (12-4)

MOULTRIE ARPT: Caution - intensive Spence AB student training. Right hand tfc rnwys 4, 10, 16. (10-17)

NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LFR operg as unmonitored fac. Use of LFR as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac during such use.

SAVANNAH-HUNTER AFB-RADAR APCH CONTROL CENTER: About Jan 3, RAPCON will be cmsnd. Concurrently apch ctl will be decmisnd at Savannah twr and such responsibility will be assumed by RAPCON. Radar vectoring will be for training purposes only until further advised. Apch ctl freq: 363.8, 137.88, 125.3; gds: 363.8, 137.88, 125.3 mc. Departure ctl freq: 263.0, 125.7 mc gds: 263.0, 125.7 mc. Freq avail: 379.4, 335.8, 289.4, 236.6, 225.4, 136.8, 134.1, 126.18, 121.1, 112.7; gds: 379.4, 335.8, 289.4, 236.6, 225.4, 136.8, 134.1, 126.18, 122.7, 121.1, mc; 3023.5 kc. Emerg freq: 243.0, 121.5 mc. (12-3)

SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000'MSL. (3-19)

STATESBORO ARPT: 320' (490'MSL) lgtd twr being erected 1.6 n mi SSW (203°T) at lat 32-27-32, long. 81-45-32. (11-7)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360°-110°, account excessive roughness and crs displacement with exception of arpt apch crs 003°, usable to 10 n mi. (8-31)

**WINDER, 4, ATL-LGA ARPT: 175' lgtd twr erected 7 n mi NNW (353°T) at lat 34-06-05, long. 83-40-30. (11-20)

IDAHO: BOISE-RADIO: Oct 16, VOR shut down until approx Feb 15, 1958, for VORTAC conversion. During this period the following arwys will be affected: V-4 Baker to Burley unusable. J-7V Rome to Boise to Dillon, J-15V Boise to Ogden, J-20V Pendleton to Boise to Malad unusable. V-253 Boise to Twin Falls usable at MEA substituting Boise LFR for VOR. V-269 Twin Falls to Burley also usable at MEA substituting Burley LFR for VOR. Kuna and Glenns Ferry Ints unusable. (12-4)

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: Nov 25, VOR shut down until approx Mar 16, 1958, conversion to VORTAC. The following V arwys will be unusable during IFR conditions: V4 BYI-VOI, V269 BYI-TWF, VYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD. Flgts using V1500-V1502 report to Pocatello Rdo. (11-22)

COEUR D' ALENE AIR TERMINAL: 240' lgtd twr being erected 5.5 n mi SE (153°T) at lat 47-41-05, long. 116-45-55. (10-16)

GRANGEVILLE-IDAHO CO. ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg and take-off. (10-22)

MALAD CITY RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 n mi at min terrain clearance alt. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (10-31) Men and equip also on and around rnwy 7-25, particularly W end. (11-19)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500-5500'MSL.

AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)

BRADFORD-RADIO: VOR coverage limited to 36 n mi MEA from 265° clockwise to 30°

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operations Sat and Sun in VFR weather using N/S rnwy and 600' traffic pattern with right or left turns depending on traffic. (4-13) Heavy local traffic Mon thru Saturday. Use caution while in area. (9-13) Men and equipment operating on SE portion of field including SE taxiway, daylight hours. (12-3)

CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)

CHICAGO-RADIO: Multiples NW and NE courses LFR. (11-8)

**CHICAGO-HOWELL ARPT: 34' above gnd electric/telephone pole erected 300' NE of NE corner. Not lgtd. (12-2)

CHICAGO-MEIGS FLD: Caution - S end rnwy distance from threshold lights to seawall 90'. Fld will be closed under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tri-cycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N terminal bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St and Cicero Ave - adj to arpt). (7-17) Radar twr being const in SE corner of arpt, atop intnl term bldg. Twr will be 48' AGL, 658'ASL. Lctd lat 41-46-48, long. 87-44-35. To be mrkd and lgtd. (10-16) 200' (790'MSL) lgtd smoke stack being erected 3 n mi NNW (359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW (349°T) lat 41-49-23, long. 87-45-12. (9-24)

CHICAGO O'HARE INTNL ARPT-TOWER: About Dec 30, 1190 mc will replace 118.3 mc. (11-19) FLD: Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2, and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Hwy const 3600' NW of fld, passing thru apch to rnwy 14L. Included are lgt standards 70' AGL, 717'ASL lctd lat 42-00-56, long. 87-55-46; 1200' N of Ravenswood Arpt, 2 mi SW of Des Plains. Not marked, painted, or lgtd. (10-16)

CHICAGO-STINSON ARPT: Const in SE corner of arpt and on new NW/SE rnwy. New rnwy not usable. (11-21)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000'. (6-12)

DE KALB ARPT-SPECIAL NOTICE: Approx 11 n mi WSW, Flight Test Area is designated Oct 28, 1957 to Jan 28, 1958, within a radius of 3 mi centered at lat 41-52-25, long. 88-56-45. Tests will be conducted during daylight hours, when visibility is 5 mi or better. (10-28)

ILLINOIS: DIXON ARPT: NE/SW rnwy clsd for const. Men & equip on fld daylgt hrs.
EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (5-13)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)
GILMAN ARPT: Closed. (10-11)
HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (11-5)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MACOMB ARPT: Unattended until approx Apr 15, 1958. (12-3)
MARION-WILLIAMSON CO. ARPT: Rnwys 2-20 clsd for const. Caution advised. Men & equip. crossing apch end rnwy 10.(9-19)
**MATTOON-COLES CO.MEMORIAL APRT: 300' S end of N/S rnwy clsd. Outside telephone at SW corner of big hangar. Night attendant in trailer on NE corner of hangar.(11-4)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOLINE-QUAD CITY ARPT: 998'(1778'MSL) lgtd twr being erected 9.8 n mi SE(138°T) at lat 41-19-40, long. 90-22-47. (8-26)
OLNEY-ULRICH ARPT: Unattended (11-8) 360'(820'MSL) lgtd twr being erected 2.9 n mi WNW(295°T) at lat 38-45-03, long. 88-05-23. (11-11)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11) Nov 18, VOR rng & voice shut down until approx Jan 1, 1958 - conversion to VORTAC. Durg shutdown, following temp MEAs can be utilized: V116 UIN VOR-PIA LFrng, 2000'; PIA LF rng-JOT VOR, 2000'. V48 BRL VOR-PIA LF rng, 1900'; PIA LF rng-PNT VOR, 2300' V233 SPI VOR-PIA LF rng, 2300'; PIA LF rng-BDF VOR, 2000'. (11-21)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Const. NW/SE rnwy being extended 3000' at NW end. New const not usable. (12-4) 609' (1349'MSL) lgtd twr being erected 6.5 n mi ESE(106°T) at lat 40-38-03, long. 89-32-21. (10-11)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min enroute alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi en route alt. (2-21)
ROCKFORD-GREATER ROCKFORD ARPT: Rnwy 18-36 open daylgt hrs only. Lgts unavail. (12-4)
SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. Lgts avail if request made during daylgt hrs. (12-3)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) 65'(451'MSL) stack being erected 1650'S. (10-28)
FT. WAYNE-RADIO: VOR radial 317° unusable beyond 10 n mi - excessive roughness.
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
**GARY MUN ARPT: Pole-line lctd approx 0.9 mi NW extending approx 2 mi NNW. Pole height varies from 98' to 179' above gnd - not painted or lgtd. (12-2)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172-310°, 35 n mi at 2100'.
INDIANA: Dec 9, DME will be shut down until approx Jan 9 - modernization. (12-9)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10-31)
**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK APRPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) All rnwys open for opern at twr discretion. Due construction, soft shoulders all runways. Caution.
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
KOKOMO-RUZICKA ARPT: New arpt reported. Lctd 2 1/2 mi W and 1/2 mi S of old lctn; 4 SW of city; S5 serv, F2 fuel. (11-21)
**LAFAYETTE-PURDUE UNIVERSITY ARPT: 235(950'MSL) twr erected 3 n mi N(6°T) at lat 40-27-13, long. 86-55-43 destroyed in high wind. (11-21)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150' (922.9'MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNICE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
**TERRE HAUTE-COX ARPT: Use rnwys and taxiways only.
TILDEN-RADIO: See Indianapolis, Ind.
WARSAW-MEMORIAL ARPT: 126'(950'MSL) lgtd twr being erected 1.8 n mi S(180°T) at lat 41-15-20, long 85-50-49. (8-29)
IOWA: AUDUBON ARPT: Clsd for tiling and grading. (7-29)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
DES MOINES-RADIO: Nov 18, VOR/DME and voice shut down until approx Jan 6, 1958 - conversion to VORTAC. Durg shutdown temp MEA's to be utilized are listed on page 84
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
ELDORA ARPT: New arpt reported. 2 mi SSW; elev 1020'; 1 strip 2200'; rnwy lgts; minor repairs, 80 oct fuel; P-line S. (10-30)
OSAGE ARPT: New arpt reported: Type "L"; lctd 0.5 mi E; elev 1150' (est); 1 rnwy (N/S) - sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)
SHELDON ARPT: Clsd for const - machinery on fld. (5-3) Bcn inop. (11-21)
SHELDON MUN ARPT: New arpt reported. Lctd 2 NNE; Elev 1422; 1 strip, NE/SW, 2350'; rnwy lgts on prior req; P-line NW; soft when wet. (10-14)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and taxiway NE of Air Force hangars, and on first 1500' rnwy 22.
STORM LAKE ARPT: NW/SE and NE/SW rnwys clsd. Const. N/S rnwy open. Use extreme caution. Call Storm Lake Unicom for fld conditions. (11-12)
WATERLOO MUN ARPT: Due to nonvisibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY ARPT: NW/SE & E/W strips clsd. Const. Longest rnwy avail 2300'. When snow on fld, taxi to and from apron on asphalt taxi strip at extreme N end of fld only.
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

KANSAS: DODGE CITY-RADIO: Nov 21, VOR shut down until approx Jan 4-modernization. Durg this period the following MEAs can be utilized: V105-GCK VOR to *Int R089 GCK and R240 HUT, 6000'; *Int R089 GCK and R240 HUT to HUT VOR, 6000'; *(Descent can be made to 4300' NE bound after rcvg Intsxn). V74 -ANY VOR to *Int. R089 GCK and R286 ANY, 13,000'; *Int R089 GCK and R286 ANY to GCK VOR, 6000'; *(Climb to 13,000' prior to reaching intsxn when proceeding SE bound on V74). Direct Routes: GCK VOR to HUT VOR 6200'; **Int. R260 HUT and bear. 170/350 on GRB-H fac. to GBD H fac, 6200'. **(Descent to 4000' can be made N bound). (Route authorized for WAL only). (11-21)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. Nov 4, VOR shut down until approx Dec 18-conversion to VORTAC. Durg this period, the following MEAs can be utilized: V10, V12N, V12-HUT VOR to Florence, Kans. Int. 3000'; Florence, Kans. Int. to Int HUT R068 & CNU R319 (Emporia Temp Int.), 6000'; Emporia Temp. Int. via MKC R223 to Pomona, Kans Int. 6000'; Pomona, Kans. Int. to MKC VOR, 2800'. V12-ICT VOR to *De Graff, Kans. Int., 3000'; *(MRA to rcv Int. 4800'). De Graff, Kans. Int. to Cassoday, Kans. Int., 4000'; Cassoday Int. to Int ICT R051 and R319 CNU, 6000'. (11-8)

EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emergency. (8-2)

ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S 2400'; No facilities. (9-20)

GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)

GARDEN CITY ARPT: 179'(3084'MSL) lgtd twr being erected 7.9 n mi W(292°T) at lat 38-01-14, long. 100-57-21. (11-26)

GARDEN CITY-NEW GARDEN CITY ARPT: About 30 Dec., 291'(3096'MSL) lgtd twr will be erected 8.8 n mi SE(148°T) at lat 37-48-22, long. 100-38-58. (11-26)

GOODLAND-RADIO: Nov 4, VOR shut down until approx Dec 18-conversion to VORTAC. Durg this period, the following MEAs can be utilized: V4-TXC VOR to Int. TXC R087 and IML R176 (Goodland Temp Int.), 10,000'; Goodland Temp Int. to HLC VOR, 10,000'. V108-HGO VOR to Int. HGO R055 and IML R176 (Goodland Temp Int.), 10,000'. V132-AKO VOR to Abarr, Colo. Int., 5800'; Abarr Int. to Int AKO R110 and IML R176, 10,000'. Direct Routes - RSL VOR to HUT VOR, 4000'; *HLC VOR to GBD H fac, 4000'; *RSL VOR to GBD H fac, 4000'. *(Routes authorized for Continental Airlines only.)

GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600'AGL: hvy acft 1000' AGL. (8-15)

HAYS ARPT: Ident bcn inop. (10-18)

HILL CITY ARPT: 305'(2645'MSL) lgtd twr being erected 4 n mi S(190°T) at lat 39-18-57, long. 99-50-32. (11-22)

IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.

KANSAS CITY-FAIRFAX FLD-TOWER: VHF/DF inop. (11-26)

KINGMAN ARPT: 305'(1920'MSL) lgtd twr being erected 4.5 n mi SSE(169°T) at lat 37-35-38, long. 98-06-59. (11-6)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)

SALINA ARPT: Const in progress. Men & equip. on field. (7-1)

SYRACUSE ARPT: About Dec 30, 126'(3281'MSL) lgtd twr will be erected 18.8 n mi E (108°T) at lat 37-53-25, long. 101-22-45. (11-26) About Jan 6, 1958, 216'(3693'MSL) lgtd twr will be erected 7.8 n mi SW(239°T) at lat 37-55-06, long. 101-53-27. (11-26)

TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) 210'(1152'MSL) lgtd twr erected 3.9 n mi SW(240°T) at lat 39-02-30, long. 95-41-22, hgt. being increased to 310'AGL(1252'MSL). (11-12) Two 158'(1067' MSL) lgtd steel stacks being erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34. (6-10)

TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 278' (turf); not lgtd; A&P by appointment; 80/87oct.

**ULYSSES ARPT: 330'(3362'MSL) lgtd twr erected 14.1 n mi ESE(123°T) at lat 37-27-53, long. 101-07-29. (11-14)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn marked. Acft remain on concrete areas. Sod unsafe. (8-7)

KANSAS: WICHITA BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions. (12-4)

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod atrips are usable. All apchs and departures to easterly quads: Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch ctl for tfc clearance prior to entering ctl zone. Trans & rcvr 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explisive compressed gas. Acft warned to avoid flying in this vcnty.

GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: Unattended. (11-20)

HARLAN ARPT: Caution - high grass. (7-3)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

**LEXINGTON-BLUE GRASS ARPT: 553'(1624'MSL) lgtd twr erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

★LOUISVILLE-RADIO: Nov 24, VOR flgt-checked, opern normal. (11-26) Dec 5, LFR, Eastwood FM, and Shepherdsville FM decmsnd. (12-4) About Dec 9, H fac will be cmsnd at lat 38-05-10, long. 85-45-24 at Standiford OM site. Freq: 359. Ident: SDF. Class: BH. (11-22) Dec 5, Bowman FM cmsnd at 2.24 S mi from end rnwy 32 at Bowman Fld on VOR radial 331° M. Lat 38-11-44, long. 85-38-23. Elev: 510'MSL. (12-5)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of field.

LOUISVILLE-STANDIFORD ARPT-TOWER: About Dec 9, BH fac will be cmsnd at LOM site, concurrently present LOM will be relctd to LMM site. Ident change to DF, no change in freq. (11-22) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.

SOMERSET-PULASKI CO. ARPT: Closed to night operation. (10-11)

YORK-RADIO: DME coverage 35 n mi at 2500' MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution-jet acft operg in vicinity. (6-26)

BATON ROUGE-RYAN ARPT: 310'(330'MSL) lgtd twr being erected 9 n mi WSW(261°T) at lat 30-30-34, long. 91-19-49. (10-18)

**BOGALUSA ARPT: Caution - obstn lgtd 70' twrs erected 1800' from N end of N/S rnwy. East N/S sod strip aband. E/W strip lengthened to 3200'. (12-4)

**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operg as H fac. only. (7-30) VOR shut down. During shutdown, LCH rdo bcn may be used in lieu VOR. Altitudes as charted except MEA below 1500', not authorized. (12-2)

LAKE CHARLES-McFILLEN ARPK: 199'(213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW(291°T) at lat 30-11-20, long. 93-19-45.

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: Nov 27, VOR shut down until approx Feb 27, 1958-conversion to VORTAC. Durg this period LFR may be substituted for VOR on adj V arwys. (11-21)

NEW ORLEANS-RADIO: VOR/DME shut down - extreme scalloping and roughness (12-6)

NEW ORLEANS ARPT-TOWER: Effect. Oct 24-Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans and rcvg: 119.5, 121.7, 121.5, 126.18, 257.8, 243.0, 348.6 and rcvg 122.5 mc. (11-26) FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT ARPT-TOWER: About Dec 20, Radar Departure ctl will be inaugurated in conjunction with long range clear. procedures. Apch ctl freq 250.4 mc gnd ctl 348.6 mc departure ctl 121.1 and 269.2 mc. (11-13) FLD: Caution-stayon hard surface rnwys & taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

WELSH ARPT: E/W rnwy clsd ngts. Beacon inop. (12-4)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.
BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)
HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obst lgts inop. Rnwy 1-19 clsd wheel equipped acft winter months. (12-2)
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001°is 3-1/2° off mag. course. (5-27)
MILLINOCKET ARPT: Apron usable but caution advised due broken pavement and soft spots.
PORTLAND ARPT: Rnwy 33 clsd. Avail. as taxiway as directed by twr. 20' embankment 200' from apch end rnwy 33 marked by obstruction lgt 250' from apch end and in line with S edge rnwy 33. (11-20)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.
**ROCKLAND ARPT: Rnwy 17-35 clsd ngt operns.
MARYLAND: BALTIMORE-RADIO: DME and VOR coverage 35 n mi at MOCA. (6-14)
BALTIMORE-MARTIN ARPT: Const - men and equip. on fld. Extensive ditching, grading and paving operns in progress entire arpt area. 2-way rdo required. (3-20) Rnwys 18-32 and 10-28 clsd. Ditching thru rnwys at intsxn 18-36 and 10-28.(8-15)
**BALTIMORE-PIER 4 HELIPORT: 39-18 N, 76-36W; lctd Pier 4, Pratt St; elev 10'; size 100' x 72'; air marked; no lgts; no service. Pier 6 heliport clsd. (10-22)
CAMBRIDGE ARPT: Arpt reported - 1.5 mi SE; elev 20'; lat 38-32-02, long 76-01-45; services minor repairs; 80/87 Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10)Rnwy extremely slippery when wet. Positively no ngt lndgs without rnwy lgts in opern. (12-19)
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category (3). (5-10)
HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730 - 2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. W end E/W rnwy being extended. Use caution. Const equip. operg close to end of rnwy.(9-20) 75' temp steel twr erected approx 1500' off apch end rnwy 20. (11-1)
**HOLLYWOOD-HALF PONE POINT ARPT: Three 235' MSL twrs 100' apart erected 11.5 n mi NNE(43°T) at lat 38-30-00, long. 76-20-00. (10-25)
LAYTONSVILLE-DAVIS ARPT: Caution const extending rnwy 500' at ENE end. (7-11)
RISING SUN-FARMINGTON ARPT: Arpt reported - 3 mi SE; elev 140'; lat 39-40, long 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)
SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)
WHITE MARSH-QUINN ARPT: Arpt reported - 1 mi SW; elev 200'; lat 39-24, long 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 2460' x 200'. (12-10)
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Barracks.
ACUSHNET ARPT: New arpt reported: 41-40-35, 70-53-35; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 2300' sod; hangars, repairs; fuel & oil; remarks - rdo rcvr only. (5-16)
BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14)
BOSTON-BEDFORD (HANSCOM) ARPT: Tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Rnwy 11-29 under exten const. (9-13)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330° -
** 025°, 2500'. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end White centerline bar
MASSACHUSETTS: lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts entire length of pavement. (2-27) Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use. Transmissometer cmsnd. (8-19) 1249'(1349'MSL) lighted tower erected 10.8 nautical mi WSW (252°T) at lat 42-18-37, long. 71-14-10. (10-16)
BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)
FALMOUTH-COONAMESSETT RANCH-ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
GARDNER-RADIO: Dec 4, VOR/DME shut down until approx Dec 25 - conversion to VOR-TAC. VOR freq will be changed from 114.2 to 110.6 mc. (11-22)
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (9-19)
MARSHFIELD ARPT: Unattended. (11-29)
**MARTHA'S VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)
NANTUCKET-RADIO: Sept. 30, HH fac shut down until approx Dec 30 - conversion to consolan. (11-22)
NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)
MICHIGAN: **ANN ARBOR MUN ARPT: Caution last 700' NW rnwy. Only 2100' SE end usable. Some bndry lgts inop due const. E/W rnwy perm clsd. NNE/SSW rnwy open with range lgts. Obstn lgts operg. (11-22)
BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)
BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and ngts. (8-30) Men & equip on fld days. Trees above obstn lgts on SE edge fld. (3-29)
BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
BOYNE CITY ARPT: 207' (1422'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 45-17-58, long. 84-51-09. (10-14)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27) Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)
DETROIT-METROPOLITAN WAYNE CO ARPT: Due non visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old arpt clsd to lndgs & take offs. Ramp & bldg const in front of and alongside main term bldg. Taxiway const left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 15. Taxiway const to right of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men & equip. on or adj to ramp and rnwys.
DETROIT-WILLOW RUN ARPT-TOWER: Oct 21, TVOR shut down.- modernization. (11-8) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)
FREELAND-TRI-CITY ARPT: 305'(915' MSL) lgtd twr being erected 9 n mi NNE(28°T) at lat 43-39-58, long. 83-59-54. (10-24)
GRAND RAPIDS-KENT CO. ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc. (12-6)

MICHIGAN: INDIAN RIVER - CAMPBELL ARPT: 308'(1174'MSL) lgtd twr being erected 5.9 n mi SE(153°T) at lat 45-19-30, long. 84-32-43. (8-24)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) Soon ILS glide slope will be shut down until approx December 25-relctn to 400' S of centerline E/W rnwy and 1200'from apch end. (11-7) FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 and connecting taxiway. NE/SW rnwy now 4000'. (10-8)
MT. CLEMENS-MACOMB ARPT: Caution-const W end of fld. 2200' E end rnwy 9-27 open.
MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to night flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)
NILES-TYLER MEMORIAL ARPT: Unicom inop until approx January 1, 1958. (10-4)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45, long 83-51-45. (9-25)
SAGINAW-TRI-CITY ARPT: Caution - men and equip on rnwys daylight hours. (9-12)
ST. IGNACE-MACKINAC CO. ARPT: Pilots planning winter wheel lndgs phone St. Ignace 854 prior to planning flight. (9-9)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10)
WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150'(1362'MSL) church bldg being erected approx 3000' WSW. Completion date April, 1958. Not mrkd, painted or lgtd. (2-1)
BACKUS ARPT: Not maintained for wheel equip acft winter months. (11-6)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long 94-55. Strip 2500' x 200'. (4-4)
DULUTH ARPT: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip on fld days. (10-28)
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
**FAIRMONT MUN ARPT: 500'(1710'MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)
FERGUS FALLS ARPT: N/S rnwy clsd for const. (8-29)
MINNEAPOLIS-ANOKA CO. ARPT: Only N/S rnwy open for wheels. (12-3)
MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22) Taxi strip to NE/SW rnwy under const. NW/SE & NE/SW rnwys open for wheels. (12-3)
MINNEAPOLIS-FLYING CLOUD ARPT: Const. N/S & E/W rnwys open for wheels. (12-3)
★MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN FLD)-TOWER: Dec 2, ASR-2 cmsnd at new lctn - lat 44-53-25, long. 93-13-55. (12-3) FLD: First 1000' rnwy 22 clsd to non-mil acft. Take-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance estabd standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. Const area & equip. hazard mrkd day & night.
ROCHESTER-RADIO: DME coverage 20°-240°, 35 n mi at MEA. (7-6)
MINNESOTA: ROCHESTER-LOBB FLD: Rnwy 17 clsd night lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or night. (4-29) Green flashing code bcn atop ctl twr inop. (12-7)
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST. PAUL-LAKE ELMO ARPT: NE/SW strip clsd. Only NW/SE rnwy will be plowed. (12-3)
SILVER LAKE ARPT: 315'(1325'MSL) lgtd twr being erected 17 n mi ESE (120°T) at lat 44-47-19, long. 93-54-30. (11-18)
TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)
WILLMAR ARPT: 500'(1648'MSL) lgtd twr being erected 3.8 n mi NE (57°T) at lat 45-08-25, long. 95-00-50.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)
COLUMBUS-RADIO: CAA VOR operg test basis only. Freq: 115.8 mc. Ident: UBS. Lctd: lat 33-29-12, long 88-30-32. Class: VORW. (11-14)
CORINTH ARTP, 7, MEM-TPA: Clsd. (7-22)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for takeoff on rnwy 32 and 36. (6-11)
INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR radials 330°-352° out of tolerance due to roughness. (10-2)
LAUREL ARPT: 491'(781'MSL) lgtd twr being erected 4.2 n mi NE(66°T) at lat 31-41-48, long. 89-05-50. (11-21)
MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN -RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution-all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published. (8-23)
MERIDIAN-KEY FLD-RADIO: April 29, ILS glide slope inop until approx January 1, 1958.
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. (7-5) Rnwy 9-27 clsd. (11-1) Men & equip. on fld days. (7-5)
NATCHEZ AIRPARK: 206'(557'MSL) lgtd twr being erected 3.2 n mi SSW(222°T) at lat 31-32-35, long. 91-25-33. (11-24)
PICAYUNE-RADIO: VOR operg test basis only. Freq: 112.2 mc. Ident: PCU. Lctd: lat 30-33-36, long 89-43-45. Monitoring Category (1). Class: BVOR. Controlled from New Orleans ATCS. (12-3)
RIPLEY ARPT: Clsd - construction. (5-16)
MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
**COLUMBIA ARPT: 310'(1018'MSL) lgtd twr erected 17 n mi WNW(307°T) at lat 39-08-29, long. 92-39-43. (11-20)
DE SOTO ARPT: New arpt reported: Lat 38-08, long 90-33; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylight hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at, or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd. (10-12) 929'(1773'MSL) lgtd twr being erected 6.8 n mi NNE(35°T) at lat 38-41-28, long. 92-05-43. (10-11)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side operns. (5-10)

MISSOURI: KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. 70' lgtd twr on new bldg lctd 1300' NE from NE end rnwy 3-21. 909' MSL lgtd steel truss bridge across Missouri River 700' SSE lat 39-07, long. 94-35. Rdo rcvr required. (10-23) Taxiway on W side of fld beginning at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution. (9-12)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc alt 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (11-9)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

**MEXICO-MEMORIAL ARPT: 310' (1081'MSL) lgtd twr erected 21 n mi ESE (119°T) at lat 38-59-47, long. 91-26-13. (11-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwsie to 130° at MEA. (8-2)

POPLAR BLUFF-FIELDS MEMORIAL ARPT: Bcn and rnwy lgts inop due const. (11-21)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev: 800'; 1 turf strip (N/S) - 2300' x 110'; remarks: S apch 10:1. (7-3)

ST CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by : lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500'MSL. (12-30)

ST JOSEPH-RADIO: About Dec 16, VOR will be shut down until approx Mar 2, 1958, conversion to VORTAC. During shutdown following temp MEA's can be utilized: V77 TOP-VOR Int. MKC R331 and R021 TOP, 2500'; Int MKC R331 and R021 TOP - LMM VOR, 2500'. V15 OMA VOR Int. LMN R221 and OMA R144 (St Joseph Temp Int), 2500'; St Joseph Temp Int - Camden, Mo. Int, 2800'; Camden, Mo. Int - MKC VOR 2400'. (12-2)

ST JOSEPH-ROSECRANS MEML ARPT-TOWER: April 29, ILS lclzr and glide slope shut down until approx Feb 15, 1958, reletn of lclzr.FLD: Due to non-visibility, twr unable to ctl tfc in follow. areas: 260' SE from the center intsxn of the diagonals on rnwy 13, for dist of 340' & beginning 300'SW from the center intsxn of the diagonals on rnwy 22 for dist of 560'. Rnwy 17-35 & 1600' apch end rnwy 22 clsd-const. All const areas flagged and lgtd. Caution. Apch lgts rnwy 35 inop.

ST LOUIS-LAMBERT FLD-TOWER: Soon, freq 119.9 mc will replace 119.5 mc. (11-22) FLD:
** Men and equipment both sides rnwy 6-24. Taxiway lighting installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution, men and equipment on field. Silos and grain elevator 1700' from apch end rnwy 30, obstn lgtd. Shoulders soft. Caution. Rnwy apchs rough and unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. Rotatingbeam ceilometer cmsnd at MM. Hereafter ceiling observations of less than 1500' will usually pertain to MM lctn. HI-intensity apch lgt system undergoing modernization. Number of lgts operg will vary as work progresses. Mrkd by flags day, flares ngt. 1152' (1649'MSL) lgtd twr being erected 10.5 n mi SSE (169°T) at lat 38-34-08, long. 90-19-51. (8-30) 311' (1000'MSL) lgtd twr being erected 5 n mi SSW (206°T) at lat 38-40-36, long 90-24-09. (7-19)

ST LOUIS-PARKS METROPOLITAN-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500-5500'MSL. (4-22)

ST LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow bndry mrkrs. (11-12)

**VERSAILLES ARPT: 310' (1270'MSL) lgtd twr erected 5 n mi N (9°T) at lat 38-31-25, long. 92-48-20. (11-20)

VICHY-RADIO: Nov 28, VOR shut down until approx Jan 11, 1958, conversion to VORTAC. During this period the following MEAs can be utilized: V14 SGF VOR to *Conway, Mo. Int 2500' (*MRA 4700 to rcv intsxn); Conway, Mo. Int. to Int CBI R155 and SGF R051 (Vichy Temp Int) 7800'; Vichy Temp Int to STL VOR 4800'. When SW or NE bnd on STL VOR R229 or SGF R051 climb should be made to 7800' prior to crossing CMI R155 in order intsxn

MISSOURI: can be rcvd: V174, V14S Int CMI R155 and TOY R241 (Vichy Temp Int) to Meramec, Mo. Int 9000'; Meramec, Mo. Int to TOY VOR 2200'. SGF VOR to VIH H fac 2600'; VIH H fac to STL VOR 2200'; VIH H fac to TOY VOR 2200'. V-174, V-14S Vichy rdo bcn, Int STL R-214 and Vichy rdo bcn brng 060° (St Clair, Mo. temp Int), 2200'; Temp St Clair, Mo. Int - St. Louis, Mo. VOR, 2200'. (11-26)

MONTANA: BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

BUTTE-RADIO: VOR/DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi 10,500'; 20°-68°, 26 n mi, 10,500'; 68°-80°, 35 n mi, 10,500'; 80°-118°, 43 n mi, 10,500'; 118°-135°, 35 n mi, 11,000'; 135°-157°, 43 n mi, 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi, 11,000'; 176°-198°, 17 n mi, 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi, 11,000'; 248°-264°, 26 n mi, 11,000'; 264°-317°, 35 n mi, 11,000'.

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi, 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 arwy have limited usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTOWN-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for acft over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution - E crs LFR has multiple spread 7° at 35 n mi; W crs has multiple spread 7° at 30 n mi which progresses outwards with distance.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: **BRUNING-STATE ARPT: NE/SW taxiway avail to lgt acft only. Bcn inop.

CENTRAL CITY-SILVER T ARPT: Two 349' (2049'MSL) lgtd twrs being erected 2.8 n mi SSE (171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260' (1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)

HAY SPRINGS ARPT: 583' (4578'MSL) lgtd twr being erected 2.1 n mi S (180°T) at lat 42-38-25, long. 102-42-04. (11-11)

LINCOLN-RADIO: About Dec 9, ILS will be shut down until approx Dec 16. (11-15)

NORTH PLATTE-RADIO: About Dec 2, VOR will be shut down until approx Feb 16, 1958, conversion to VORTAC. During shutdown, following temp MEA's can be utilized: V6 SNY VOR to *Int R077 SNY and IML R335 (Ogallala Temp Int) 10,000' *(Descent to 6100' authorized after passing Int W-bound) Ogallala Temp Int to Int R077 SNY and IML R-035 (North Platte Temp Int) 10,000'; North Platte Temp Int to GRI VOR, 10,000'. V148 IML VOR to *Int R035 IML and R077 SNY (North Platte Temp Int) 10,000'; *(Descent to 4500' authorized after passing Int SW bound). Direct Routes: SNY VOR - LBF LFR, 6100'; LBF LFR - GRI VOR, 4800'; IML VOR - LBF LFR, 4500'; SUX VOR-LBF LFR, 10,000'.

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern. (9-11)

ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)

[redacted]: SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution.
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only.(11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.
NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.
BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used. (10-29)
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'.
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°; 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR figt-checked on arwy radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE:. Arpt condition info is avail. by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in figt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in figt call Concord Rdo).
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip. testing. Safety strips SW sideof rnwy unsafe. Caution-ngts-green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)
NEW JERSEY: BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11)
BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension suspended. (10-11)
CALDWELL-RADIO: VOR coverage 200°-60°, 22 n mi and 60°-200°, 26 n mi at MOCA.(6-14) DME coverage 60°-270°, 26 n mi at 2500'; 270°-330°, 17 n mi at 4000'; 330°-60°, 26 n mi at 3000'. (12-29)
FLORENCE ARPT: Clsd. (8-1)
MILLVILLE ARPT: Non-military glider opern wk-ends & holidays. Eng testing by acft parked N end rnwy 18, day & ngt. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.
NEWARK ARPT: MILITARY:Clsd to mil acft xcpt on offl bus. Clsd to all fighter type, jet type acft regardless of offl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45,& C-47 type acft based at Newark Arpt. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC: preferential rnwy system in effect. Unusuable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Const taxiway B from Taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway & E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men & equip. on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A serving rnwy 22 will be cmsnd. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SCOTLAND LIGHTSHIP-RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable.NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
STILLWATER-RADIO: May 10, VOR monitor. category temp changed to (3). (5-10)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiways both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndgs. Rnwy 14-32 avail. ngts only on special req. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) Helicopter landing area now lctd on hard stand approx 500' N of control tower & 50' E of W taxiway. Unlgtd. (10-4)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)
TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
TUCKERTON-MATHIS ARPT: Clsd. (8-1)
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone. Civil freq 126.18 mc. Caution -exten jet operns during VFR and IFR wea up to 20,000'. (2-11)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwy 17-35 clsd.
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
★LAS VEGAS-RADIO: Nov 27, VOR figt-checked, opern normal. Relctd: lat 35-39-26, long. 105-08-06 at Las Vegas arpt. Elev: 6870'MSL. Mag var: 13°E. No change in freq, ident, or class. (11-28)
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (4-4)
OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)
RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)
SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)
TAOS-ZIA ARPT: Fuel unavail until April 15, 1958. (10-8)
**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

[redacted]: ALBANY-RADIO: LFR has multiples N and W courses. (6-15)
ALBANY ARPT-TOWER: ILS glide slope unusable beyond MM, inbound. (11-22) FLD:
**1356'(2176'MSL) lgtd twr erected 25.4 n mi NW(316°T) at lat 43-03-36, long. 74-12-42.
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14) About Jan 7, VOR/DME will be shut down until approx. Jan 28-conversion to VORTAC. See page 84 for temp MEA's during shutdown. (12-4)
BUFFALO ARPT-TOWER: ILS lndg mins straight-in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9)
DOLGEVILLE ARPT: Closed. (12-31)
DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)
EAST AURORA-PRONER ARPT: Reported abandoned. (9-6)
**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clad to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)
GLENS FALLS-WARREN CO. ARPT: 91 oct not available. (6-11)
HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3).About Jan 13,VOR will be shut down until approx Feb 4-conversion to VORTAC. See p. 105 for route & arwys durg this time.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14) Nov 26, DME shut down until approx Dec 17-modification and VOR freq change from 117.2 mc to 115.9 mc and conversion to VORTAC. (11-26)
ITHACA-TOMPKINS CO. ARPT: Rnwy 1-19 clsd to all tfc. Acft may contact MOH on 129.7, 130.0; ELM twr; or ELM rdo for lndg info. (12-5)
JAMESTOWN ARPT: Rnwy 7-25 clsd to all tfc due major rehabilitation project. Arpt open for lgt plane activity during daylgt hrs only. Lgt acft use rnwy 12-30 - length 2700' (5-7)
LAKE PLACID: Not a seaplane base-no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)
MASSENA-RADIO: Sept 19, J fac temp converted to BMH indef. Freq: 242. kc. Ident: MSS. Lctd lat 44-56-00 , long. 74-50-30. (10-24)
MIDDLETOWN-RANDALL'S ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'. (8-29)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt. Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S of W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pattern at or above 1200'MSL, weather permitting. This applies to New York International(Idlewild) Arpt; LaGuardia Fld, New York and Newark Arpt, New Jersey.
NEW YORK INTNL(IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR holding E one min left turn pattern, Lido rng in lieu of Long Beach and Scotland rdo bcn.
NEW YORK INTNL(IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500';230°-055°, 2000' at 40 n mi. (9-9) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution-use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185'MSL ctl twr is highest arpt structure. Caution- taxi A- acft [redacted]: running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in pgorress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L, and 13L-31R. (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)
NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft enroute to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR-holding SE one min. left turn pattern in lieu of the Oradell Holding Pattern. (9-27) VOR rcvr check point signal 108.6 mc shut down. (11-5)
NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take-offs prohibited unless acft equipped with 2-way rdo, capable fo direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Caution-use paved surface only, sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys 4, 22, 13 and 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads under const adj to SE side taxiway 1 & 9 - flagged by day & lgtd at ngt. (7-30)
NEW YORK-STATEN ISLAND ARPT: No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)
**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and take-off. Caution-ship tfc in area. (9-27)
NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)
PLATTSBURGH-RADIO: VOR radials 260°-280°, usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position acft shall let down to pat alt. (10-31)
POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)
ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)
ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)
ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: Soon, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB and Oneida Co. Arpt. (10-21)
ROMULUS--SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879'MSL. (5-17)
SPITFIRE LAKE: No seaplane facilities available. (7-30)
SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)
UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

NEW YORK: UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in v cnty of Marcy during daylgt hrs. (10-22)
WATERTOWN-RADIO: Dec 9, VOR/DME shut down until approx Dec 27- modification and freq change from 116.1 mc to 108.6 mc. J fac temp converted to BMH, freq 224 kc, ident: ART. Lat 43-59-22, long. 76-01-12. To be returned to J fac on completion of VOR modification. (12-2)
WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes.(10-25)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)
WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" clsd. (10-21)
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.
NORTH CAROLINA: ASHEVILLE-RADIO: About Jan 10, 1958, VOR will be shut down - conversion to VORTAC. During shutdown, following temp MEAs will apply: V35 & V53 Roan Mt. Int to AVL via TRI VOR radial 187° and 100° bearing AVL Rbn, 8500'; V53 SPA to AVL via SPA radial 324° and 100° bearing AVL Rbn, 6000'; V35 Clemson Int to AVL via RYN VOR radial 033° & 100° bearing AVL Rbn, 6000'; V185 W unusable Tigersville Int to AVL; V185 Piedmont Int to AVL VOR unusable. V185E Ottway Int to AVL VOR unusable. CLT-AVL direct route redesignated CLT LFR-AVL Rbn. (11-19)
CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)
CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.(2-12)
ELIZABETH CITY-RADIO: VOR/DME operg test basis - relctd to lat 36-15-27, long. 76-10-33. (9-25)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)
**HIGH POINT-FRALEY FLD: Abandoned.
LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution vehicular parking and tfc W ramp. (1-10)
LUMBERTON-RADIO: Pilots are requested to contact Fayetteville rdo when reporting over LBT or SOP. (12-1)
MANTEO ARPT: Rnwy lgts inop. (1-30)
RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL, V3 RDU-LBT H fac 3300' MSL, V3W RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (11-5)
RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
RICH SQUARE ARPT: New arpt reported: 36-15 N, 77-17W; elev 78'; 1 strip, turf, 2900', NW/SE; no facs; P-line NW. (10-7)
SALISBURY ARPT: Arpt clsd for const xcpt with prior approval during daylgt hrs by use of Unicom. (9-12)
WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)
WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)
NORTH DAKOTA: DICKINSON-RADIO: Oct 29, VOR/DME shut down until approx Dec. 13 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: Direct Routes: MLS VOR to BIS VOR, 10,000'; MLS VOR to DIK LF rng, 4500'; DIK LF rng to BIS VOR, 4100'.

NORTH DAKOTA: FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping. (9-13)
FARGO-HECTOR FLD-RADIO: Oct 7, ILS glide slope and MM will be inop until approx Dec 14 - relctn. (10-7)
MINOT INTN'L ARPT: 1053'(3123'MSL) lgtd twr being erected 12.1 n mi S(191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440'(2200'MSL) lgtd twr being erected 2 n mi SSW(222°T) at lat 48-12-56, long. 101-19-05. (8-15)
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)
OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.
AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 - perm U. S. NAS Akron, Ohio acrobatic - Camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
CANTON-MARTIN ARPT: Clsd. (1-11)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030' 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.
CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)
CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.
CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (9-26) FLD: Rnwy 14-32 restricted to NW tk-offs & SE lndgs. Rnwy 9L-27R open & normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Soon left hand neon and flash blaze apch lgt system serving rnwy 5L will be decmsnd. Simultaneously standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5L will be cmsnd.
**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 & proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, notherly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5,000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)
COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const. E/W rnwy clsd. Hvy equip. crossing rnwys. Lgts on wind indicator inop. (11-19)
COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)
COLUMBUS-PORT COLUMBUS ARPT: Due non-visibility twr unable ctl tfc on E taxi strip btwn hangars 1 & 4. Excavation 2' deep 150' wide in extension N taxiway btwn 6500'-8000' mark. Men & equip. working 0700-1700E daily. Men & equip. also working 30' N of rnwy.

OHIO: 12-30 0730-1600E. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 and 18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "I" approx 75' N of intsxn with rnwy 12-30.

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON ARPT-TOWER: ILS glide slope, MM and LMM shut down until approx Dec 24, relctn acct extension rnwy 6. Glide slope will be relctd 1050' NE of SW end extended rnwy and 400' NW centerline. MM and LMM will be relctd centerline 3540' SW of SW end extended rnwy. Glide slope angle will be 2.6°. Alt over MM 1210'MSL; over OM 2040'MSL. FLD: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of of red lgts clsd. (8-26) Rnwy 6-24 being extended 1000' SW end and 500' NE end; total length to be 7000'. Neon apch lgt lane shut down until approx Dec 24 for relocation to rnwy 6 and conversion to standard 30.00' hi-intensity centerline configuration A apch lgt system. (11-29)

**DAYTON-DAHIO ARPT: Hard surface rnwy 2600' with lgts avail. Lgts oper by pressing mike button 4 times on unicom freq. Lgts will remain on for 15 min. (12-2)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy and sod areas clsd. (2-2)

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

GALION-CRESTLINE ARPT: N/S rnwy clsd. (8-21)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120°-185° at MOCA. (12-13) May 10, VOR monitor category temp changed to (3). (5-10)

LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet.

MANSFIELD-RADIO: VOR out of tolerance from 3 - 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15) All fld lgts and bcn inop. Fld clsd between sunset-sunrise. (8-14)

MIDDLETOWN-RADIO: June 6, H fac operg test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54, long. 84-26-52. Class: MHW. (6-6)

MT VERNON-WYNKOOP ARPT: Caution. Paved automobile race strip 1/2 mi NW of arpt. Unsafe for acft opern. (11-22)

NAVARRE-RADIO: Dec 4, VOR test site, experimental basis. Freq 109.0 mc. Ident: CAK lctd: lat 40-44-24, long. 81-25-50. (12-4)

PORT CLINTON ARPT: Const. Men and equip on fld. N end N/S rnwy unusable. Contact fld unicom for conditions prior lndg. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions.

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT: Rnwy 7-25 usable length 6050'. 850' extension NE end and adjacent taxiway opened and lgtd. 950' extension SW end not yet opened. (11-20)

TOLEDO MUN ARPT: Use rnwys and taxiways only. Areas adj rnwy plowed. (5-11)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280° 34 n mi at 2000'. (10-5) About Dec 2, VOR/DME will be shut down until approx Dec 23, conversion to VORTAC. (11-8) During this period arwy structure changes listed on page 84.

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (9-17)

YOUNGSTOWN-RADIO: Nov 18, VOR/DME shut down until approx Dec 6 - modification. During shutdown, following routings will apply: V43 between YNG VOR & Linesville VHF Int replaced by YNG LFR direct ERI VOR MEA 2500'. V43 between YNG VOR and Marchand VHF Int replaced by YNG LFR direct Tiverton VOR, MEA 3000'. V6-V1510 between Chagrin Falls VHF Int - YNG VOR-Knox VHF Int replaced by G3, MEA published. V72 between YNG VOR and Titusville VHF Int no replacements, MEA none. V30 between YNG VOR and EOW VAR replaced by YNG LFR-R57 AKR-R19-EOW, MEA published. V41 between YNG VOR and Palestine VHF Int replaced by YNG LFR S crs and the PIT VOR 331° radial MEA 3000'. V10 between YNG VOR and North Perry VHF Int replaced by YNG LFR direct Perry rdo bcn direct North Perry, MEA 2500'. The following VHF Ints will be unusable during shutdown period: Hadley, Mercer, Atwater, Fairlawn, Ravenna, Sebring, and Power Point. (11-18)

YOUNGSTOWN-ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° be-
** low 3500'. (3-25) UHF/DF unreliable below 3000'MSL all quads. (10-24) FLD: Use rnwys and taxiways only. Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BEAVER CITY ARPT: Clsd due men and equip on fld and rnwys unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1800' NW end NW/SE rnwy clsd. (5-16)

GAGE RADIO: About Dec 17, VOR will be shut down until approx Mar 1, 1958, conversion to VORTAC. (9-23) During shutdown VOR flgts will be authorized to utilize LFR fac in lieu of VOR on all arwys. Brngs ad and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG) 11,000'. (11-21)

GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

GUYMON ARPT: Caution-equipment on fld. (6-14)

McALESTER-RADIO: Soon, VOR shut down until approx Feb 1, 1958, conversion to VORTAC. (9-23) During this period V63 to Bunch Int unusable. (11-29)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. (5-16) Bcn inop.

NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men and equip on fld.

OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)

OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429'MSL) water tank being constructed W side of fld (lat 35-24-04, long. 97-36-58).. Marked and lgtd. (9-13)

PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd for drag racing. Use N/S rnwy.

PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn mrkd and lgtd. (8-1)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous-deep holes.

TULSA-RADIO: DME coverage 43.0 n mi throughout 360° at 2800'MSL. (5-20) December 9, VOR shut down until approx March9,1958 conversion to VORTAC. (9-26) During shutdown flgts authorized to utilize LFR fac in lieu of VOR on all arwys xcpt V14N OKC-TUL and V140 Crescent Int to Tulsa unusable. Brngs and MEA's remain as charted xcpt brngs from LFR to following intsxns: Adair Int 054°, Pryor Int 081°, Wagoner Int 110°, Mazie Int 110°, Shell Lake Int 247°, Sand Springs Int 225°, Mounds Int 194°, Sapula Int, 211°, Drumright Int, 233°, Yale Int 250°, College Int 041°. MEA for VOR equipped acft V14,7500'. MEA for V74,7500'. (10-3)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope
** restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-off to all tactical type acft and all multi-eng acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. Rnwy 3R-21L perm clsd to take-off and lndg. Taxiing authorized on portions at direction of twr. (11-26)

TULSA-NORTH ARPT: Use of N/S rnwy only - hard surfaced 3000' x 60'. Caution on Sun - drag racing. Racing held up while acft in tfc pat. (9-25)

OREGON: ALBANY ARPT: NE/SW rnwy clsd. Fld clsd to ngt operns due hi-way const and hvy equip on fld. Caution daylgt hrs. (9-10)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEAVERTON-BERNARD ARPT: Road const N end of rnwy. Hvy equip in motion. (11-6)

EUGENE-RADIO: VOR has occasional severe scalloping, making crs line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON-SWEET ARPT: Numbers and other mrkgs not painted on rnwy 16-34. No warm-up apron at N end 01 taxiway to N end rnwy 16-34. Soft shoulders at ends and both sides rnwy 16-34. (11-6) Rnwy lgts and apch lgts rnwy 16-34 not installed. (11-20)

HAINES-BEACON SITE, 42, SLC-PDT: Inop. (11-21)

OREGON: HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50;E-long. 119-29-20;S-lat 45-49-40;W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000';189°-255°, 35 n mi at 8000';255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface-lctd 21' W of ctr intsxn, max depth 100'.
NORTH BEND-RADIO: The following radials are beyond tolerance: 003° at 30 n mi 6000'; 21° at 21 n mi 5000';162° at 23 n mi 6400';344° at 25 n mi 4500'. Coverage 360°-10°, 40 n mi at 7500';10°-45°, 40 n mi-6000';45°-75°, 40 n mi-6500';75°-110°-40 n mi-6000';110°-185°, 40 n mi-8000';185°-340° over Pacific Ocean;340°-360°, 40 n mi-6000'. (11-23)
PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)
**PORTLAND INTN'L ARPT: S portion of East N/S taxiway striped, not lgtd. (11-25) Rnwy 7-25 aband. Pile driver removed from area. Temporary frame twr removed from new term site. Perm ctl twr structure, same lctn, obstn lgtd. (11-25) 123' twr erected 12 mi SSE permanently dismantled. (11-19)
**PORTLAND-SEAPLANE BASE: Closed. (9-30)
PORTLAND-TROHS SKYPORT: Caution-trucks crossing N end rnwy intermittently. (7-30)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500';80°-110°, 32 n mi at 9000';228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000';352°-354°, 35 n mi at 7500'. (10-28)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SALEM-McNARY ARPT: Extreme caution when using unpaved areas. Equip on fld. (5-2)
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04;lctd 2-1/2 mi SW;elev 4475'; 1 rnwy;3200' gravel; remarks-caution-fence across both ends of field. (4-18)
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES-RADIO: About Jan 20, VOR will be shut down until approx Feb 18, 1958-conversion to VORTAC. Following V arwys unusable durg IFR: V112 PDX-PDT, V182 PDX-BKE, V25 YKM-RDM, V25E YKM-DLS. (11-27)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000';330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not marked. Use rnwys only. (8-19)
BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men and equipment on field. (9-17)
BRADFORD-HARRI-EMERY ARPT: Clsd due snow and soft fld conditions. (12-2)
BRISTOL-3M ARPT: Caution-const equip. on S apch N/S rnwy -hazardous.
BUTLER-RADIO: H fac usable dist 17 n to 26 n mi-due heavy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.
DOWNINGTON ARPT: New arpt reported; 39-58N, 75-43W; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; S2 facs; F1 fuel. (9-27)
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT-TOWER: About Dec 17, CAA ctl twr will be cmsnd. Trans:278 kc. 124.1, 121.5, 243.0. Rcvs 3023.5 kc; 122.5. Trans & rcvs 121.9 for ctl mobile gnd tfc; Class: C(g). (11-21) FLD: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)
FREEPORT-MCVILLE ARPT: New arpt reported. Lctd 7 mi NE. Lat 40-44, long. 79-36; 2 strips, turf, N/S 1550', E/W 1500'; 80-87 oct fuel avail. (11-14)
GETTYSBURG-SPECIAL NOTICE : Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500';310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'.
HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)
HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)
LEESPORT-MARELLO ARPT: Closed. (11-1)
MONTGOMERYVILLE ARPT: NW/SE rnwy closed. (5-13)
NEW LONDON ARPT: New arpt reported. 39-47N, 75-53W;lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; F1 fuel. (9-20)
PHILADELPHIA INTNL ARPT-TOWER: VHF/DF coverage at 40 n mi from stn 10° clockwise to 50°, 2000';50°-130°, 1800';130°-170°, 2000';170°-260°, 1800';260°-300°, 2000';300°-10°, 2500'. FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 & 9-flagged days, lowered ngts. 125' pile driver approx. midway between rnwys 4 & 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at executive term. transportation and services avail, load and unload stops at Pier C only avail for 3 min. Acft requiring customs serv use Pier C, then move to executive terminal for static parking.
PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Exten const adj rnwy 15-33 parallel to taxiway. New taxiway under construction between ramp and rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men and equipment on field daily. (9-13) 1116'(1364'MSL) lgtd twr being erected 11 n mi WSW(257°T) at lat 40-02-38, long. 75-14-26. (9-13)
**PHILADELPHIA-SKYPORT SEAPLANE BASE: Perm. closed. (11-21)
PHILIPSBURG-RADIO: About Dec 15, TACAN will be cmsnd.
PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long. 78-15; 1 strip, shale, E/W, 3650'. Fuel avail. (11-14)
**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx center line. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)
PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000';180°-45°, 2500', 40 mi. (9-11) About Dec 1, radar departure control will be implemented. (0800-2400) Short clearance limits will be utilized as follows: Ford, Scottdale, Millsboro, Old Concord and Palestine Ints., Wheeling and Bergholz rdo bcns and Ellwood City VOR. 7000' MSL max alt. (11-1) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)
PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.
POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)
POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W;lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)
PUNXSUTAWNEY ARPT: N/S rnwy clsd - construction, grading. Caution on WNW/ESE runway - soft spots. Area flagged. (5-24)

PENNSYLVANIA: READING-GENERAL SPAATZ FLD-TOWER: Soon ILS LOM freq 230 kc will be chgd to 251 kc. (10-8) FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

SOMERSET-COUNTY ARPT: Clsd. Men & equip on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down. (10-17)

WEST CHESTER-RADIO: October 7, VOR/DME shut down until approx Dec 22 - modification and freq change from 112.3 to 108.6 mc. (11-22)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANNA ARPT: New arpt reported. Lat 41-13, long 77-05; lctd 3.5 mi W; elev 538'; one strip, sod, 2500'; major repairs & fuel avail. (10-15)

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: 40-48N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-RADIO: Nov 15, VOR operg test-basis. Freq: 110.2 mc. Ident: PVD. Lctd lat 41-43-27, long. 71-25-40. Class: VORW. (11-15)

PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

**SMITHFIELD-NO. CENTRAL STATE ARPT: All turf areas clsd to acft. Use paved surfaces only. First 600' of the SW end of NE/SW taxiway perm clsd to acft. Only 80 octane fuel avail. (12-5)

South Carolina: ALLENDALE-RADIO: VOR radials 165° clockwise to 189° out of tolerance-scalloping. (11-22)

**ANDREWS-OVERTON ARPT: 250'(297'MSL) lgtd twr erected 6.5 n mi ENE(72°T) at lat 33-27-18, long. 79-27-51. (11-16)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylight hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR/DME shut down. Durg shutdown the following temp flight opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 North Int CHS-LFR 5000'; Jamestown Int FLO 183, MYR 236; Lake Mountrie Int FLO 198, MYR 247; Holly Hill Int CAE 138, ALD 075 Flag MRA 2000, St. George Int ALD 81, CAE 144 Flag MRA 2000. Following Intsxns unusable: Bull Point, Isle of Palms Tybee and Azalea. (10-21)

CHARLESTON AFB/MUN ARPT-TOWER: ILS MM and LMM will be shut down - relctn. (8-2) ILS lclzr back course unusable. (9-6) Men & equip. installing taxiway lgtg in close proximity to all taxiways. Open ditches mrkd days, lgtd nights. Sections of taxiways clsd for short periods durg const. Ctc twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) Rnwy 15-33 clsd. Rnwy 3-21 will remain open durg this period. (11-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 265° out of tolerance - roughness and bends.

GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys. (6-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flight-checked. (10-9)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

SOUTH DAKOTA: HURON-HOWES ARPT: Rnwys 17-35 and 8-26 closed to aircraft over 12,500 lbs gross weight except portion of runway 8-26 from intersection E to taxi strip. Sod areas closed except 150' adjacent to runways inside of boundry lights, usable for light aircraft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way construction center of airport N to S. NE/SW runway closed. NW/SE usable length 2000'; N/S 2600'. Usable strips marked. Taxi strips across hi-way construction. Caution. (9-13)

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-RADIO: About Dec 10, LF rng will be shut down until approx Dec 20. (12-6)

RAPID CITY ARPT: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-RADIO: Nov 18, VOR shut down until approx January 2, 1958 - conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V15 HON VOR - Int. HON - Int. HON R115 and SUX R335 (Sioux Falls Temp Int.), 7000'; Sioux Falls Temp. Int. - SUX VOR, 7000'. V181 ATY VOR - Oakwood, S. Dak. Int., 3000'; Oakwood, S. Dak. Int. - - Int. ATY R160 and HON R115 (FSD Temp. Int.), 7000'; V80 RWF VOR - Int. RWF R228 and SUX R335 (Sious Falls Temp Int.), 7000'. Direct Routes: HON VOR - FSD LFR, 3000'; FSD LFR - SUX VOR, 3000'; FSD LFR - RWF VOR, 3000'; ATY VOR - FSD LFR, 3000'.

SIOUX FALLS-FALLS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

WATERTOWN ARPT: 310'(2209'MSL) lgtd twr being erected 27.8 n mi WSW(265°T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flight on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flight identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylight hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

DYERSBURG-RADIO: About Dec 23, VOR will be shut down until approx March 23, 1958-conversion to VORTAC. Durg this period H fac may be substituted and the following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH to Milan Int. as charted, Milan Int. to McEwen Int. 7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints. (12-4)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis only. (10-22) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS ARPT: Caution. Const. Resurfacing rnwy 9-27. Portions of rnwy and occasionally entire rnwy will be dlsd. (11-25) 200'(474'MSL) lgtd twr being erected 5.3 n mi ENE (78°T) at lat 35-04-31, long. 89-52-37. (11-16)

MORRISTOWN-MURRELL ARPT: 263'(1552'MSL) lgtd twr being erected 4 n mi NE(63°T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V-140 BNA VOR to Hartsville Int MEA 3400'; V-16 BNA VOR to Murfreesboro Int MEA 4000'; Murfreesboro Int direct Woodbury Int MEA 5000'; Woodbury Int direct Walling Int MEA 5000'; Walling Int direct Winesap Int MEA 5000'; Winesap Int direct CSV VOR MEA 5000'; Woodbury Int designated as CSV274/CHA 320M; Walling Int CSV274/CHA 331M; Winesap Int CSV 274/CHA 355M. (11-23)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd.

TRI-CITY-ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400' MSL. Will be mrked & lgtd. (9-25)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Rnwy lgts inop. (10-22)

AMARILLO-SPECIAL NOTICE: Avoid flight over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

TEXAS: AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) About Jan 13, ILS glide path and MM will be shut down until
** approx Jan 1959. (12-5) FLD:(4044'MSL) lgtd twr erected 9.5 n mi WNW(296°T) at lat 35-17-33, long. 101-50-48 hgt. being increased to 722' AGL(4295'MSL). (11-14) 834'(4295' MSL) lgtd twr being erected 8.8 n mi WNW(308°T)at lat 35-18-55, long. 101-50-03. (10-31) Neon apch lgt system removed due const. (6-24)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: About Jan 6, apch control will implement radar arrival control procedures. Radar separation standard will be applied as specified in the MANOP radar procedures for arpt tfc ctl twrs. Arriving acft will normally be cleared to the following fixes: Round Rock, Butler, Bergstrom, Manchaca, Oak Hill, Lake Travis, Austin VOR, Austin H fac, Bergstrom H fac and Austin ILS LOM.(11-21) Soon, following freq will be discontd: 137.88, 134.1, 136.8, 142.02 mc. (11-20)

AUSTIN-MUELLER ARPT-TOWER: About Dec 10, ILS glide slope will be shut down until approx Jan 19, 1958 - relctn.(12-4) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat.-exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNSVILLE-RADIO: Nov 14, VOR shut down until approx Jan 13, 1958-modernization.

**BROWNWOOD ARPT: 549'(2049'MSL) lgtd twr erected 4.8 n mi SSW(214°T)at lat 31-43-33, long. 90-00-45. (5-3)

COLLEGE STATION-RADIO: DME coverage 60°to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: About Feb 17, VOR will be shut down-modification. During shutdown, following temp MEAs established: V20 ALI -PSX 4000'; V-68 Kingsville Int to CRP and CRP to Int of V-68 and V-163 unusable. (12-4)

DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°-345° out of tolerance - severe scalloping. (11-19)

DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; Elev 644'; rnwys, 2, longest 4500' asphalt surface; Fuel F4; Facs S5; Lighting BL4; Attended 24 hrs. (9-8)

DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000' MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail. freq and ctc Love Twr. Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions. (11-14)

ELDORADO-BRUTON ARPT: 310'(2828'MSL) lgtd twr being erected 4 n mi NNW(338°T) at lat 30-57-50, long. 100-48-45. (12-1)

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: Nov 1, RAPCON operg test basis. Trans & rcvg: 118.1, 118.7, 119.1, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Taans only: 114.5; rcvg only: 122.7, 3023.5 kc IFF operg but not cmsnd. (11-1)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness.

FALFURRIAS-BROOKS CO. ARPT: 268'(298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)

FORT STOCKTON-RADIO: Nov 22, VOR shut down until approx Feb 22, 1958-conversion to VORTAC. (11-21) Durg shutdown, following arwys unusable: V198 Rock springs to

TEXAS: **Hudspeth; V211 Rocksprings to Ft. Stockton; V222 Junction to Culberson. (11-6)**

FT. WORTH-CARTER FLD-TOWER: About Dec 16, ASR will be shutdown until approx Dec 27 - modernization. (10-30) FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (12-2)

FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Dec 13. (11-5)

FT. WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**GUADALUPE PASS-BEACON SITE 9, ELP-FTW: Arwy bcn changed to 36", 12 RPM, red & white. (12-3)

**HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr erected 5 n mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mile radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: Due to unreliability of radials 120° thru 140° and 306°, instrument opern and apch procedures utilizing these radials are not authorized. In lieu thereof instrument operns between Houston VOR and CLL VOR are temp authorized utilizing GLS 315° radial and CLL 118° radial. Houston VOR to GLS VOR authorized utilizing GLS 314° radial. Courtney, Cypress and Fairbanks Ints, remain using above temp radials and charted ELA VOR radials. No change in charted alts. Houston VOR instr apch procedure No. 1 authorized utilizing the 315° radial in lieu of the 306° radial for apch radial with applicable circling minimums. Ceiling less than 500 and visibility of less than one mi not authorized. Use GLS 314° radial in lieu of HOU 134° radial for missed apch. Alternate missed apch procedure on HOU ILS authorized utilizing the HOU VOR 315° radial in lieu of 306° radial. (2-26)

**HOUSTON-ANDRAU ARPT: 97' (178"MSL) lgtd twr erected 1 n mi ESE(121°T) at lat 29-43-04, long. 95-34-21. (11-8)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)

HOUSTON-INTNL ARPT: Tetrahedron replaced by lgtd wind sock-lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-offs to E only, no lndgs. (3-11)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LA GRANGE-GUENTHER FLD: N/S rnwy clsd. Use rnwy 15-33 only. Use taxi strip to hangar.

LAMESA-ADCOCK ARPT: New arpt reported. 32-48N, 101-36W; lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000'; F1 fuel. (8-27)

LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640', E/W 1620'; 91 oct fuel. (10-7)

LAPORTE ARPT: NW/SE rnwy clsd. Const. (10-30)

LAREDO -SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)

LEONA-RADIO: Caution when using VOR radials 35 mi N, due to severe scalloping. (11-19)

LEVELLAND ARPT: 388'(3958'MSL) lgtd twr being erected 3.5 n mi NNW(337°T) at lat 33-36-11, long. 102-24-05. (10-16)

LONGVIEW-GREGG CO. ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK ARPT-TOWER: ILS glide slope, MM, LMM shut down until approx Jan 1-relctn.

** South 6300' of rnwy 17-35 open & lgtd. North 2200' including 2000' of new extension clsd. New taxiway to rnwy 17 clsd. Men & equip. in clsd area. Usable portion open to all types of acft without restriction. (12-4)

LUFKIN-RADIO: DME coverage 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 30 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)

TEXAS: LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only.
MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and landings. (11-26)
MIAMI-CLARK ARPT: New arpt reported: lat 35-45, 100-45; lctd 10 mi NW; elev 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: Dec 4, VOR/DME shut down until approx. Mar. 4, 1958, -conversion to VORTAC. (12-4) Durg shutdown, flgts authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int.-MWL H fac by MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int. by ABI 055; to MWL H fac by MWL 262; to HTT H fac by MWL 062; to McKinney Int. by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int by ABI 085; to MWL H fac by MWL 231; to Russell Int. by MWL 091. Intsxns as follows: For Breckenridge Int. use radials ABI VOR 055, MWL H 262; Russell Int. use MWL H 091 FTW ILS; Mill Int. use ACT VOR 306, BRT VOR 255; Cisco Int. use ABI VOR 085, MWL H 231; Newark Int. use FTW VOR 128, MWL H 059; Lake Worth Int. use FTW VOR 149, DAL VOR 257; Saginaw Int. use DAL VOR 257, FTW ILS; Chapel Int. use MWL H 332, FTW VOR 239; Haslet Int. use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)
MUNDAY-LEFLAR ARPT: 433'(1939'MSL) lgtd twr being erected 9.8 n mi WSW(258°T) at lat 33-25-00, long. 99-48-16. (10-21)
**ODESSA-ECTOR COUNTY ARPT: 500'(3444'MSL) lgtd twr erected 5.5 n mi SSW(220°T) at lat 31-50-50, long. 102-27-15. (9-19) 268'(3374'MSL) lgtd twr being erected 12.1 n mi SW(227°T) at lat 31-46-45, long. 102-33-32. (11-14) 394'(3294'MSL) lgtd twr being erected 4 n mi SE(137°T) at lat 31-51-40, long. 102-19-42. (11-29) Rnwy 7-25 closed. (5-16)
ORANGE-BROWN ARPT: 767'(787'MSL) lgtd twr being erected 10 n mi WNW(297°T) at lat 30-08-59, long. 93-58-54. (10-3)
PALACIOS ARPT: 150'AGL oil derrick being erected NE corner of arpt. Lgtd at ngt.
PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE(113°T) at lat 27-51-46, long. 97-15-41. (9-18)
RAYMONDVILLE-FOX ARPT: 286'(301'MSL) lgtd twr being erected 4.5 n mi SSE(177°T) at lat 26-24-13, long. 97-47-32. (10-26)
ROCKPORT-ARANSAS CO. ARPT: Caution-oil drilling operns, structures are moved
** intermittently and any rnwy may be clsd on short notice. (2-10) 320'(346'MSL) lgtd twr erected 12 n mi SW(241°T) at lat 27-59-30, long. 97-14-50. (10-22)
SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025° to 045° beyond 35 n mi at MEA 10,800'. Soon, all voice trans & rcvg channels will be shut down for about five days. Concurrently voice trans on LFR and VOR ranges permanently discontinued. (11-19)
SAN ANGELO-MATHIS FLD: 133' temp lgtd drilling derrick erected 2 mi ENE. (11-13)
131' temp lgtd drilling derrick erected 2-1/3 mi NE. (11-21)
SAN ANTONIO-RADIO: Soon, VOR will be shut down until approx Feb 25, 1958-conversion to VORTAC. (11-26) Durg shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163 direct to next VOR; V163W, V222 SAT LF rng 328 to Fredericksburg; V163 SAT N course and MTA 163 to MTA VOR; V17W SAT N course to Spring Branch Int; V222 SAT LF rng direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LF rng 158 and CRP 312. MEAs remain as charted. Reporting points remain as usable with following substitution: Blanco Int. SAT LF rng 188 bearing and AUS VOR 228, Sattler and Kyle Ints. use SAT LF rng direct. CMK rbn course use CMK rbn for Bergstrom Int.
SAN MARCOS ARPT: NE/SW strip rough-caution. (8-6)
SHERMAN ARPT: 316'(1060'MSL) lgtd twr being erected 8 n mi NNE(35°T) at lat 33-44-23, long. 96-29-56. (10-29)
SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted and lgtd. (10-8)
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hours on Green Arwy #5 approx. 13.4 n mi WSW of Texarkana LF rng.
TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip- 2800' long. (1-28)

TEXAS: WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.
WACO ARPT: Caution-men & equip. on fld 0800-1700C every Friday. (7-31)
WEATHERFORD-GAARE ARPT: Closed. (11-28)
WICHITA FALLS-SHEPPARD AFB: 2-way radio required. (10-25)
UTAH: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys & taxiways. (10-15)
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Oct 22, VOR shut down until approx. Feb 15, 1958 - conversion to VORTAC. Durg this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (10-22)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 260°-150°, 17 n mi at 12,000'.
PRICE-CARBON-CO. ARPT: NE/SW rnwy clsd - const. (11-1)
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000'MSL. Area 95° to 135° from stn unreliable all alt. About Dec 16, until approx. Jan 2, radar departure ctl will be inop. (11-21)
UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010° thru 040°, 35 n mi; 40°-thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000'MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n miles. (2-1)
VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BRISTOL ARPT: E/W rnwy clsd - obstruction. (4-4)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW; elev 130'; 1 strip 1900'; P-line N. (10-25)
VIRGINIA: BLACKSTONE(CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equipment. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory information. (7-25) Rnwy 3-21, 12-30 and 8-26 xlosed and marked with white X. (10-16)
BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)
CHESAPEAKE BAY-SPECIAL NOTICE: Effect. Dec 19, 1957, the controlled firing area will be reestablished as follows: Beginning at lat 37-46-39, long. 75-57-43; thence to lat 37-43-42, long. 75-55-30; lat 37-27-00, long. 76-02-48; lat 37-27-00, long. 76-08-00; lat 37-33-00, long. 76-08-34; lat 37-33-00, long. 76-03-55; lat 37-43-33, long. 76-00-45, thence along the circumference of the Tangier Island restricted area R-88, 5 n mi radius to point of beginning at lat 37-46-39, long. 75-57-43. Designated altitudes: Surface to 30,000 ft. Activities Conducted: Anti-acft firing at towed targets, surface gunnery and ship exercises. Time of Use: Daylgt and darkness, 7 days a week, VFR or better weather conditions. Controlling Agency: Virginia Capes Operating Area Coordinator NOB, Norfolk, Virginia. (5-22)
COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)
DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FLAT ROCK-RADIO: Oct 31, VOR/DME shut down until approx. Feb 1, 1958 - conversion to VORTAC.

VIRGINIA: FREDRICKSBURG-SHANNON ARPT: Ngt opern prior req basis only. (10-24)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W.Va. (7-25)
FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men and equip on fld. (10-25)
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14)
HOT SPRINGS-INGALLS FLD: Clsd until approx Apr 15, 1958. Use in emerg only. (11-20)
INDEPENDENCE-COX ARPT: Clsd. (7-1)
LANGLEY AIR FORCE BASE: Lndg and take-off prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndg and take-off. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not lnd short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3-5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)
LEXINGTON ARPT: Lnd at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN-TOWER: About Dec 17, CAA ctl twr will be cmsnd. Trans and rcvg: 118.7, 121.5, 243.0 mc. Trans only: 287 kc. Rcvg only: 3023.5 kc, 122.5 mc. Freq 121.9 mc for ctl of gnd tfc. Class: C(g). (11-25) FLD: Signal for below VFR wea mins inop, ngts. (7-6)
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)
NEWPORT NEWS-P. HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)
NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (6-14)
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flgt testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flgts operg on arwys Green 5, Red 45 and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)
RICHMOND-BYRD FLD-TOWER: ILS LOM 212 kc unreliable for ADF use - interference. FLD: Rnwy 6-24 clsd during daylgt hrs. During hrs of darkness opened full length and width xcpt last 1000' NE end; opened 150' width in ctr only. Const area and threshold NE end mrkd by flares at ngt. Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only - all other soft.
ROANOKE-WOODRUM FLD-TOWER: TVOR out of tolerance beyond 15 n mi 270°-030° - interference. V103, 260 and 258 unusable for IFR tfc. (10-22) Soon, TVOR will be shut down for approx 5 days - freq change from 108.6 mc to 110.0 mc. (11-6) FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution. No 180° turns on rnwys.
WAVERLY ARPT: Unattended - no services avail - lnd at own risk. (4-20)
WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt - shale); remarks: telephone line parallel to rnwy 100' to one side. (3-8)
Washington: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19)
BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (12-4)
BREMERTON--KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
BREMERTON-LEISURELAND ARPT: Lnd at own risk. No fuel or service avail. (12-2)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

WASHINGTON: EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)
EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Ore. intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
PULLMAN-MOSCOW REGIONAL ARPT: W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about Mar 15, 1958, const in progress - use rnwys & taxiways only.
SEATTLE-BOEING FLD-TOWER: Disregard spurious radiations 109.9 mc during daylgt hrs, lctd S end fld. FLD: 2-way rdo rqrd xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single—eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. W taxiway clsd to tfc. (3-15)
SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500'MSL min. (5-22)
SEATTLE-TACOMA-INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto apch. (3-15) VHF/DF inop. (10-19) FLD: Taxiway between rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 1500Z, 0900Z, and 2100Z daily - actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm discontd. Second and third row lgts at N end reestablished. First row lgts now 300' S of rnwy 34. (11-1)
SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17) Radial 241° has scalloping to 15 n mi from stn. (12-9)
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy.
SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn and rnwy extension.
** (3-29) June 24, ILS LOM and LMM shut down - relctn. (7-3) FLD: Caution - Soft shoulders entire length rnwy 3-21. Rnwy 16-34 perm clsd. Interim taxiway to apch end rnwy 25 clsd to 4-eng acft. (11-6)
TROUT LAKE-HOLLENBECK AIR STRIP: Ne w arpt reported: 46-00-30, 121-32-00; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)
YAKIMA-RADIO: VOR flgt-checked for en route Victor arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 8000'; 195°-30°, 40 n mi at 10,000'MSL. (9-20)
WEST VIRGINIA: CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330° 26 n mi at 2500'. (6-14)
CHARLESTON-KANAWHA CO ARPT TOWER: ILS glide slope 335 mc operg on test basis.
ELKINS-RADIO: LFR has multiples and fades all courses. (5-31). DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)
ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (11-1)
HUNTINGTON-TRISTATE ARPT: Men, equip S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.
** MARTINSBURG ARPT: Taxiway from civil parking ramp S to rnwy 35 clsd acct parked jet acft. Jet and other hvy acft use rnwy 8-26 regardless of wind direction. Other civil tfc lnd according to tfc direction indicator lctd adj to NE taxiway running from civil ramp to rnwy 8-26. For rnwy info call Martinsburg Rdo. Caution lndg rnwy 17-35. Watch for conflicting jet tfc. All rnwy and taxiway const completed. E/W taxiway parallel to rnwy 8-26 cmsnd. Rnwy 8-26 now 7000' with 1000' over-run each end, hi-intensity rnwy lgts. Rnwy 17-35 now 5000', no over-run.

WEST VIRGINIA: MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

WISCONSIN: EAGLE RIVER ARPT: 148'(1758'MSL) unlgtd twr being erected 3 n mi S(200°T) at lat 45-52-50, long. 89-17-26. (11-22)

EAU CLAIRE ARPT: 265'(1191'MSL) lgtd twr being erected 7.1 n mi NE(46°T) at lat 44-56-54, long. 91-22-55. (10-21)

FOND DU LAC-COUNTY ARPT: New arpt reported. Lat 43-46, long 88-29; elev 808'; 1 rnwy, N/S, 3600' x 100', hard surface; facs: bcn, rnwy lgts, F4 fuel, S5 serv, Unicom. E/W rnwy under const. Equip. on fld. (11-27)

GREEN BAY-RADIO: October 22, VOR shut down until approx Dec 12 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: V26, V55, V1500 - AUW VOR to Int. R103 AUW VOR and R001 MKE VOR, 9000'; Int R103 AUW VOR and R001 MKE VOR, via R300 HIC VOR to Pentwater, Mich. Int., 9000'. V7 - MKE VOR to Int. R001 MKE VOR and R103 AUW VOR, 9000'. Direct Routes (authorized for NCA only) AUW VOR to NOR H fac, 2400'; NOR H fac to HIC VOR, 4000'; NOR H fac to MKE VOR, 2600'. (10-22)

HAYWARD ARPT: 306'(1491'MSL) lgtd twr being erected 4.5 n mi WSW(244°T) at lat 45-59-03, long. 91-32-20. (11-22)

LA CROSSE-RADIO: VOR radials 320°-335° have course roughness beyond tolerance but flyable. (8-13) October 28, DME shut down until approx January 27, 1958 - relctn.

LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640'; 87 octane gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: 59'(916'MSL) lgtd radar twr being erected atop terminal bldg. (10-11) Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe.

MERRILL ARPT: Clsd due const. (10-3)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500' MSL at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic approaches. (11-8) FLD: Obstn lgts on apch end or rnwy 13 are obscured by trees. Parking facilities lmtd; itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwy 13-31 clsd to jet acft. (8-21) 4350' rnwy 7L-25R open to daylight opern only. 630' not usable, mrkd with yellow line and yellow cone. (11-20)

OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 103' (923'MSL) lgtd pole & pipe supporting an antenna being erected approx 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

WAUSAU ARPT: 648'(2549'MSL) lgtd twr being erected 3.1 n mi WSW(263°T) at lat 44-55-10, long. 89-41-12. (11-12)

WOODRUFF-ARBOR VITAE ARPT: Attended part time until May 1, 1958. Fone Minoqua 367 for serv. (11-12)

WYOMING: ★CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. Dec 5, Apch Ctl cmsnd. Freqs: 348.6 mc and 121.9 mc for ctl gnd tfc. Class: AC(g).

GILLETTE ARPT: Rnwys open & usable as follows: 3400' of N/S, 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft & rough. Not maintained. Emerg or overrun only. (11-5)

GREYBULL ARPT: E/W rnwy clsd. Const equip. stored E of N/S rnwy. (11-12)

KEMMERER ARPT: Clsd. Unsafe for acft. Use only in extreme emerg. All lgts turned off. (11-14)

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

LUSK ARPT: E/W rnwy clsd, const. Shorter rnwy graded out in the dirt S of original rnwy for temp use. Use caution especially during wet wea. (10-8)

NEWCASTLE-MONDELL ARPT: Caution - men and equip. working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept. 30, VOR shut down until approx January 15, 1958 - conversion to a VORTAC. Durg this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. V6 between FBR and CKW will be usable at 11,000'. (9-26)

WYOMING: SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy area mrkd by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end. New arpt & rnwy under const 1 mi S of town. Clsd to all tfc until completion approx March, 1958. (11-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution. Use outside taxiway in front of large hangar near entrance. Equip. on hangar ramp. (4-12)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N boundary rnwy 7-25. (5-20)

HUGUENOT, NEW YORK, VOR SHUT-DOWN: During the period of shut-down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 146: HUO VOR - Newburgh VHF Int	None	----
Victor 126: HUO VOR - ILT VOR	ILT VOR 294 M radial to the point of intsxn with DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Paterson VHF Int	None	----
Victor 249: HUO VOR - CDW VOR	CDW VOR 356 M radial to the point of intsxn with the AVP VOR 127 M radial. None beyond.	5000
Victor 126 and 146: HUO VOR - AVP VOR	AVP VOR 105 M radial to point of intsxn with the DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Herrick VHF Int	None	----
Victor 249: HUO VOR - DNY VOR	DNY VOR 171 M radial to the point of intsxn with the AVP VOR 105 M radial	5000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Central Valley	ILT VOR 288 M radial and POU VOR 234 M radial	3000
Huguenot VOR	AVP VOR 105 M radial and STW VOR 035 M radial	5000
Greenwood	POU VOR 234 M radial and ILT VOR 280 M radial (Holding Pattern: NE of the Greenwood Int on the POU VOR 234 radial. Left turns. One minute pattern)	3000

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				Precision approach			
				T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				*S-dn-4	400-¾	400-¾	400-¾
				A-dn	600-2	600-2	600-2

* 500-1 required with approach lights inoperative.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 1500' on NE crs of LaGuardia LFR or when directed by ATC: climb to a higher altitude or make a climbing right turn to 1500' and return to Flatbush FM.

→ CAUTION: (1) Circling minimums do not provide standard clearance over obstructions. (2) Unlighted obstructions
→ in approach zone (Rnwy 4) protruding 40' above lights at beginning of approach lightlane decreasing to 10' above
→ lights at 1100' from approach end of runway.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	LaGuardia 20'	LaGuardia Radar	1, Amdt 7, 11 Jan 58	6, 16 Jun 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Evanston Int	LOM	Direct	2500	T-dn	300-1	300-1	200-½
Glenview LFR	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Dundee Int	LOM	Direct	2500	S-dn-14L	400-1	400-1	400-1
Midway LOM	LOM	Direct	2500	A-dn	800-2	800-2	800-2
Northbrook VOR	LOM	Direct	2500				
O'Hare VOR	LOM	Direct	2500				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbound final approach at least 3.0 mi from LOM. Refer to O'Hare Radar procedures if sector altitude information is desired.

Procedure turn West side NW crs, 308° Outbnd, 128° Inbnd, 2500' within 10 mi.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 128°-6.4 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.4 mi, make left turn, climb to 2500' or higher altitude specified by ATC and proceed to Northbrook VOR, via R-030 O'Hare VOR and R-135 Northbrook VOR; or if directed by ATC (1) make immediate left turn, climb to 3500' proceeding to Evanston Int via R-075 O'Hare VOR; (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via crs 030 and SE crs Glenview LFR.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Chicago, Ill	O'Hare Int'l 666'	LOM OR	2, Orig, 19 Dec 57	None

CANCELLED effective 11 Jan 58, as procedure being published as a combined ILS-ADF procedure effective 11 Jan 58.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Duluth, Minn	Williamson-Johnson 1430'	LOM DL	1, Orig, 2 Nov 57	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	400-1	400-1	NA
				C-d	600-1	600-1	NA
				C-n	600-1½	600-1½	NA
				A-dn	NA	NA	NA

Procedure turn South side of crs, 232° Outbnd, 052° Inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 052°-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 miles, make left 180° climbing turn to 2000' return to MWO MHW and hold on 232° outbnd bearing.
CAUTION NOTE: Sod Field. 1170' tower 3 mi East of airport. 900' msl unlighted smoke stack SW of airport.
NOTES: No weather reporting. Contact Cincinnati Approach Control for clearance. Communications on 122.8 available from sunrise to sunset.
Facility owned and operated by City of Middletown.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Middletown, Ohio	Middletown Mun. 647'	MHW MWO	1, Orig, 18 Jan 58	None

Gardner VOR	ORE RBn (Final)	Direct	2000	T-d	800-1	800-1	800-1
				T-n	NA	NA	NA
				C-d	1000-2	1000-2	1000-2
				C-n	NA	NA	NA
				S-dn	NA	NA	NA
				A-dn	NA	NA	NA

Procedure turn N side of crs, 111° Outbnd, 291° Inbnd, 3000' within 10 mi.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 291°-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi, climb to 3000' on crs 291° from Orange RBn within 10 mi of facility.
IFR CLIMBOUT PROCEDURE: Climb to 3000' within 2 mi of airport before departing on course.
AIR CARRIER NOTE: Visibility below one mile not authorized: (1) By application of sliding scale; (2) For local visibility conditions for landings; (3) For reduction of takeoff minimums.
NOTES: Contact Gardner Radio for ATC clearance.
Facility must be monitored aurally during this procedure.
Weather and Communications available on 122.8 from 0930 - 1800.
Facility owned and operated by Town of Orange.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Orange, Mass	Municipal 555'	MHW ORE	1, Orig, 18 Jan 58	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Int SW crs Mitchell LFR & SE crs Newark LFR	Asbury Park FM (final)	Direct	1100	T-dn	300-1		
				C-dn	600-2		
				A-dn	1000-2		

Procedure turn *E side NE crs, 062 Outbnd, 242 Inbnd, 1500' within 10 mi. NE of Asbury Park FM.
* Procedure turn conducted to the E to avoid traffic on Red 3.
Minimum Altitude over facility on final approach crs, 1100' (over Asbury Park FM)
Crs and distance, facility to airport, 258-4.4 (from Asbury Park FM)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.4 mi after passing Asbury Park FM, turn left, climb to 1500' on NE (outbnd) crs.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Belmar, N.J.	Monmouth County 180'	SBMRLZ NEL	1, Amdt 1, 18 Jan 58	Orig, 23 Nov 57

Joliet VOR	JOT-LFR	Direct	1800	T-dn	300-1	300-1	
				S-dn-13	400-1	400-1	
				C-dn	600-1	600-1	
				A-dn	NA	NA	

→ Procedure turn S side of W crs, 248 Outbnd, 068 Inbnd, 1800' within 10 mi. ←
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 128-3.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
witnin 3.2 mi, make rignt turn, climb to 2000' on SW crs witnin 20 mi.
CAUTION: Airport without weather reporting services.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Joliet, Ill	Joliet 580'	SBRAZ JOT	1, Amdt 2, 11 Jan 58	1, 6 Aug 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Austin RBn	AUS-VOR	Direct	2000	T-dn	300-1	300-1	*300-1
3 mi DME fix R-355	AUS-VOR (Final)	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-16R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Radar terminal area maneuvering altitude within 20 mi and clockwise around AUS radar antenna site:
→ 345° to 215° - 2000'; 215° to 345° - 2500'
→ Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from
→ radio towers 1680' msl 23 mi WNW, 2049' msl 9 mi NW and 1054' msl 14 mi N.

* 200-½ authorized on Runways 16R, 34L, 12R and 30L only.

Procedure turn W side crs , 355 Outbnd, 175 Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, VOR 1600'; AUS FM or DME fix 2.4 on R-175 AUS VOR 1300'**
** Descent below 1300 authorized only after passing AUS FM, DME fix 2.4 on R-175.
Crs and distance, facility to airport, 175-4.9 VOR to airport; 175-2.5 from 2.4 DME fix to airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi, turn left, climb to 2000' on R-100 within 20 mi.
CAUTION: Tank 855' MSL 1.2 mi W final approach crs 2.3 mi NW of airport.

★ City and State: Austin, Tex | Airport Name & Elev.: Mueller 631' | Fac. Class & Ident.: BVOR AUS | Procedure No. & Eff. Date: 1, Amdt 8, 18 Jan 58 | Sup. Amdt. No. Dated: 7, 29 Aug 57

Joliet LFR	JOT-VOR	direct	1800	T-dn	300-1	300-1	
				C-dn	600-1	600-1	
				S-dn-13	400-1	400-1	←
				A-dn	NA	NA	←

Procedure turn W side of crs, 329 Outbnd, 149 Inbnd, 1800 within 10 miles
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 149-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make right turn, climbing to 2000', proceed to Joliet VOR. Hold at VOR on R-149 until
further clearance received.
NOTE: No approved weather reporting services
AIR CARRIER NOTE: Not authorized for more than 2-eng aircraft

★ City and State: Joliet, Ill | Airport Name & Elev.: Joliet 580' | Fac. Class & Ident.: BVOR JOT | Procedure No. & Eff. Date: 1, Amdt 2, 11 Jan 58 | Sup. Amdt. No. Dated: 1, 17 Dec 55

				T-dn	300-1	300-1	300-1
				C-d	700-1½	700-1½	700-1½
				*C-d	400-1	500-1	500-1½ ←
				C-n	700-2	700-2	700-2
				*C-n	400-1½	500-1½	500-2 ←
				A-dn	1000-2	1000-2	1000-2

→ *Descent authorized if Fan Marker is received.

Procedure turn E side of crs, 151 Outbnd, 331 Inbnd, 2000' within 10 miles.
→ Minimum altitude over VOR facility on final approach crs, 1500'. Min. alt. over FM, 1200'
Crs and distance, facility to airport, 331-8.5
→ Crs and distance, Fan Marker to Airport, 331-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 8.5 miles, or 2 miles from Fan Marker, climb to 2600' on outbnd crs of 331 within 15 miles of VOR.

★ City and State: Louisville, Ky | Airport Name & Elev.: Bowman 549' | Fac. Class & Ident.: BVOR LOU | Procedure No. & Eff. Date: 1, Amdt 2, 12 Dec 57 or date of com. of fac. | Sup. Amdt. No. Dated: 1, 14 Apr 56

				T-dn	300-1	300-1	200-½
				C-dn	1000-3	1000-3	1000-3
				A-dn	1000-3	1000-3	1000-3

Procedure turn W side, 347 Outbnd, 167 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 2400'
→ Crs and distance, facility to airport, 167-10.7
→ NOTE: 300-1 required for takeoff, Rnwy 31
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 10.7 mi, climb to 2500' on R-167 within 20 mi.
→ CAUTION: 400' bluffs W, NW and E of airport.

★ City and State: St. Joseph, Mo | Airport Name & Elev.: Rosecrans Memorial 822' | Fac. Class & Ident.: BVOR STJ | Procedure No. & Eff. Date: 1, Amdt 3, 11 Jan 58 | Sup. Amdt. No. Dated: 2, 5 May 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ SSM-LFR	SSM-VOR	Direct	1800	T-d	300-1	300-1	NA
				C-d	500-1	500-1½	NA
				S-d-32	500-1	500-1	NA
				A-d	800-2	800-2	NA

Procedure turn E side SE crs, 159 Outbnd, 339 Inbnd, 1800' within 10 mi.
Minimum altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 339-4.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 miles....climb to 2500' on R-339 Sault Ste. Marie VOR within 20 mi.
CAUTION: 895' tower .3 miles, 025° from airport. 936' tower 2.4 miles, 205° from airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Sault Ste Marie, Mich.	Sault Ste Marie 722'	VOR SSM	1, Amdt 1, 20 Dec 57 or date of com. of fac.	Orig, 19 Dec 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
AUS VOR	Plateau Int	direct	3000	#T-dn	300-1	300-1	200-½
Lake Travis Int	Plateau Int	direct	2300	C-dn	400-1	500-1	500-1½
Plateau Int	Burnet Int (Final)	direct	1400	S-dn-12R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Radar terminal area maneuvering altitude within 20 mi and clockwise around AUS radar antenna site:
→ 345° to 215° - 2000'; 215° to 345° - 2500'
→ Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from
→ radio towers 1680' msl 23 mi WNW, 2049' msl 9 mi NW and 1054' msl 14 mi N.

#Not less than 300-1 authorized for take-off on runways 3-21, 16L-34R, and 12L-30R.

Procedure turn W side NW crs, 305 Outbnd, 125 Inbnd, 3000 within 10 mi of Plateau Int. Beyond 10 mi NA.
No glide slope. Minimum altitude at Plateau Int 2300', Burnet Int 1400'
Distance, Burnet Int to Rny 12, 2.4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.4 miles of Burnet Int., climb to 2000' on SE crs ILS within 20 miles, or when directed by ATC, turn left, climb to 2000', proceed direct to AUS-VOR, or turn right, climb to 2100' on R-175 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Austin, Tex	Mueller 631'	ILS-IAUS, VOR-AUS	ILS-12R, Amdt 4, 18 Jan 58	3, 29 Aug 57
		NW crs ILS		

Austin VOR	LOM	direct	2000	#T-dn	300-1	300-1	200-½
Austin RBn	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Smithville RBn	Webberville Int.	direct	1900	S-dn-30L			
Bergstrom RBn	LOM	direct	2000	ILS	300-¾	300-¾	300-¾
Webberville Int	LOM(Final)	direct	2000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→ Radar terminal area maneuvering altitude within 20 mi and clockwise around AUS radar antenna site:
→ 345° to 215° - 2000'; 215° to 345° - 2500'
→ Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from
→ radio towers 1680' msl 23 mi WNW, 2049' msl 9 mi NW and 1054' msl 14 mi N.
#All aircraft are restricted to 300-1 minima for take-off on Runways 3-21, 16L-34R, and 12L-30R.

Procedure turn E side SE crs, 125 Outbnd, 305 Inbnd, 2000 within 10 miles. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 2000* ILS, minimum altitude over LOM inbnd final 1200 ADF
*2000 will intercept glide slope 0.5 mi after passing OM.
Altitude of G.S. and distance to approach end of Rny at OM 2120-5.1; at MM 820-0.4
Crs and distance, LOM to airport, 305-5.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.1 mi of LOM (ADF) climb to 3000' on NW crs ILS (305) within 20 miles, or when directed by ATC, turn right, climb to 2000', proceed direct to VOR.
NOTE: 400-1 required when glide slope not used. No approach lights. All installed components of ILS must be operating or alternate minima of 800-2 apply.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Austin, Tex	Mueller 631'	ILS-IAUS, LOM-AU	ILS-30L, Amdt 15, 18 Jan 58	14, 29 Aug 57
		Comb ILS-ADF		

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine. More Than 65 Knots

Procedure CANCELLED, effective 11 Jan 58, as procedure applies to military only.
Combination ILS-ADF procedure being published for all users, effective 11 Jan. 58.

★ City and State: Duluth, Minn. | Airport Name & Elev.: Duluth Mun. 1430' | Fac. Class & Ident.: ILS DLH | Procedure No. & Eff. Date: 1, Amdt 1,24 Feb 57 | Sup. Amdt. No. Dated: Orig 23 Feb 57

Duluth VOR	LOM	Direct	2700	T-dn		300-1	300-1	200-½
Duluth LFR	LOM	Direct	2700	C-d		500-1	500-1	500-1
Int VOR R-320 & 180 brg to LOM	LOM	Direct	2700	C-n		500-1½	500-1½	500-1½
Int 142° brg to DLH-LFR & 180° brg to LOM	LOM	Direct	2700	S-dn-9	*ILS	300-¾	300-¾	300-¾
					ADF	400-1	400-1	400-1
				A-dn	ILS	600-2	600-2	600-2
					ADF	800-2	800-2	800-2

*Approach lights not installed.

Procedure turn S side of final approach crs, 268° Outbnd, 088° Inbnd, 2700' within 10 miles.
Minimum altitude over LOM 2700' ILS, 2000' ADF.
Altitude of glide slope and distance to approach end of runway at LOM, 2700'-4.3; at MM, 1630'-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles of LOM, climb to 3000' on 088° crs from LOM (ILS) within 20 miles.
CAUTION: 2049' tower approximately 4.5 miles SE of Duluth Municipal Airport.

★ City and State: Duluth, Minn | Airport Name & Elev.: Duluth Municipal 1430' | Fac. Class & Ident.: ILS-IDLH, LOM-DL | Procedure No. & Eff. Date: ILS-9, Orig, 11 Jan 58 | Sup. Amdt. No. Dated: None
Comb. ILS-ADF

Midland VOR	LMM	Direct	4200	T-dn		300-1	300-1	*200-½
→ Midland VOR	OM	Direct	4200	C-dn		400-1	500-1	500-1½
→ Midland LFR	OM	Direct	4000	S-dn-4	ILS	200-½	200-½	200-½
Midland LFR	LMM	Direct	4000		ADF	400-1	400-1	400-1
				A-dn	ILS	600-2	600-2	600-2
					ADF	800-2	800-2	800-2

AIR CARRIER NOTE: * 300-1 required Runways 16L & 34R.

Procedure turn S side SW crs, 223 Outbnd, 043 Inbnd, 4400' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude at glide slope int inbnd - 4100' ILS. Min. alt. over OM inbnd final - 3800' ADF; over LMM, 3300'
Altitude of glide slope and distance to approach end of rny at OM - 4010-4.1; at MM - 3070-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.6 mi after passing LMM (ADF), climb to 4400' on NE crs ILS (043) within 20 mi. When directed by ATC,
→ turn right, climb to 4000' on SE crs LFR or R-150 within 20 mi. If OM not received altitude over LMM is 3800'
and straight in minima NA. 400-¾ required when glide slope not utilized.

★ City and State: Midland, Tex | Airport Name & Elev.: Air Terminal 2867' | Fac. Class & Ident.: ILS-IMAF, LMM-AF | Procedure No. & Eff. Date: ILS-4, Amdt 8, 18 Jan 58 | Sup. Amdt. No. Dated: 7, 14 Dec 57
Comb. ILS-ADF

Radar terminal area transition altitude	NW ILS	all directions-within 20 mi	2600	T-dn	300-1	300-1	200-½
6 mi radar fix	App. end Rnwy 11R (Final)		2600	C-dn	500-1	500-1	500-1½
5 mi radar fix	app. end Rnwy 11R (Final)		2500	S-dn-11R	400-1	400-1	400-1
3 mi radar fix	App end Rnwy 11R (Final)		1800	A-dn	800-2	800-2	800-2
2 mi radar fix	App. end Rnwy 11R (Final)		1500				

→ Procedure turn not authorized. All maneuvering to back course approach must be under control of surveillance Radar.
No glide slope or markers.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
on final approach within 2 mi after passing 2 mi radar fix, make right climbing turn, climb to 2500' on SW crs.
MSP LFR to Jordan fan marker.
NOTE: This procedure authorized only when airport surveillance radar is operating and utilized.
CAUTION: Do not descend below 1700' MSL until radar controller has advised passing 1085' tower 2.5 mi from app. end Runway 11R.

★ City and State: Minneapolis, Minn | Airport Name & Elev.: Minneapolis-St.Paul International 840' | Fac. Class & Ident.: ILS-MSP, Radar MSP | Procedure No. & Eff. Date: ILS-11, Amdt 4, 18 Jan 58 | Sup. Amdt. No. Dated: 3, 21 Dec 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
La Guardia LFR	LOM	direct	2500	T-dn	300-1	300-1	200-½
Glen Cove RBn	LOM	direct	2500	C-dn	500-1	600-1	600-1½
				*S-dn-4 ILS	400-¾	400-¾	400-¾
Flatbush FM	LOM (Final) ILS	direct	1500	ADF	500-1	500-1	500-1
→ Flatbush FM	LOM (Final) ADF	direct	1200	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Radar vectors may be substituted for the above transitions
*500-1 required with any component of the ILS inoperative.

Procedure turn S side SW crs, 224 Outbnd, 044 Inbnd, 1500' S of Flatbush FM but within 10 mi of LOM
Minimum Altitude at G.S. int inbnd ILS 1500, minimum altitude over LOM inbnd final 1200 ADF
Altitude of G.S. and distance to appr end of rny at OM 1310-3.9, at MM 295-.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 mi of LOM, (1) climb to 1500' on NE crs LGA ILS or LFR or (when directed by ATC) (2) climb to a higher altitude or (3) make a climbing right turn to 1500 and return to Flatbush FM. LaGuardia LFR must be monitored during ADF approach.
→ CAUTION: (1) Standard clearance not provided over obstructions in final approach area, circling area of airport,
→ and in missed approach area. (2) Unlighted obstructions in approach zone (Rnwy 4) protruding 40' above lights at
→ beginning of approach lightlane decreasing to 10' above lights at 1100' from approach end of runway.

★City and State: New York, N.Y. | Airport Name & Elev.: LaGuardia 20' | Fac. Class & Ident.: ILS-LGA, LOM-LG | Procedure No. & Eff. Date: ILS-4, Amdt 13, 11 Jan 58 | Sup. Amdt. No. Dated: 12, 15 Jun 57

Comb ILS-ADF

Ontario VOR	LOM	Direct	3200*	T-dn	300-1	300-1	200-½
Fontana FM	LOM	Direct	5000*	C-dn	600-1	600-1	600-1½
Riverside LFR	LOM	Direct	4000*	S-dnry25			
Downey RBN	LOM	Direct	3200#	ILS	300-¾	300-¾	300-¾
Riverside LFR	Colton RBn	Direct	4000%	ADF	600-1	600-1	600-1
Corona Int	ONT VOR	Direct	6700	A-dn	800-2	800-2	800-2
Colton RBn	LOM (Final)	Direct	2700**				

* must be on top with tops not above 7000' MSL for ADF approach.
# must be on top with tops not above 7000' MSL for either ILS or ADF approach.
% Must be on top with tops not above 5000' for ADF approach.
** After intercepting glide slope, descent to cross LOM at 2120' is authorized.

Procedure turn S side of crs, 075 Outbnd, 255 Inbnd, 3200' within 10 mi of LOM. Beyond 10 mi NA (Nonstandard due to terrain)
Minimum altitude at glide slope int inbnd - 2700' ILS. Min. alt. over LOM inbnd final - 2700' ADF.
Altitude of glide slope and distance to approach end of runway at LOM, 2120-3.7; at MM, 1140-.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.7 mi of LOM; ILS & ADF: Climb to 3000' on W crs ILS (255°) not beyond Fairgrounds Int, then reverse crs
→ to left and climb to on top on 075° crs to LOM.
CAUTION: High terrain North.
NOTE: Shuttle to 4000' between LOM and Fairgrounds Int. All turns South.

★City and State: Ontario, Calif | Airport Name & Elev.: INternational 952' | Fac. Class & Ident.: ILS-ONT LOM-ON | Procedure No. & Eff. Date: ILS-25, Amdt 7, 11 Jan 58 | Sup. Amdt. No. Dated: 6, 30 Nov 57

Comb. ILS-ADF

Utica LFR	Utica RBn	Direct	3000	T-dn	300-1	300-1	200-½
Int E crs Syracuse LFR & SE crs ILS				C-dn	400-1	500-1	500-1½
	Utica RBn (Final)	Direct	3000	#S-dn**33	300-¾	300-¾	300-¾
Int Syracuse R-113 & SE crs ILS	Utica RBn (Final)	Direct	3000	A-dn	600-2	600-2	600-2
Sherrill VOR Int	Utica RBn	direct	3000				
Utica LFR	Utica LMM	direct	3000				

#Approach lights not commissioned.

Procedure turn E side SE crs, 149 Outbnd, 329 Inbnd, 3000 within 10 mi of Utica RBn
Minimum Altitude at G.S. int. inbnd 3000
→ Altitude of G.S. and distance to appr end of rny at Utica RBn 3000'-7.3; OM 1925'-3.8; MM 935'**-.6
**400-¾ with glide slope inoperative. Minimum altitude over OM with glide slope inoperative 1340' MSL.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make left climbing turn returning to Utica RBn at 3000'*. Approaches may be conducted with Utica RBn inoperative provided OM is identified prior to executing procedure turn and glide slope is utilized.
*Alternate missed approach procedure (when directed by ATC) proceed to Utica LFR climbing to 3000'.

★City and State: Utica, N Y | Airport Name & Elev.: Oneida County 742' | Fac. Class & Ident.: ILS-UCA, LMM-CA | Procedure No. & Eff. Date: ILS-33, Amdt 1, 11 Jan 58 | Sup. Amdt. No. Dated: Orig, 7 Jun 56

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Wilmington RBN	LOM	Direct	1300	T-dn	300-1	300-1	200-½
Wilmington VOR	LOM	Direct	1300	C-dn	500-1	500-1	500-1½
				S-dn-34 ADF	400-1	400-1	400-1
				*ILS	300-¾	300-¾	300-¾
				A-dn ADF	800-2	800-2	800-2
				ILS	600-2	600-2	600-2

* 400-¾ required when glide slope not utilized
Procedure turn E side of S crs, 163 Outbnd, 343 Inbnd, 1400 within 10 mi.
Minimum Altitude at glide slope int inbnd - 1400' ILS; Min. alt. over LOM inbnd final - 800' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1385-4.7; at MM - 230-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.7 mi after passing LOM (ADF) climb to 1300' on N crs ILS (343) within 20 mi.
NOTE: No approach lights

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Wilmington, N C	New Hanover County 31'	ILS-IIMN, LOM-IM	ILS-34, Amdt 2, 12 Dec 57 Comb. ILS-ADF	1, 16 Jul 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

Evanston Int	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Dundee Int	ORD-VOR	Direct	2500	C-dn	500-1	500-1	500-1½
Midway LOM	ORD-VOR	Direct	2000	S-dn-18	500-1	500-1	500-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
→ Northbrook VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if information on sector altitudes is desired.
→ Procedure turn W side of crs, 004 Outbnd, 184 Inbnd, 2200' within 5 mi of *Int
→ Minimum altitude over *Int on final approach crs, 1700'
→ Brng & distance, *Int or Radar Fix to airport, 184-7.0
*Int R-004 ORD & 230° brng from NBU or radar fix.
Crs and distance, breakoff point to app end rny 18, 178-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ make immediate left turn, climb to 2500' or higher altitude specified by ATC, and proceed to Northbrook VOR via
→ R-030 ORD and R-135 OBK, or if directed by ATC: (1) make immediate left turn, climb to 3500', proceed to Evanston Int via R-075 ORD; (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Chicago, Ill	O'Hare Int'l 666'	VOR ORD	TerVOR-18, Amdt 3, 11 Jan 58	2, 28 Apr 57

Evanston Int	ORD-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Dundee Int	ORD-VOR	Direct	2500	C-dn	600-1	600-1	600-1½
Midway LOM	ORD-VOR	Direct	2000	S-dn-22	600-1	600-1	600-1
Glenview LFR	ORD-VOR	Direct	2000	A-dn	800-2	800-2	800-2
→ Northbrook VOR	ORD-VOR	Direct	2000				

Radar transition to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3.0 mi from inbnd fix. Refer to O'Hare radar procedure if detailed information on sector altitudes is desired.
→ Procedure turn N side of crs, 032 Outbnd, 212 Inbnd, 2000' within 5 mi of *Int
→ Minimum altitude over *Int on final approach crs, 1500'; Brng and distance, *Int or Radar Fix to airport, 212-5.0
*Int R-032 ORD and R-146 OBK or Radar Fix
Crs and distance, breakoff point to app end of rny 22, 217-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 mi, make immediate left turn, climb to 2500' or higher altitude if specified by ATC and proceed to
→ Northbrook VOR via R-030 ORD and R-135 OBK, or if directed by ATC: (1) make immediate left turn, climb to 3500' proceed to Evanston Int via R-075 ORD, (2) make immediate left turn, climb to 2500', proceed to Glenview LFR via 030 crs and SE crs Glenview LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Chicago, Ill	O'Hare Int'l 666'	VOR ORD	TerVOR-22, Amdt 5, 11 Jan 58	4, 2 Nov 57

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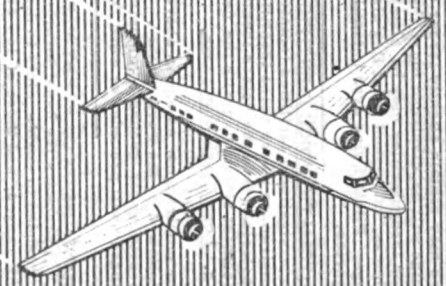
SPECIAL NOTICE
TEST OF RADAR SERVICE:
ANDREWS AFB AREA p. 4

SPECIAL NOTICE
NEW ATCS FREQUENCY:
120.7mc. See pages 6 & 29

AIRMAN'S GUIDE



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VOL. 12, NO. 21 **DECEMBER 23, 1957**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
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NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120 CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide

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HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notices to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airmen: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U. S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or be telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange
(Voice) (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

NEW UNICOM FREQUENCY: Frequency 123.0 mc has been designated for UNICOM by the Federal Communications Commission where an airport is served by a control tower. Where there is no control tower, 122.8 mc is the frequency designated for use. Also 122.8 mc may be used by acft in civil defense work. These frequencies shall not be used for air traffic control purposes and only one UNICOM will be authorized at each landing facility.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

TAMPA FLIGHT ADVISORY AREA: Effective 0001 EST December 31, 1957, the Tampa Flight Advisory Area is cancelled.

MIAMI-JACKSONVILLE FLIGHT ADVISORY/CONTROL AREA BOUNDARIES: Effective 0001 EST December 31, 1957, the Miami-Jacksonville Flight Advisory/Control Area Boundaries will be changed as follows: Beginning at the present Miami-Jacksonville boundary at 29-00N, 81-49-30W direct 29-23N, 82-07-45W direct 29-17N, 82-23-25W direct 29-28N, 82-41W direct 28-45N, 84-00W. Remainder of the boundaries remain unchanged.

ON REQUEST REPORTING POINTS: The following on request reporting points are designated, redesignated or cancelled and shall become effective January 16, 1958:

DESIGNATED:

(1) CENTER HILL, TENN. (VHF) INTSXN - the intsxn of the 290°M radial of the Crossville, Tenn. VOR and the 149°M radial of the Bowling Green, Ky. VOR.

(2) LEBANON, TENN. (VHF) INTSXN - the intsxn of the 056°M radial of the Nashville, Tenn. VOR and the 290°M radial of the Crossville, Tenn. VOR.

(3) LINTON, TENN. (VHF) INTSXN - the intsxn of the 065°M radial of the Graham, Tenn. VOR and the 342°M radial of the Huntsville, Ala. VOR.

(4) SILVER BELL, ARIZ. (VHF) INTSXN - the intsxn of the 144°M radial of the Casa Grande, Ariz. VOR and the 285°M radial of the Tucson, Ariz. VOR.

(5) WALLING, TENN. (VHF) INTSXN - the intsxn of the 274°M radial of the Crossville, Tenn. VOR and the 149°M radial of the Bowling Green, Ky. VOR.

(6) WOODBURY, TENN. (VHF) INTSXN - the intsxn of the 274°M radial of the Crossville, Tenn. VOR and the 160°M radial of the Bowling Green, Ky. VOR.

REDESIGNATED:

(1) EXCELSIOR, MO. (VHF) INTSXN - the intsxn of the 068°M radial of the Kansas City, Mo. VOR and the 008°M radial of the Blue Springs, Mo. VOR.

(2) FARLEY, MO. (VHF) INTSXN - the intsxn of the 267°M radial of the Kansas City, Mo. VOR and the 165°M radial of the St Joseph, Mo. VOR.

(3) LANSING, KANS. (VHF) INTSXN - the intsxn of the 170°M radial of the St Joseph, Mo. VOR and the 283°M radial of the Blue Springs, Mo. VOR.

(4) MOSBY, MO. (VHF) INTSXN - the intsxn of the 068°M radial of the Kansas City, Mo. VOR and the 343°M radial of the Blue Springs, Mo. VOR.

(5) PARKVILLE, MO. (VHF) INTSXN - the intsxn of the 223°M radial of the Kansas City, Mo. VOR and the 283°M radial of the Blue Springs, Mo. VOR.

(6) TINA, MO. (VHF) INTSXN - the intsxn of the 068°M radial of the Kansas City, Mo. VOR and the 217°M radial of the Kirksville, Mo. VOR.

(7) WINESAP, TENN. (VHF) INTSXN - the intsxn of the 274°M radial of the Crossville, Tenn. VOR and the 355°M radial of the Chattanooga, Tenn. VOR.

CANCELLED:

(1) CLARKSVILLE, TENN. (VHF) INTSXN - the intsxn of the 044°T radial of the Jacks, Creek, Tenn. VOR and the 012°T radial of the Graham, Tenn. VOR.

(2) HUDSON, N.H. (VHF) INTSXN - the intsxn of the 168°M radial of the Concord, N.H. VOR and the 074°M radial of the Gardner, Mass. VOR.

(3) SMITHVILLE, TENN. (VHF) INTSXN - the intsxn of the 331°M radial of the Chattanooga Tenn. VOR and the 282°M radial of the Crossville, Tenn. VOR.

(4) STANTON, TEX. (VHF) INTSXN - the intsxn of the NE crs of the Midland, Tex. ILS lclzr and the 055°M radial of the Midland, Tex. VOR and the 236°M radial of the Big Springs, Tex. VOR.

(5) TULLAHOMA, TENN. (VHF) INTSXN - the intsxn of the 156°T radial of the Nashville, Tenn. VOR and the 294°T radial of the Chattanooga, Tenn. VOR.

(6) UNION CITY, TENN. (VHF) INTSXN - the intsxn of the 036°T radial of the Dyersburg, Tenn. VOR and the 328°T radial of the Jacks Creek, Tenn. VOR.

HOLDING PATTERNS: The following holding patterns have been designated, redesignated, effective January 16, 1958:

DESIGNATED:

(1) LEBANON, TENN. (VHF) INTSXN - direction of holding - NE on 056°M radial of the Nashville, Tenn. VOR; direction of turns - right; time - 1 min.

(2) BARBER, N.C. (VHF) INTSXN - direction of holding - NE on 241°M radial of the Greensboro, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2400'.

(3) BEAUMONT, TEX. (VOR) - direction of holding - SW on the 236°M radial; direction of turns - right; time - 2 mins; min alt 1200'.

(4) BRADLEY, N.C. (VHF) INTSXN - direction of holding - NE on 038°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2900'.

(5) CHARLOTTE, N.C. VOR - direction of holding - S on 185°M radial; direction of turns - right; time - 2 mins; min alt 2300'.

(6) CHEROKEE, S.C. (VHF) INTSXN - direction of holding - NE on 058°M radial of the Spartanburg, S.C. VOR; direction of turns - right; time - 2 mins; min alt 2700'.

(7) HIGH ROCK, N.C. (VHF) INTSXN - direction of holding - NE on 038°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2900'.

(8) LAKE, TEX. (VHF) INTSXN - direction of holding - SE on SE crs of the Beaumont, Tex. ILS lclzr; direction of turns - right; time - 2 mins; min alt 1500'.

(9) MAIDEN, N.C. (VHF) INTSXN - direction of holding - NW on 328°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2500'.

(10) MOORESVILLE, N.C. (VHF) INTSXN - direction of holding - NE on 058°M radial of the Spartanburg, S.C. VOR; direction of turns - right; time - 1 min; min alt 2400'.

(11) MT HOLLY, N.C. (VHF) INTSXN - direction of holding - N on 006°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2500'.

(12) NORWOOD, N.C. (VHF) INTSXN - direction of holding - NE on 069°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(13) RICHBURG, S.C. (VHF) INTSXN - direction of holding - S on 185°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2000'.

(14) STATESVILLE, N.C. (VHF) INTSXN - direction of holding - N on 006°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2400'.

(15) WACO, N.C. (VHF) INTSXN - direction of holding - NW on 328°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 2700'.

(16) WEDDINGTON, N.C. (VHF) INTSXN - direction of holding - NE on 069°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 2 mins; min alt 3000'.

(17) WOODBURY, TENN. (VHF) INTSXN - direction of holding - E on the 274°M radial of the Crossville, Tenn. VOR; direction of turns - right; time - 1 min.

(18) YORK, S.C. (VHF) INTSXN - direction of holding - SW on SW crs of the Charlotte (Douglas), N.C. ILS lclzr; direction of turns - right; time - 2 mins; min alt 2300'.

REDESIGNATED:

(1) ALBACORE, CALIF. (VHF) INTSXN - direction of holding - SE on 125°M radial of the Los Angeles, Calif. VOR; direction of turns - left; time - 1 min; min alt 3000'.

(2) CARP, CALIF. (VHF) INTSXN - direction of holding - SW on 192°M radial of the Los Angeles, Calif. VOR; direction of turns - left; time - 2 mins; min alt 3500'.

(3) CATALINA, CALIF. (VHF) INTSXN - direction of holding - SW on 205°M radial of the Long Beach, Calif. VOR; direction of turns - left; time - 2 mins; min alt 3000'.

(4) DOLPHIN, CALIF. (VHF) INTSXN - direction of holding - SW on 221°M radial of the Los Angeles, Calif. VOR; direction of turns - right; time - 2 mins; min alt 3500'.

(5) EEL, CALIF. (VHF) INTSXN - direction of holding - W on 242°M radial of the Los Angeles, Calif. VOR; direction of turns - left; time - 2 mins; min alt 5000'.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

ALM	Alamogordo, N. Mex. radiobeacon	(change from AFB listing scheduled 1700Z Jan 15)
ASN	Talladega, Ala., Talladega Arpt	(change from Anniston listing)
BIL	Billings, Mont., Logan Fld	(name change)
GTF	Great Falls, Mont., Great Falls Intnl Arpt	(name change)
HMN	Alamogordo, N. Mex., Holleman AFB	(change from ALM scheduled 1700Z Jan 15)
ISO	Kinston, N. C., Stallings Fld	(name change)
IYK	Inyokern, Calif., Inyokern-Kern County Arpt #8	(name change)

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Vol. 12, #20, dated 10 Dec 1957, as follows:

(1) Page 80, HOPKINS, FLA. (VHF) INTSXN - should be listed under "Redesignated" Instead of "Designated".

(2) Page 77, left hand column, last line should read: "275° radials; Crossville, Tenn. omni stn, including a S alternate from the Graham omni stn to"

Correct Airman's Guide Vol. 12, #18, dated 12 Nov 1957, as follows:

(1) Page 38, under Control Zones - paragraph 2 - correct by substituting the following: (La Crosse, Wis.) is amended by adding the following portion to read: "and extending 2 mi either side of the 227°T radial of the La Crosse terminal omnirange to a point 12 mi SW of the terminal omni stn."

RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 214)
(January 16, 1958)

(1) Section 608.15, the Parker, Colorado, area (R-195) amended January 16, 1954 in 19 F. R. 292 is further amended by changing the "Time of Designation" column to read: "Continuous"

(2) Section 608.43, the Wilmington, Ohio, area (R-109) amended July 11, 1957 in 22 F. R. 4879 is redesignated as follows: "Beginning at lat 38-48-30, long. 83-02-00; thence west to lat 38-48-30, long. 83-15-00; thence northwest to lat 39-06-30, long. 84-00-00; thence north to lat 39-19-45, long. 84-00-00; thence northeast to lat 39-41-45, long. 83-32-00; thence east to lat 39-41-30, long. 83-15-00; thence southeast to lat 39-30-00, long. 83-01-30; thence south to the point of beginning".

(3) Section 608.61, the Kodiak Island, Alaska, area (R-350) amended December 4, 1954 in 19 F.R. 8013 is further amended by changing the "Time of Designation" column to read: "0800-2400 daily".

(4) Section 608.61, the Adak, Alaska, area (R-356) amended October 31, 1951 in 16 F.R. 11066 is further amended by changing the "Designated Altitudes" column to read: "10,000'," and the "Time of Designation" column to read: "0800-2400 daily".

TEST OF EXPANDED RADAR SERVICE - ANDREWS AFB AREA: Effective 15 Jan through 15 March 1958, a test will be conducted by Andrews Approach Control and a test area will be established to provide expanded radar traffic control for aircraft operating VFR in the Andrews Approach Control area. This area lies generally within an arc with a radius of 30 n mi (E of Andrews) between the 060° radial clockwise to the 165° radial of the Washington TVOR.

VFR TRAFFIC: During the test period all military aircraft operating VFR below 10,000' MSL are urged to contact Andrews Approach Control on 335.8 mc or 136.8 mc. All civil aircraft should call on 123.7 mc or 122.1 mc and receive on 123.7 mc. Radar will be used to provide traffic information and/or radar separation as follows:

A. Aircraft operating VFR below 2500' MSL will be provided pertinent traffic information and radar separation, as required, from all other observed traffic.

B. Insofar as possible, those aircraft operating VFR in the area above 2500' MSL and up to 10,000' MSL inclusive will be provided pertinent traffic advisory information only.

Arriving Aircraft: Pilots should advise Andrews Approach Control of their position, altitude, heading and intentions during the first radio contact. Traffic from the E and NE on V-16 or G-5 are requested to contact Andrews Approach Control in the vicinity of Kent Island or over the eastern shore of Chesapeake Bay. Traffic from the SE on Blue 56 should contact Andrews Approach Control in the vicinity of Coles Point. Acft landing at Washington National, Bolling AFB or Anacostia NAS will be advised when to change to appropriate tower frequency.

Departing Aircraft: VFR flights departing from Washington National, Bolling or Anacostia that will penetrate test area should contactAndrews Approach Control as soon as practicable after leaving respective tower frequency and prior to entering the test area.

Aircraft departing airports within the area are requested to initiate contact as soon as practicable after take-off.

IFR TRAFFIC: IFR traffic operating through the area will be handled in the normal manner by CAA traffic control and should not contact Andrews Approach Control unless instructed to do so by ATC.

The above services are designed to aid pilots in avoiding collision and should not be construed as relieving the pilot of any responsibilities and requirements governing VFR flight as established in pertinent military or Civil Air Regulations.

Comments from pilots participating in the test are solicited and will be most welcome. Please address correspondence to: Commander, 2045th AACS Grp, Attention: Flight Facilities Officer, Andrews AFB, Washington 25, D. C.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS: The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station/
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200'MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRG1 and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

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utilized: DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be

FROM

VOR civil airways V-6, V-8, V-1510
Omaha, Nebr. VOR

TO

DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V-6, V-8, V-1510 Omaha, Nebr. VOR	*Lyman, Iowa Int	5500
*Descent to 2600 authorized westbound after passing Lyman Int.		
Lyman, Iowa Int	Int OMA R-071 and LMN R-008 (DSM Temp Int)	8000
Int OMA R-071 and LMN R-008 (DSM Temp Int) via R-262 IOW	Iowa City, Iowa VOR	8000
VOR civil arwy V-52 Ottumwa, Iowa VOR	Int OTM R-286 and LMN R-008 (DSM Temp Int)	8000
VOR civil arwy V-13 Lamoni, Iowa VOR	*Int LMN R-008 and OMA R-071 (DSM Temp Int)	8000
*Descent to 4000 authorized after passing intersection southbound.		
Int LMN R-008 and OMA R-071 via MCW R-182 (DSM Temp Int)	Alden, Iowa Int Mason City,	11,000
Alden, Iowa Int	Mason City, Iowa VOR	3000
VOR civil arwy V-13W Int FOD R-151 and OMA R-071 (DSM Temp Int)	Fort Dodge, Iowa (VOR)	8000
VOR civil arwy V-161 Waterloo, Iowa VOR	Int ALO R-214 and OTM R-286 (DSM Temp Int)	8000
VOR civil arwy V-6N, V-172 Int CID R-249 and LMN R-008 (DSM Temp Int)	Int R-249 CID and R-277 IOW (Grinnell Temp Int)	8000
Int R-249 CID and R-277 IOW (Grinnell Temp Int)	Cedar Rapids, Iowa VOR	2200
Omaha, Nebr. VOR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Cedar Rapids, Iowa VOR	2200
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Des Moines, Iowa LFR	Mason City, Iowa VOR	3000
Des Moines, Iowa LFR	Iowa City, Iowa VOR	2200
Des Moines, Iowa LFR	Ottumwa, Iowa VOR	2200
Des Moines, Iowa LFR	Waterloo, Iowa VOR	2700
Des Moines, Iowa LFR	Fort Dodge, Iowa VOR	5000
✓ GREEN civil arwy 3 Omaha, Nebr. LFR	*Van Meter, Iowa Int. (Int W crs DSM-LFR and	
*MRA 4000	R-355 LMN-VOR)	2600
Van Meter, Iowa Int.	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	*Percy, Iowa Int. (Int. E crs DSM-LFR and	
*MRA 4000	R-300 OTM-VOR	2200
Des Moines, Iowa LFR	Cedar Rapids, Iowa Rbn	2200

CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulation is effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

✓ BUFFALO, NEW YORK, VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 142: BUF VOR - Medina Int	Red airway 22	as published
Victor 2 and Victor 14: BUF VOR - ROC VOR	Green airway 2	as published
Victor 36: BUF VOR Burns Int	Red airway 23	as published
Victor 164: BUF VOR - ELZ VOR	BUF LFR direct ELZ VOR	4500
Victor 33: BUF VOR - BFD VOR	BUF LFR direct BFD VOR	4500
Victor 142: BUF VOR - Jamestown Int	Unusable	---
Victor 14: BUF VOR - ERI VOR	Green airway 2	as published
Victor 84: BUF VOR - Hagersville Int	BUF LFR direct XU VOR	3000
Victor 36 South: BUF VOR - YZ VOR	Unusable	---
Victor 36: BUF VOR - YZ VOR	Red airway 23	as published

The following VHF intsxns will be unusable during the period of shut down: Medina, Mumford, Rush, Grimsby, Avon, Warsaw, Niagara, Thorold.

WATERVILLE, OHIO VOR SHUT DOWN: During shutdown (Dec 2 through approx Dec 23) the following changes will apply to the airway structure:
V275 between VWV and CRL VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V6, V126 and 1510 between VWV and CLE VORs replaced by G3, MEA published. V30 between VWV VOR and Bellevue VHF intsxn replaced by TOL LFR 301°M brng inbnd to point of intsxn with W crs of EOW variation, MEA 2000. V92 between VWV and MFD VORs replaced by TOL LFR direct MFD VOR, MEA 2500. V45 and 1506 between VWV and APE VORs replaced by TOL LFR direct APE VOR, MEA 2500. V47 and V275 between VWV and FDY VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V96 between VWV and FWA VORs replaced by TOL LFR direct FWA VOR, MEA 3000. V92, V126 and 1510S between VWV and Edgerton VHF intsxn replaced by G3, MEA published. V6 and 1510 between VWV VOR and Pioneer VHF intsxn replaced by TOL LFR 108°M inbnd to the point of intsxn with SBN VOR 092° radial, MEA 5000. V30 and 1506 between VWV and LFD VORs replaced by R57, MEA published. V47 between VWV VOR and Milan VHF intsxn replaced by B87, MEA published.

Intsxn listed below have been revised as outlined during the period of outage: (a) Carp VHF intsxn - SVM VOR 126° radial and CLE VOR 355° radial, MRA 2500'. (b) Perch VHF intsxn - SE crs RML LFR and 231°M brng inbnd from TOL LFR, MRA 2500'. (c) Ogden VHF intsxn - CRL VOR 237° radial and 135°M brng inbnd from TOL LFR, MRA 2600'. (d) McCluge VHF intsxn - FDY VOR 320° radial and the 080°M brng inbnd from TOL LFR. Holding to be accomplished on the FDY VOR 320° radial. Right turns. One min pattern. MRA 2000'

✓ INDIANAPOLIS-CLEVELAND CENTER CONTROL AREA BOUNDARY: Effective immediately, the Indianapolis-Cleveland Center Control Area Boundary is revised as follows: Beginning at a point on the present center area boundary at the intsxn of the N edge of V-210 and the E edge of V-47; proceeding thence northerly along the E edge of V-47 to a point 20 s mi from the Sidney, Ohio, VOR; thence northwesterly at right angles to V-275 to the W edge of V-275; thence southwesterly along the W edge of Victor 275 to a point on the existing boundary at the intsxn of the W edge of V-275 with the N edge of V-277.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel.

USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are re-
[illegible] with provisions [illegible] Civil Air Regulations, Part 60.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column, amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Actt will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

1957 FLIGHT INFORMATION MANUAL NOW AVAILABLE: Flight Information
Manual, Vol. II, dated August 15, 1957, is now available from the Superintendent of Docu-

AREA [illegible] OPERATING PROCEDURES FOR FLI[illegible]
[illegible] Effective Dec. 1, [illegible]

[illegible] Effective December 1, 1957, all airspace at and above 24,000' MSL [illegible] CONTINENTAL CONTROL tal United States (excluding Territory of Alaska), excluding prohibited and restricted areas penetrating the 24,000' level, has been designated as control area. This airspace is to be known as the "continental control area." Certain new regulations and procedures govern flight in this area and all pilots and other personnel concerned with operation above 24,000' should be familiar with them. Following is a summary of the method by which flight operations and air traffic control are conducted in the continental control area.

I. VFR OPERATION:

A. Visibility and Cloud Proximity Minimums - For VFR opern within the continental control area, flgt visibility must be at least 5 mi and acft must not be flown less than 1000' vertically and 1 mi horizontally from any cloud formation.

B. Cruising Altitudes:

1. From 24,000 and up to, but not including 29,000'MSL, the following cruising altitudes shall be adhered to:

(a) 0° - 179° inclusive at 25,000 (MSL), or 27,000' (MSL); or
(b) 180° - 359° inclusive at 24,000 (MSL), 26,000 (MSL), or 28,000' (MSL).

2. At or above 29,000'. Use of the following cruising alt for VFR flgt is required by regulation everywhere at or above 29,000':

Magnetic Crs	Indicated Altitudes
0-89° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
90-179° inc.	4000' intervals beginning at 30,000' (30,000', 34,000', etc.)
180-269° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)
270-359° inc.	4000' intervals beginning at 32,000' (32,000', 36,000', etc.)

II. ON-TOP OPERATION: Flgts made under VFR conditions on top within the continental control area must observe the new visibility and cloud proximity minimums and cruising alt rules for VFR opern in the continental control area. Opern of these flgts is otherwise unchanged. (Pilots are reminded that when cleared "VFR conditions on top" by air tfc control, tfc separation is not provided by air tfc control.)

III. IFR OPERATION: All IFR operns at and above 24,000'MSL within the continental control area will receive air tfc control service.

A. At and above 27,000'MSL - To simplify high alt navigation, a limited number of VOR, TACAN, VORTAC and L/MF facilities have been designated for high alt use. These navigation aids are the only ones which may be used for IFR routing at and above 27,000' and are depicted on special high alt charts.

The high-altitude facilities have been used to delineate a system of high-altitude tracks called "Jet Routes". These routes are coded on the charts by the letter J, followed by the appriate route number, followed by the letter V, T, or L to indicate the type of navigation to be used. For example:

J22V . . . . . VOR or VORTAC Jet Route #22
J19T . . . . . TACAN Jet Route #19
J3L . . . . . L/MF Jet Route #3

Use of the designated high-altitude route structure will facilitate air tfc control, and all pilots are requested to use the designated route structure to the maximum extent possible. However, use of this route structure is not mandatory. Pilots may conduct direct flgt off the designated Jet Routes, provided the acft will be flown on a route defined by the high-altitude facilities, and provided further that the facilities selected to define the route are not more than 300 n mi apart.

Routes flown at 27,000' and above will not have a defined width as is the case on arwys at the lower levels. The track to be made good will be direct between the navigation aids or fixes defining the Jet Route, or direct between the high-altitude facilities defining the route for flgts made off the designated Jet Routes.

All high-altitude facilities and a small number of intsxns formed by these aids will be designated as compulsory reporting points. When needed for tfc control purposes, pilots may be requested to make additional position reports.

Other navigation aids (TACAN, VOR, VORTAC, AND L/MF) not designated as high-altitude facilities will be used for routing or navigating of acft to and from the high-altitude Jet Route structure which begins at the 27,000' level. This routing may be via the Victor or colored arwy systems, or direct between navigation aids.

Since most flgt activity at 27,000' and above will be by military acft, only those charts prepared by the U.S. Air Force Aeronautical Chart and Information Center will be avail on the inception date of control of all airspace at and above 24,000'. In recognition of the fact that there will be some civil need for these charts, arrangements have been made for civil distribution of the Air Force charts through the United States Coast and Geodetic Survey.

B. Below 27,000' - Although the continental control area extends from 24,000' upward, the Jet Route structure does not commence until the 27,000' level is reached. The colored and Victor arwys extend up to, but do not include the 27,000' level.

Acft operg below 27,000' within the continental control area (from 24,000' through 26,000') may operate on the colored or Victor arwys, or fly direct between any Federally operated navigation aids.

In the case of direct flgts (from 24,000' through 26,000') the aids selected to define the route must not be more than 200 n mi apart, and the track to be made good will be direct between aids. The aids selected will be compulsory reporting points, and other position reports may be requested by air tfc control when needed.

C. Cruising Altitudes - Acft operg in accordance with IFR within the continental control area must be flown at the alts assigned by air tfc control. To assist pilots in flgt planning for IFR operns, the following system of altitude selection may be used:

1. From 24,000' through 28,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	25,000', 27,000'
180-359° inc.	24,000', 26,000', 28,000'

2. At or Above 29,000'

Magnetic Crs	Indicated Altitude
0-179° inc.	4000' intervals beginning at 29,000' (29,000', 33,000', etc.)
180-359° inc.	4000' intervals beginning at 31,000' (31,000', 35,000', etc.)

While controllers will normally use the above system, other altitudes may be used in certain cases. Pilots are cautioned to fly at the alt assigned by air traffic control.

IV. AIR/GROUND COMMUNICATIONS: The CAA is currently installing a VHF and UHF air/ground communications system which will provide direct pilot-controller rdo communications throughout the continental control area. This system will be only partially installed at the time control of all airspace above 24,000' is commenced; therefore, interim communications will be conducted as follows:

Ground Facility	VHF	UHF
A. ARTC	Discrete channel as directed	301.4 or discrete channel as directed
B. ATCS	126.7/126.7 or 120.7, 122.1/VOR or 122.2, 135.0/135.9	255.4 or 301.4 where avail.
C. Airline company radio stations	Company frequency	none

IFR flgts should use direct ARTC controller-pilot communications, where available.

V. SPECIAL OPERATIONS: Certain mil operns cannot be conducted in accordance with the above, for example, missions involving use of radar navigation. Such cases are to be considered exceptional in nature and will be handled by special procedures.

Flgts using celestial navigation will be required to operate VFR or "VFR conditions on top" for those portions of the flgt where celestial navigation is involved. TACAN-only equipped acft will also be required to operate VFR or "VFR conditions on top" for those portions of flgts where designated high-altitude TACAN facilities are more than 200 or 300 n mi apart, as the case may be.

Questions concerning these operns or any phase of the control of all airspace above 24,000' should be referred to the appropriate CAA air route tfc control center.

RUNWAY VISUAL RANGE REPORTS AT NEWARK N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2000' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-1/2) an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2000'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2000' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Chicago	Wichita	WAC 76
Lincoln	Boston Local	WAC 306
Nashville	Honolulu Local	RC 2209
Tulsa		RC 2211

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Detroit	12-9-57	Detroit Local	12-16-57	WAC 215	12-3-57
Green Bay	12-3-57	San Juan Local	12-16-57	WAC 216	12-4-57
Milwaukee	12-9-57	RC 2210	12-3-57	WAC 217	12-9-57
Twin Cities	12-3-57	3073	12-13-57		

Instrument Flight Charts
released since Dec 2, 1957

AL 411 RNG/ADF/ILS rnwy 28/VOR — Hancock Arpt, N. Y.
AL 40 ILS rnwy 31 — Ryan Arpt, La.
AL 48 ADF/ILS rnwy 9 — Logan Arpt, Mont.
AL 72 RNG/VOR/ILS rnwy 7/ILS rnwy 25 — Casper Air Terminal, Wyo.
AL 89 RNG/VOR — Columbia Arpt, S. C.
AL 90 RNG — Owens Field, S. C.
AL 139 RNG — Port Erie Arpt, Pa.
AL 159 ILS rnwy 17/ISL rnwy 35 — Meacham Field, Tex.
AL 166 VOR rnwy 18 & 22 — Chicago Intnl (O'Hare) Arpt, Ill.
AL 270 ADF/ILS rnwy 4 — Selman Field, La.
AL 272 RNG/VOR/ADF/ILS rnwy 9 — Dannelly Field, Ala.
AL 301 RNG — Will Rogers Field, Okla.
AL 369 VOR/ILS rnwy 21 — San Antonio Intnl Arpt, Tex.
AL 465 RNG/VOR/ILS rnwy 27 — Yakima Arpt, Wash.
AL 466 RNG/VOR/ILS rnwy 14/ADF/ILS rnwy 32 — Youngstown Arpt, Ohio
AL 597 RNG/VOR-1/VOR-2 — Greater Peoria Arpt, Ill.
AL 631 ADF/ILS rnwy 25 — Ft. Smith Arpt, Ark.
AL 633 VOR — Huntsville Arpt, Ala.
AL 701 RNG — Gruman Arpt, N. Y.
AL 703 VOR rnwy 17/VOR rnwy 35 — Redstone AFB, Ala.
AL 719 VOR — Pryor Field, Ala.
AL 866 ADF-2/ILS rnwy 31 — Greater Ft. Worth Intnl, Tex.
AL 954 RNG/ADF — Greater Rockford Arpt, Ill.
AL 955 RNG/ADF/ILS 33 — Oneida County Arpt, N. Y.
AL 965 ADF/ILS rnwy 25 — Ontario Intnl Arpt, Calif.
RF 23, 25, 26, 28, 29, 30, 32, 33, 36 Terminal Area - San Antonio
RF-VOR Terminal Area - Boston, Chicago, Cincinnati, Dallas-Ft. Worth, Dayton, Denver, Houston, Indianapolis, Kansas City-Topeka, Louisville, Mobile, San Antonio, Washington, Wichita-Hutchinson
RF Chart Legend - RF Dates of Latest Prints

ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

HERNDON, VIRGINIA, VOR SHUT-DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect: ∞

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 223: HRN VOR - Hampton VHF Int	Arcola LFR direct HAR VOR	3000
Victor 39: EMI VOR - Remington VHF Int	Red 33	as published
Victor 4: HRN VOR - FRR VOR	Red 18	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Sugar Loaf	MRB VOR 107 M radial; EMI VOR 245 M radial	3000
Keymar	MRB VOR 078 M radial; HAR VOR 201 M radial; EMI VOR 295 M radial;	3000
Lisbon	Use Lisbon LF Int	as published
Fairland	DCA TVOR 023 M radial; BAL VOR 244 M radial	3000
Springfield	Use Springfield LF Int	as published
Remington	Use Remington LF Int	as published
Plains	FRR VOR 118 M radial; MRB VOR 170 M radial; (Holding Pattern: NW of the substitute intsxn on the Front Royal 118 radial. Right turns. One minute pattern)	4000
Leesburg	FRR VOR 094 M radial; MRB VOR 147 M radial	4000
Manassas	Brooke VOR 003 M radial; DCA TVOR 256 M radial	3000
Quarry	SW crs of the ARV LFR; FRR VOR 118 M radial	4000

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957, as follows:
(1) Page 20, Palmdale, Calif.

(1) Page 20, Palmdale, Calif. - change CAA telephone number to WIndsor 7-3502.
(2) Page 20, Stockton, Calif. - change CAA telephone number to HOward 3-3604.
(3) Page 21, Mullan Pass, Idaho - change CAA telephone number to 2001.
(4) Page 21, Peoria, Illinois - change CAA telephone number to Peoria 7-1711.
(5) Page 22, Alexandria, Minn. - change CAA telephone number to ROckwell 3-3710.
(6) Page 22, Pellston, Mich. - change CAA telephone number to LE 9-8401.
(7) Page 23, Elko, Nev. - change CAA telephone number to REpublic 8-6506.
(8) Page 24, Knoxville, Tenn. - change CAA telephone number to 7-0795.
(9) Page 24, Maryville-Alcoa, Tenn. - change CAA telephone number to YU 3-4000.
(10) Page 24, Mineral Wells, Tex. - change CAA telephone number to FAirfax 5-5922.
(11) Page 24, Charleston, S.C. - change WB telephone number to SHerwood 4-8281*.
(12) Page 25, Walla Walla, Wash. - change CAA telephone number to JAckson 9-1413.
(13) Page 75, add - Hutchinson, Kans.: --032°; over approach end of NE rnwy 5.0 n mi.
(14) Page 75, add - Imperial, Nebr.(Site 17A, DEN-GRI): --248.5°; over the center of the town of Champion, Nebr.
(15) Page 10, under Mass., Worcester Radio Station WABB, correct call letters to read: WAAB.
(16) Page 45, under Wyo., Rock Springs Radio Station KVRS, show hours of operation to read: 0700M-2230M.

HUGUENOT, NEW YORK, VOR SHUT-DOWN: During the period of shut-down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 146: HUO VOR - Newburgh VHF Int	None	----
Victor 126: HUO VOR - ILT VOR	ILT VOR 294 M radial to the point of intsxn with DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Paterson VHF Int	None	----
Victor 249: HUO VOR - CDW VOR	CDW VOR 356 M radial to the point of intsxn with the AVP VOR 127 M radial. None beyond.	5000
Victor 126 and 146: HUO VOR - AVP VOR	AVP VOR 105 M radial to point of intsxn with the DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Herrick VHF Int	None	----
Victor 249: HUO VOR - DNY VOR	DNY VOR 171 M radial to the point of intsxn with the AVP VOR 105 M radial	5000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Central Valley	ILT VOR 288 M radial and POU VOR 234 M radial	3000
Huguenot VOR	AVP VOR 105 M radial and STW VOR 035 M radial	5000
Greenwood	POU VOR 234 M radial and ILT VOR 280 M radial (Holding Pattern: NE of the Greenwood Int on the POU VOR 234 radial. Left turns. One minute pattern)	3000

VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route I. 40-18N, 95-40W; 40-26N, 100-16W; 41-08N, 101-57W; 42-12N, 102-27W; 42-52N, 99-37W; 42-46N, 98-05W; target Columbus, Nebraska.
Route II. 40-18N, 95-40W; 41-56N, 94-27W; 45-04N, 95-53W; 46-08N, 93-35W; 46-26N, 89-30W; target Marquette, Mich.
Route III. 39-07N, 92-07W; 37-35N, 89-31W; 37-32N, 88-04W; 36-34N, 88-09W; 36-55N, 90-16W; 36-32N, 92-17W; target Springfield, Mo.
Route IV. 41-40N, 91-24W; 44-03N, 90-00W; 44-55N, 88-30W; 45-50N, 91-05W; 44-35N, 92-37W; 43-00N, 92-45W; target Ames, Iowa.
Route V. 43-04N, 70-48W; 42-41N, 70-47W; 43-04N, 70-41W; 43-26N, 70-26W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-11N, 70-54W; target Franklin, N.H.
Route VI. 40-10N, 82-00W; 40-50N, 80-06W; 41-42N, 80-00W; 42-47N, 78-35W; 43-06N, 73-45W; target Rutland, Vt.
Route VII. 39-54N, 76-35W; 38-28N, 78-00W; 37-09N, 76-43W; 36-38N, 78-24W; 36-52N, 80-07W; 37-04N, 80-07W; 37-31N, 79-20W; target Charlottesville, Va.
Route VIII. 39-18N, 97-10W, 39-58N, 99-20W; 40-08N, 101-03W; 39-38N, 102-08W, 38-20N, 102-40W; 37-47N, 100-53W; 37-29N, 98-45W; target Kanopolis Dam, Kans.
Route IX. 39-40N, 94-46W; 40-47N, 92-26W; 41-09N, 89-21W; 40-13N, 88-42W; 39-38N, 89-35W; 39-19N, 92-27W; target Chillicothe, Mo.
Route X. 38-03N, 89-57W; 38-20N, 87-50W; 38-05N, 86-26W; 36-56N, 85-00W; 36-31N, 82-45W; 38-58N, 81-02W; 39-33N, 81-51W; target Columbus, Ohio.
Route XI. 36-47N, 80-03W; 37-00N, 81-58W; 38-29N, 80-17W; 39-54N, 80-44W; 39-42N, 79-23W; 38-15-30N, 78-03-30W; target Richmond, Va.
Route XII. 41-59N, 74-19W; 41-14N, 76-18W; 41-10N, 77-28W; 41-20N, 79-24W; 42-15N, 78-15W; 42-45N, 76-16W; 42-30N, 73-16W; target Springfield, Mass.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-07° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
BESSEMER ARPT: Caution. Auto drag strip runs parallel to sod lndg strip with separation of 50'. Racing not done on rnwy. Drag strip ends mrkd. Racing Sun only. (8-28)
BIRMINGHAM-RADIO: Dec 12, VOR shut down until approx Feb 1 - conversion VORTAC. Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. Until cmsng VOR, V7 temp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V115 and V18N, 5000'. Caution - E course LFR has severe multiples. (12-17)
BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down - relctn. (8-7) FLD: Caution tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down for relctn due rnwy ext. (5-1)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Const. Clsd. (10-16)

ALABAMA: EVERGREEN-RADIO: VOR radials 320°-360° out of tolerance acct excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy and threshold lgts inop. (2-6)
**FAIRHOPE-KLUMPP ARPT: 999' (1201'MSL) lgtd twr erected 9 n mi N (12°T) at lat 30-40-55, long. 87-49-41. (12-6)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°-028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: June 18, ILS not to be used for automatic apch below 300'. Glide slope inop - equip and const vcnty transmitter bldg. (8-22) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution 200' and 1/2 mi is absolute tk-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
★SELMA-CRAIG AFB-RADIO: USAF LFR class changed to: MRLZ. (12-10)
ARIZONA: AJO ARPT: Bcn and lgts inop. (10-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail ngts upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE COUNTY ARPT: Clsd. (9-17)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
DRAKE-RADIO: About Jan 31, VOR will be cmsnd. Ident: DRK. Freq: 113.1 mc. Lctd lat 34-54-04, long. 112-25-00. Elev: 4630'MSL. Class: VORW. (12-6)
FT° HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vcnty. 2-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000'MSL on 247° radial beyond tolerance. (10-18)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
MARANA ARPT: Reported inactive. (10-2)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take-off xcpt prior permission arpt manager. (12-7) Men and equip along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx Mar 3, 1958, conversion to VORTAC. During this period, the following arwys will be unusable during IFR conditions: V12 EED-INW; V105 White Hills Int - PHX; V105E PRC-PHX. (11-18)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Clsd. (3-26)
SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°, 075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17)
About Feb 3, VOR will be shut down until approx Mar 4, VORTAC conversion; following Victor arwys unusable during IFR conditions: V-16 Toltec Int - CIE, V-66 GBN- Mescal Int, V16-S TUS-Mescal Int. (12-5)
TUCSON ARPT-SPECIAL NOTICE: As required, target towing on a direct route off aryw to Ajo, Ariz., to be conducted week-ends - caution. (2-15)
TUCSON ARPT: Perm structures in excess of 75' high being erected, 1 on E, 1 on S per meter of fld. Clear of apchs. Lgtd at ngt. Outin lgts apchs to rnwy 21.

ARIZONA: TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 n mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB-SPECIAL NOTICE: Ngt weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of light and some of them explode a small marker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to hvy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
FT SMITH-RADIO: About March 15, VOR will be shut down, modification. During shut down VOR flights are authorized to use FSM BMH fac in lieu of FSM VOR on all arwys. Bears. and MEAs used shall remain as charted except bear. from FSM BMH to Int of 295° radial Little Rock VOR on V74 shall be 97°. Paris Int redesignated as 97° from FSM BMH and FYV 160°. On V13, use 192° from FYV VOR to FSM BMH. MEA for VOR equipped acft on V74 from TUL to FSM 7500' & on V13 from FYV to FSM 5500'. (12-13)
LITTLE ROCK-ADAMS FLD: Trenches 6" wide, 30" deep being dug and back filled approx 12' either side rnwy 14-32. (12-3)
PINE BLUFF-GRIDER FLD: Rnwy 8-26 clsd. Soft fromr rains. (12-7)
TEXARKANA-RADIO: DME coverage 145°-235°, 1700'MSL 30 mi; 235°-270°, 1800'MSL 35 n mi.
CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip on fld. (4-26)
ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-080°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)
**ARCATA ARPT: Right tfc rnwys 13 and 19. (12-10)
BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BLUE CANYON ARPT, 13, SFO-SLC: Clsd due to snow. (12-18)
BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)
BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Jan 1, 1958, radar departure control will be placed in effect - freq 118.4 clearance limits El Monte Int-Newhall LFR Saugus Int Fillmore VOR Camarillo LFR Burbank OM. (11-29)
CAMARILLO-RADIO: All courses have multiples. Jan 6, auto ident LFR will be discontd.
**CORONA-THURSBY ARPT: To be abandoned Feb 28, 1958. (12-11)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)
DIXON ARPT; Clsd. (8-30)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
★EL TORO MCAS-RADIO: VOR cmsnd. Freq: 117.8 mc. Ident: NZJ. Lctd lat 33-40-34, long. 117-43-50, at fld. Class: VOR. Coverage restriction at and below 10,000'MSL beyond 25 mi from 360° clockwise to 070°. (12-13)
FAIRFIELD-TRAVIS AFB-RADIO: LFR has splits and multiples beyond 20 mi. (8-27)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT JONES-RADIO: VOR coverage 250°-090°, 30 mi; 090°-120°, 15 mi; 150°-250°, 20 n mi at MEA. (12-2)
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRANKLIN ARPT: Rnwy 18-

area beyond tolerance. (11-8)

LONG BEACH-RADIO: DME coverage 43 n mi as follows: 280°-305°, 5000';305°-340°, 7000';340°-040°, 12,000';040°-070°, 8000'; 070°-100°, 7000; 100°-280°, 4000'. (9-13) About Dec 24, DME will be shut down until approx Feb 4, relctn. (12-9)

LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230°. (12-10) FLD: Several 230' MSL portable oil derricks NW, W, and S of fld. No fuel servicing avail. for civil acft 2400-0600. Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1700P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd const; 6200' avail. lndgs and tk-offs. Rnwy 12 clsd. Until further notice straight-in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL
** beyond 30 n mi. (4-19) FLD: New lgtd rnwy 16-34 approx 4000' W of Sepulved Blvd clsd - avail 30 min req thru twr. Equip. crossing rnwy. During VFR wea conditions: civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 at least 10 mi out. During IFR wea:civil acft ctc Apch Ctl on 118.1 or 119.3 or listen 118.1 or 119.3 and trans 122.7 mc. USAF,NAVY CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off shore W of arpt. All jet acft departing rnwys 25L & 25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx entended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000', ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Transmissometer cmsnd. Apch lgt land sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MARTINEZ ARPT: Clsd until approx June 1958. Strip mrkd with X. (11-27)

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E;elev 174'; 1 rnwy -(15-23) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling & visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000';60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000';340°-[illegible] at 4000'.

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF operg test basis. Freqs: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 121.5, 122.1, 124.3, 124.9, 126.18 mc. Coverage 40 n mi at MEA xcpt 020°-050°, 8000' MSL. (10-14)

OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000'; 040°-060°, 7000' MSL. About Jan 1, freq
** 120.7 mc will be discontd and 123.9 mc will be cmsnd. (12-9) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd. (8-22)

OCEANSIDE-RADIO: July 10, VOR shut down until approx Dec 30, modernization. During this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable. Flgts departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (12-12)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000';330°-350°, 26 n mi at 13,000';350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs pronibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Tetrahedron replaced by lgtd wind sock. (10-8)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W. of Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30) About Jan 6, VOR will be shut down until approx Feb 6, 1958 - conversion to VORTAC. During shutdown following V arwys will be unusable IFR conditions: V23 FJS-Sutter Buttes Int., V25 Geyserville Int. - LMT, V195 ILA-FOT. V107 UKI-RBL usable substituting RBL LF rng for VOR. (11-27)

REDDING ARPT: 330' lgtd twr being erected 3.2 n mi WNW(309°T) at lat 40-32-25, long. 122-21-11. (11-21)

RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)

RIVERSIDE-MARCH AFB-RADAR APPROACH CONTROL: Radar ctl will be exercised over mil acft only until approx Nov. 30. (10-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000';44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153° 180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300° - 20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°. (9-17)

SAN DIEGO-MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight during apch. Fld unattended sunset to sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)

SAN FRANCISCO: See Oakland Control Zone Notam

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO-RADIO: About Jan 16, LFR will be perm discontd. (11-19)

SAN FRANCISCO INTNL ARPT: Const in progress continuously on various sections of fld. Caution advised. (11-4)

SAN FRANCISCO BAY-SPECIAL NOTICE: A Moored balloon (silver with black stripes) 8' x 25' is flown 500' MSL on an irregular schedule from U.S. Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)

CALIFORNIA: SAN FRANCISCO GAP RADIO: Homing fac unreliable in area 25° thru E to 130°
SAN JOSE-RADIO: TVOR has scalloping, beyond tolerance, 230°-240°. (11-12)
★SAN JOSE ARPT-TOWER: CAA ctl twr cmsnd. Freq: 287 kc, 119.9, 121.5, 257.8, 243.0 mc. Rcvs: 3023.5 kc; 122.5, 119.9, 121.5, 257.8, 243.0 mc. Trans and rcvs 121.7 mc for ctl mobile gnd tfc. Class: C(g7). Voice call "San Jose Tower." (12-3)
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylgt hrs W end rnwy. Road embankments both ends rnwy. Fld soft when wet. (11-29)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LFR has numerous multiples NW and E courses. (9-17)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Service avail only between 0700-2100 daily. Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Grading and paving opern in progress all areas until approx Jan 1, 1958. Use extreme caution. (11-3)
SHOSHONE ARPT: Strip clsd for paving. (8-9)
★STOCKTON ARPT-TOWER: Twr freq changed from 278 kc to 299 kc. (12-3)
**STOCKTON ARPT: Const completed. Rnwys open and usable as follows: 11L-29R 5450 x 150'; 11R-29L 3100 x 100'; 16-34 2700 x 200'; 4-22 2850 x 200'. All rnwys hard surface. Hi-intensity rnwys lgts avail rnwy 11L-29R. No other rnwys lgtd. All taxiways lgtd. (12-9)
THERMAL-RADIO: VOR and DME coverage 330°-360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175°-180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt.
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355°, at 6500'MSL; 355°-60°, 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000'MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction inop 2300-0700. (2-25)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5) Clsd to ngt opern Use hard surfaced rnwy only days. (12-4)
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154°-180° and below 16,000'MSL 181°-243°. VHF/DF bearings reliable in these areas.
** Dec 5, ASR shut down until approx Dec 26. (12-3) Rnwy 8L-26R clsd to operns heavier tha than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) Transmissometer cmsnd. (11-21)
★ELLICOTT-RADIO: Dec 11, H fac freq changed from 287 kc to 206 kc. (12-18)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop until about Jan 1, 1958, for reconst of rnwy and installing rnwy lgts. (8-20)
★HANOVER-RADIO: H facility ident: HNR. This corrects Airgi Vol. 12, #20 dated Dec 10, 1957. (12-13) H fac bearings unreliable beyond 25 n mi in shadow area of Pikes Peak.
NUCLA ARPT: Clsd. Const. (10-23)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Willians Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men and equip on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)
CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys - E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)
STRATFORD ARPT: Experimental dropping of parachutes on fld during VFR wea days M-

CONNECTICUT: Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
WINDSOR LOCKS-BRADLEY FLD: Const work in progress hi-intensity apch lgts rnwy 6.
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwy and taxi strip only.
WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83 in the Flight Information Manual Vol. II dated August 15, 1957, for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, hvy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va. MCAS Special Notice. (4) Nov 14, fixed white 60 inch searchlight of high intensity operg near S bank of Potomac river near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt operd only during hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure crs. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (11-14)
WASHINGTON-RADIO: LFR SE crs bends 4 - 9 n mi from stn; 17 - 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9, 319.2, 362.3, 378.8, 385.4 mc only in Washington Metropolitan Area.
★WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55°-250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 mi. VHF/DF gds: 119.4 mc. (12-19) FLD: USAF, NAVY, CG: Clsd to all acft xcpt; (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt, CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Until approx end of Dec, hvy const equip will be operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10) On or about Jan 8, 1958, sequenced flashing lgt system serving rnwy 36, will be cmsnd to oper in conjunction with the existing configuration A apch lgt system. System consists of twenty flashing lgts spaced at 100' intervals along extended rnwy centerline, starting at 3000' and ending 1100' from end of rnwy. (12-6)
FLORIDA: ATLANTIC BEACH-BULL ARPT: 315' (325'MSL) lgtd twr being erected 1 n mi WSW (244°T) at lat 30-19-30, long. 81-25-42. (11-29)
**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area consitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat, Sun, holidays and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy Rnwy 10-28 clsd - indications of drag races. (4-29)
COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution on E end. (10-14)
CRESTVIEW-RADIO: VOR radials 080°-110° out of tolerance account of execssive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable LF range shall be substituted on V-22 CEW - MAI. MEA for aircraft equipped with VOR only - 5600'. (10-18)
CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance account of roughness and scalloping. (1-3) LFR may be used as
ADF - equip acft while VOR unusable.
CROSS CITY ARPT:

along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(193°T) at lat 28-56-25, long. 81-18-33. (10-3)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

FT. MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)

rrJACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Trans and rcvr 124.3 mc cmsnd. (12-5)

**JACKSONVILLE-IMESON ARPT: 996'(1003'MSL) lgtd twr erected 6.0 n mi S(187°T) at lat 30-19-22, long. 81-38-34. (9-23)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Rnwy 9-27 approved for air carrier day and night operns for all acft. Wea min same as authorized for day operns. Taxi on taxiways only. Large or fast acft taking-off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS. Rnwy lgts avail. on req to Key West Rdo. (7-23)

LAKE CITY ARPT: Fuel and servs unavail. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-RADIO: VOR radials 90° thru 135° out of tolerance - roughness and bends.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. 241'(437'MSL) lgtd twr being erected 5 n mi SW(231°T) at lat 30-46-53, long. 85-15-56.

★MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5,243.0 inop. Dec 19, freq: 125.0,125.4,125.8,124.7 mc cmsnd.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flights operg within an area of 10 n mi radius at night, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

**MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into & out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and take-offs authorized on rnwy 27 and 30 only. Take-offs offs & lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (10-24) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs & take-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. (10-24) Neon apch lgts decmsnd and hi-intensity centerline configuration A apch lgts cmsnd rnwy 9R. (12-12) Caution. Taxiway between SE corner 20th St term apron & E end E/W taxiway clsd, const & parked acft. Taxiways connecting N/S taxiway with W edge 20th St new term apron will be clsd as needed. (12-13) Loading pier under const at 20th St Term to point 400' S of old gates. (12-16) Caution-ditching, paving const 20th St. Term& ramp areas.

★MIAMI-MARINE MASTERS-RADIO: Dec 4, Navy H fac inop - being relctd. to lat 25-55-38, long. 80-24-56. No change in freq or ident. (11-29) Name changed to "Gator". (12-19)

MIAMI-OCEAN REEF ARPT: New arpt; Type: "L"; 30 mi S; lat 25-19, long 80-15; elev 4; 2 rnwys - longest rnwy 2500' oiled; 80, 91/96 octane fuel. (3-28)

MILTON "T" FLD: 183'(233'MSL) lgtd twr being erected 6 n mi SSW(203°T) at lat 30-37-30, long. 87-02-54. (11-22)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

FLORIDA: ORLANDO ARPT: Rnwy 28L-10R clsd for night lndgs and take-offs to all acft. Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. 651'(749'MSL) lgtd twr being erected 6 n mi WSW(266°T) at lat 28-32-10, long. 81-27-00. (10-22)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. (11-21)

PATRICK AFB-SPECIAL NOTICE: Effect January 16, Warning Area W-497-A will be redesignated to exclude that portion overlapping V-3E West Palm Beach VOR to the Vero Beach VOR.

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

ST. PETERSBURG-PINELLAS CO. INTNL ARPT-TOWER: Rcvr 257.8 mc inop. (11-4) FLD: Const extending N end rnwy 17-35. Lndgs must be made well clear of this area. (11-4) Rnwy 13-31 open daylight hrs only. (12-3)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier night operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32. 306'(326'MSL) lgtd twr being erected 8.5 n mi ENE(88°T) at lat 27-58-28, long 82-21-16.

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (7-18)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd nights. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 octane fuel; repairs; operg 0900-sunset. (1-23)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: March 25, VOR shut down-modernization. Durg modernization shutdown VOR flights are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA ARPT, 4S, MIA-ATL: Sod rnwys soft when wet-caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

**ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flight plan. Acft not equipped for 2 way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730 Mon-Fri. (5-6) Night restriction rnwy 9L-27R lifted.

ATLANTA-FULTON CO. ARPT: 515'(1374'MSL) lgtd twr being erected 8.5 n mi ENE (80°T) at lat 33-48-40, long 84-21-50. Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)

BAINBRIDGE-COMMODORE DECATUR ARPT: 210' (337'MSL) lighted tower being erected 2.9 n mi E(101°T) at lat 30-54-40, long. 84-33-20. (11-20)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to night operns. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)

COLUMBUS-MUSCOGEE CO. ARPT-TOWER: About January 1, CAA twr will be cmsnd and combined with ATCS. Freq: 287 kc; 125.3, 257.8, 348.6, 121.5, 243.0 mc. Rcvs: 3023.5 kc; 125.3, 257.8, 348.6, 122.5, 243.0 mc. Trans & rcvs 121.9 mc ctl mobile gnd tfc. Class:C(g). 150' (584'MSL) unlighted water tank being erected four miles SE. (1-28)

GEORGIA: LA GRANGE-RADIO: VOR rad 227° out of tolerance - severe scalloping and roughness. V-20 arwy utilizing ATL VOR radial 231° and MGM VOR radial 046° between Kent Int and LGC VOR satisfactory. MRA 3000' MSL. (12-17)
MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)
MACON-COCHRAN FLD-TOWER: About January 2, 1958, CAA twr will be cmsnd. Freq: 278 kc 119.3, 121.5, 243.0, 257.8, 348.6 mcs. Rcvs: 3023.5 kc; 119.3, 121.5, 122.5, 243.0, 348.6, 257.8, 121.7 mc for control of mobile ground traffic. Class: C(g.7). (11-28)
MOULTRIE ARPT: Caution - intensive Spence AB student training. Right hand tfc rnwys 4, 10, 16. (10-17)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
SAVANNAH-HUNTER AFB-RADAR APCH CONTROL CENTER: About January 3, RAPCON will be cmsnd. Concurrently apch ctl will be decmsnd at Savannah twr & such responsibility will be assumed by RAPCON. Radar vectoring will be for training purposes only until further advised. Apch ctl freq: 363.8, 137.88, 125.3; gds: 363.8, 137.88, 125.3 mc. Departure ctl freq: 263.0, 125.7 mc. Gds: 263.0, 125.7 mc. Freq avail: 379.4, 335.8, 289.4, 236.6, 225.4, 136.8.134.1.126.18, 121.1, 112.7; gds: 379.4, 335.8, 289.4, 236.6, 225.4 136.8.134.1, 126.18, 121.1, 122.7mc. Guards: 3023.5 kc. Emergency frequencies: 243.0, 121.5 mc. (12-3)
SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000' MSL. (3-19)
STATESBORO ARPT: 320'(490'MSL) lgtd twr being erected 1.6 n mi SSW(203°T) at lat 32-27-32, long. 81-45-32. (11-7)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
WAYCROSS-WARE COUNTY ARPT: 186'(304'MSL) lgtd twr being erected 29.5 n mi S(195°T) at lat 30-46-47, long. 82-32-28. (12-3)

IDAHO: BOISE-RADIO: October 16, VOR shut down until approx Feb 15, 1958 - for VORTAC conversion. Durg this period the following arwys will be affected: V-4 Baker to Burley unusable. J-7-V Rome to Boise to Dillon, J-15-V Boise to Ogden, J-20-V Pendleton to Boise to Malad unusable. V-253 Boise to Twin Falls usable at MEA substituting Boise LFR for VOR. V-269 Twin Falls to Burley also usable at MEA substituting Burley LFR for VOR. Kuna and Glenns Ferry Ints unusable. (12-4)
BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: Nov 25, VOR shut down until approx March 16, 1958 - conversion to VORTAC. The following V arwys will be unusable durg IFR conditions: V4 BYI-BOI, V 269 BYI-TWF, BYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD. Flights using V1500-V1502 report to Pocatello Rdo. (11-22)
COEUR D' ALENE AIR TERMINAL: 240' lgtd twr being erected 5.5 n mi SE(153°T) at lat 47-41-05, long. 116-45-55. (10-16)
GRANGEVILLE-IDAHO CO. ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg & take-off. (10-22)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (10-31) Men and equip. also on & around rnwy 7-25, particularly W end. (11-19)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT - SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling & visibility exceed 5000' and 5 mi, btwn 2500' & 5500' MSL.
AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon thru Sat. Use caution while in area. (9-13) Men & equip. operg on SE portion of fld including SE taxiway, daylt hrs. (12-3).
[illegible] PEORIA-GREATER PEO[illegible]
[illegible] without prior coordination [illegible]
[illegible] lgtd [illegible]

ILLINOIS: point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW and NE courses LF rng. (11-8)
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N term[illegible] bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St & Cicero Ave - adj to arpt). (7-17) Radar twr being constd in SE corner or arpt, atop intnl term bldg. Twr will be 48' AGL, 658' ASL. Lctd lat 41-46-48, long 87-44-35. To be mrkd & lgtd. (10-16) 200'(790'MSL) lgtd smoke stack being erected 3 n mi NNW(359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW(349°T) at lat 41-49-23, long. 87-45-12. (9-24)
CHICAGO O'HARE INTNL ARPT-TOWER: About Dec 30, 119.0 mc will replace 118.3 mc. FLD: Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2, and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Hwy const 3600' NW of fld, passing thru apch to rnwy 14L. Included are lgt standards 70' AGL, 717'ASL lctd lat 42-00-56, long 87-55-46; 1200' N of Ravenswood Arpt, 2 mi SW of Des Plains. Not mrkd, painted or lgtd. (10-16)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12) About Jan 13, DME will be shut down until approx Feb 14.
CHICAGO-STINSON ARPT: Const in SE corner of arpt and on new NW/SE rnwy. New rnwy not usable. (11-21)
DE KALB ARPT-SPECIAL NOTICE: Approx. 11 n mi WSW, Flight Test Area is designated October 28, 1957 to January 28, within a radius of 3 mi. centered at lat 41-52-25, long. 88-56-45. Tests will be conducted durg daylgt hrs only, when visibility is 5 mi or better.
DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi betwn 2500' and 5500' MSL.
GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)
GILMAN ARPT: Closed. (10-11)
HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd August 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (11-5)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MACOMB ARPT: Unattended until approx April 15, 1958. (12-3)
MARION-WILLIAMSON CO. ARPT: Rnwys 2-20 clsd for const. Caution advised. Men & equip. crossing apch end rnwy 10. (9-19)
MATTOON-COLES CO. MEMORIAL ARPT: 300'S end of N/S rnwy clsd. (11-4)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOLINE-QUAD CITY ARPT: 998'(1778'MSL) lgtd twr being erected 9.8 n mi SE(138°T) at lat 41-19-40, long. 90-22-47. (8-26)
OLNEY-ULRICH ARPT: Unattended. (11-8)
PEORIA-RADIO: VOR coverage 360'(820'MSL) lgtd twr bearing WNW(295°T) at lat 38-45-03, long. 88-05-23. (1[illegible]
rng & voice shut [illegible]
down [illegible]

ILLINOIS: PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Const NW/SE rnwy being extended 3000' at NW end. New const not usable. (12-4) FLD: 809' (1349' MSL) lgtd twr being erected 6.5 n mi ESE (106°T) at lat 40-38-03, long. 89-32-21. (10-11)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min enroute alt. (2-4)
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
ROCKFORD-GREATER ROCKFORD ARPT: Rnwy 18-36 open daylgt hrs only. Lgts unavail.
SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT: Use overruns rnwys 4 & 22 in emerg only. (12-10)
INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma & Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Caution - lights being installed. Trucks and equip. on fld. Rnwys may be clsd as marked. Lgts avail if request made during daylgt hrs. Use paved surfaces only.
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) FLD: 65'(451'MSL) stack being erected 1650'S. (10-28)
FT. WAYNE-RADIO: VOR radial 317° unusable beyond 10 n mi - excessive roughness. (12-4)
FORT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)
GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'. Dec 9, DME shut down until approx Jan 9 - modernization.
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10-31)
**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) All rnwys open for opern at twr discretion. Due const, soft shoulders all rnwys. Caution.
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
**KENDALLVILLE ARPT: N/S rnwy abandoned. (12-12)
KOKOMO-RUZICKA ARPT: New arpt reported. Lctd 4 mi SW, S5 serv, F2 fuel. (11-21)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MUNCIE ARPT: Clsd to all ngt operns due const of new rnwys. Day operns limited to one E/W rnwy, sod, 2300' in length. Use extreme caution. (7-9)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TILDEN-RADIO: See Indianapolis, Ind.
WARSAW-MEMORIAL ARPT: 126'(950'MSL) lgtd twr being erected 1.8 n mi S(180°T) at lat 41-15-20, long. 85-50-49. (8-29)
IOWA: AUDUBON ARPT: Clsd for tiling and grading. (7-29)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
**CRESTON-HERRING FLD: Name change. Formerly carried as Creston Arpt. No storage. Land at own risk. P-line N. (12-16)
DES MOINES-RADIO: Nov 18, VOR/DME and voice shut down until approx Jan 6, 1958 - conversion to VORTAC. Durg shutdown temp MEA's to be utilized are listed on page 5.
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
ELDORA ARPT: New arpt reported. 2 mi SSW; elev 1020'; 1 strip 2200'; rnwy lgts; minor repairs, 80 oct fuel; P-line S. (10-30)
HARLAN ARPT: 213'(1447'MSL) lgtd twr being erected 3.5 n mi N(10°T) at lat 41-38-42, long. 95-19-30. (12-4)
OSAGE ARPT: New arpt reported: Type "L"; lctd 05 mi E; elev 1150' (est); 1 rnwy (N/S) - sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)
SHELDON ARPT: Clsd for const - machinery on fld. (5-3) Bcn inop. (11-21)
SHELDON MUN ARPT: New arpt reported. Located 2 NNE; Elev 1422; 1 strip, NE/SW, 2350'; rnwy lgts on prior req; P-line NW; soft when wet. (10-14)
**SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and taxiway NE of Air Force hangars, and on first 1500' rnwy 22. (10-24) Jet barriers installed apch ends rnwys 13 and 31. Barriers will be raised for mil acft only. (12-11)
SPENCER ARPT: Caution during snow and thaw. Soft portions near runway intersections. (12-4)
STORM LAKE ARPT: NW/SE and NE/SW rnwys clsd. Construction N/S rnwy open. Use extreme caution. (11-12)
WATERLOO MUN ARPT: Due to non visibility tower unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY ARPT: Caution - New NW/SE rnwy 3100' usable but rough. Soft when wet. During snow, use N/S rnwy & asphalt taxi strip at N end of fld only. (12-10)
KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying 12' - 25' above gnd and surrounding arpt.
COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at min en route alt. (5-29) Nov 4, VOR shut down until approx Dec 18 - conversion to VORTAC. (10-8) Durg this period, the following MEAs can be utilized: V 10, V12N, V12 - HUT VOR to Florence, Kans. Int. 3000'; Florence, Kans. Int. to Int HUT R068 and CNU R319 (Emporia Temp Int.), 6000'; Emporia Temp. Int. via MKC R223 to Pomona, Kans. Int. 6000'; Pomona, Kans. Int. to MKC VOR, 2800'. V12 - ICT VOR to *De Graff, Kans. Int., 3000'; *(MRA to rcv Int. 4800'). De Graff, Kans. Int. to Cassoday, Kans. Int., 4000'; Cassoday Int. to Int ICT R051 and R319 CNU, 6000'. (11-8)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)
ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S, 2400'; No facs. (9-20)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GARDEN CITY ARPT: 179'(3048'MSL) lgtd twr being erected 7.9 n mi W(292°T) at lat 38-01-14, long. 100-57-21. (11-26)
GARDEN CITY-NEW GARDEN CITY ARPT: 291'(3096'MSL) lighted tower being erected 8.8 n mi SE(148°T) at lat 37-48-22, long. 100-38-58. (11-26)

KANSAS: GOODLAND-RADIO: Nov 4, VOR shut down until approx Jan 10, conversion to VORTAC. During this period, the following MEAs can be utilized: V4 - TXC VOR to Int TXC R087 and IML R176 (Goodland Temp Int), 10,000'; Goodland Temp Int to HLC VOR 10,000'. V108 HGO VOR to Int HGO R055 and IML R176 (Goodland Temp Int) 10,000'. V132 - AKO VOR to Abarr, Colo, Int, 5800'; Abarr Int to Int AKO R110 and IML R176, 10,000'. Direct Routes - RSL VOR to HUT VOR, 4000'; *HLC VOR to GBD H fac, 4000'; *RSL VOR to GBD H fac, 4000'. *(routes authorized for Continental Airlines only.)

GREAT BEND ARPT: Navy lndg and take-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000'AGL. (8-15)

HAYS ARPT: Ident bcn inop. (10-18)

**HILL CITY ARPT: 305' (2645'MSL) lgtd twr erected 4 n mi S (190°T) at lat 39-18-57, long. 99-50-32. (12-11)

IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.

KANSAS CITY-FAIRFAX FLD-TOWER: VHF/DF inop. (11-26)

KINGMAN ARPT: 305' (1920'MSL) lgtd twr being erected 4.5 n mi SSE (169°T) at lat 37-35-38, long. 98-06-59. (11-6)

**MANHATTAN-MANKAN ARPT: Clsd. (11-20)

**OSAWATOMIE-PAOLA ARPT: 305' (1350'MSL) lgtd twr erected 6.5 n mi S SW (205°T) at lat 38-26-31, long. 94-59-27. (12-11)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)

SALINA ARPT: Const in progress. Men and equip on fld. (7-1)

SYRACUSE ARPT: 126' (3281'MSL) lgtd twr being erected 18.8 n mi E (108°T) at lat 37-53-25, long. 101-22-45. (11-26) About Jan 6, 1958, 216' (3693'MSL) lgtd twr will be erected 7.8 n mi SW (239°T) at lat 37-55-06, long. 101-53-27. (11-26)

TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) Two 158' (1067'MSL) lgtd steel stacks being erected 3 n mi ESE (119°T) at lat 39-03, long. 95-34. (6-10)

TOPEKA-WILSON ARPT: New lndg strip reported: lat 39-03-42, long. 95-53-22, lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&P by appointment; 80/87 oct.

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. (8-7)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & rcv 124.5 or 125.7 mc. Trans 122.5 mc, listen 124.5 or 125.7 mc or voice channels. (8-28)

WINONA-GUNNELS RANCH ARPT: New arpt reported, lat 39-07, long. 101-26; lctd 2.5 mi N, elev 3480; 3 strips (sod) N/S 2300', NW/SE 2100', NE/SW 2000'. Soft when wet, use rnwy. (12-4)

KENTUCKY: BOWLING GREEN-RADIO: LFR has hvy multiples NE and NW courses, 30 mi from stn. (5-9)

FT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: Unattended. (11-20)

HARLAN ARPT: Caution - high grass. (7-3)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

**LEXINGTON-BLUE GRASS ARPT: 553' (1624'MSL) lgtd twr erected 7 n mi ENE (69°T) at lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility twr unable to ctl tfc on ramp area adj to terminal bldg from hangar line SE to taxi ramps NW and NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

★LOUISVILLE-HAMMO: Dec 10, H fac cmsnd at lat 38-05-10, long. 85-45-24, Standiford OM site, freq. 359 kc, ident "SDF." Class "MW"

KENTUCKY: LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat SW of fld.

★LOUISVILLE-STANDIFORD ARPT-TOWER: Dec 10, HW fac cmsnd at LOM site, concurrently present LOM relctd to LMM site. Ident change to DF, no change in freq. FLD: Due to non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1.

SOMERSET-PULASKI CO ARPT: Clsd to ngt opern. (10-11)

YORK RADIO: DME coverage 35 n mi at 2500'MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT # 2: Tfc pat 300'. Apch from E with caution - jet acft operg in vncty. (6-26)

BATON ROUGE-RYAN ARPT: 310' (330'MSL) lgtd twr being erected 9 n mi WSW (261°T) at lat 30-30-34, long. 91-19-49. (10-18)

**DERRIDDER-BEAUREGARD PARISH ARPT: Unicom 122.8 avail. (11-19)

**LAFAYETTE ARPT: 500' (539'MSL) lgtd twr erected 7.9 n mi NW (330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LFR operg as H fac only. VOR shut down. During shut down LCH rdo bcn may be used in lieu VOR, alts as charted xcpt MEA below 1500', not authorized.

★LAKE CHARLES AFB-RADAR APPROACH CONTROL: RAPCON listing delete: "arrival & departure control, ASR apch avail rnwy 15 and 33" - add "IFF operg, but not cmsnd".

LAKE CHARLES-McFILLEN ARPK: 199' (213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW (291°T) at lat 30-11-20, long. 93-19-45.

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.) when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at alts below 2000'. (12-20)

MONROE-RADIO: Nov 27, VOR shut down until approx Feb 27, 1958 - conversion to VORTAC. (11-27) During this period LFR may be substituted for VOR on adj V arwys.

NEW ORLEANS-RADIO: VOR/DME shut down - extreme scalloping & roughness. (12-6)

NEW ORLEANS ARPT-TOWER: Effective Oct 24 - Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans & rcvg: 119.5, 121.7, 121.5, 126.18, 257.8, 243.0, 348.6 and rcvg 122.5 mc. (11-26) FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT ARPT-TOWER: About Dec 20, Radar Departure ctl will be inaugurated in conjunction with long range clear. procedures. Apch ctl freq 250.4 mc gnd ctl 348.6 mc departure ctl 121.1 & 269.2 mc. FLD: Caution-stay on hard surface rnwys and taxiways due incomplete and soft shoulders. Turf extremely hazardous.

WELSH ARPT: E/W rnwy clsd ngts. Bcn inop. (12-4)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. First 100' rnwy 5 clsd due broken surface. Numerous obstn lgts inop. Rnwy 1-19 clsd wheel equipped acft winter months.

JACKMAN-NEWTON FLD: New arpt reported. Lctd 0.2 E; elev 1170'; 1 strip 2100'. Caution use gravel strip only. Sod areas rough and soft. (12-9)

LIMESTONE-LORING AFB-RADIO: USAF VOR crs errors exist beyond 20 mi up to 6° in NW quad from 27°-360° and up to 4.3° in SW quad from 110°-140°. Final apch radial of 001 is 3-1/2° off M crs. (5-27)

MILLINOCKET ARPT: Apron usable but caution advised due broken pavement & soft spots.

PORTLAND ARPT: Rnwy 33 clsd. Avail as taxiway as directed by twr. 20' embankment 200' from apch end rnwy 33 mrkd by obstn lgt 250' from apch end, in line with S edge rnwy 33.

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

SANFORD ARPT: Fuel and lgts unavail. (12-9)

TOPSHAM-ARPT: New arpt reported: lctd 2.2 NW, RR & river SW; elev 120' 1 strip 1800' S5 facs; Fl fuel; no storage. Hi-tension line S. (12-9)

MARYLAND: BALTIMORE-RADIO: VOR out of tolerance and unusable beyond 31 n mi from 10° clockwise 35° 14 mi; 35°-80°, 35 mi; 80°-260°, 15 mi; 260°-310°, 8 mi; 310°-340°, 35 mi; 340°-10° at MOCA.

★BALTIMORE-FRIENDSHIP ARPT-TOWER: Dec 6, [illegible]

BALTIMORE-MARTIN ARPT: Const [illegible] and paving operns in progress [illegible]

MARYLAND: CAMBRIDGE ARPT: Arpt reported [illegible] 100'. Services minor fac [illegible] Here. (12-10) R[illegible]

76-01-45; services minor repairs; 80/87 oct. Unicom 122.8 mc; 1 rnwy(NW/SE) 2500' x 100'. (12-10) Rnwy extremely slippery when wet. Positively no ngt lndgs without rnwy lgts in opern. (12-19)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730-2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. W end E/W rnwy being extended. Use caution. Const equip. operg close to end of rnwy. (9-20) 75' temp steel twr erected 1500' off apch end rnwy 20. (11-1)

LAYTONSVILLE-DAVIS ARPT: First 500' of rnwy at ENE end unusable. (12-13)

RISING SUN-FARMINGTON ARPT: Arpt reported-3 mi SE;elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct;1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)

WHITE MARSH-QUINN ARPT: Arpt reported-1 mi SW;elev 200';lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200'. (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Arpt condition info avail by calling State Police Barracks.

**ACUSHNET ARPT: New arpt 41-40-35, 70-53-35;lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 1700' sod; hangars, F2 fuel. (6-12)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths.

BOSTON-BEDFORD(HANSCOM) ARPT: Tfc pat procedures: all acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300'MSL; jets fly 1800'MSL. Rnwy 11-29 under exten const. (9-13)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000';080°-210°, 2500';210°-240°, 3000';240°-270°, 3500'; 270°-330°, 3000'; 330°-

** 025°, 2500'. (9-26) FLD: 1249'(1349'MSL) lgtd twr erected 10.8 n mi WSW(252°T) at lat 42-18-37, long. 71-14-10. (10-16) Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80, 000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12, 500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. All rnwy widths should be corrected to indicate widths of 210' with elevated rnwy lgts 10' from usable rnwy edge. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. Standard rnwy lgts length of pavement. (2-27) Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt emerg use.. Transmissometer cmsnd. (8-19)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

★GARDNER-RADIO: Voice on 254 kc decmsnd. (12-16) Dec 4, VOR/DME shut down until approx Jan 7-conversion to VORTAC. VOR freq changed from 114.2 to 110.6 mc. (12-19)

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 25 ext unusable. Area flagged. (9-19)

**MANSFIELD ARPT: Unicom, 122.8 mc, avail. (12-9)

MARSHFIELD ARPT: Unattended. (11-29)

**MARTHA'S VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: Sept. 30, HH fac shut down until approx Jan 31 -convertion to consolan. (11-22)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern-not to be used by civil acft. (5-22)

MASSACHUSETTS: ★WORCHESTER-RADIO: Delete J fac on 254 kc. (12-16)

MICHIGAN: **ANN ARBOR MUN ARPT: Caution last 700' NW rnwy. Only 2100' SE end usable. Some bndry lgts inop due const.

BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)

BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and ngts. (8-30) Men and equip. on fld days. Trees above obstn lgts on SE edge of fld. (3-29)

BELLAIRE-ANTRIM CO ARPT: Clsd-due rnwy const. Old N/S strip on E side usable. (10-1)

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)

BOYNE CITY ARPT: 207'(1422'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 45-17-58, long. 84-51-09. (10-14)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12, 500 lbs gross and over xcpt on pilot's request. (6-27) Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)

DETROIT-METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old arpt clsd to lndgs & take-offs. Ramp and bldg const in front of and alongside main term bldg. Taxiway const left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 15. Taxiway const to right of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men & equip. on or adj to ramp and rnwys.

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)

FREELAND-TRI-CITY ARPT: 305'(915'MSL) lgtd twr being erected 9 n mi NNE(28°T) at lat 43-39-58, long. 83-59-54. (10-24)

GRAND RAPIDS-KENT COUNTY ARPT: Trees on apchs to rnwy 36L higher than obstn lgts. Unlgtd acft parked SW side of fld W intsxn rnwys 36L and 4R also just off N edge taxi ramp W admin bldg. Rnwy 18R-36L clsd ngt tfc sunset-sunrise. Overrun S end rnwy 18L-36R clsd all tfc. (12-6)

INDIAN RIVER-CAMPBELL ARPT: 308'(1174'MSL) lgtd twr being erected 5.9 n mi SE (153°T) at lat 45-19-30, long. 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution-apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

KEELER-RADIO: VOR has course deviations in all quads exceeding tolerance beyond 25 mi from station. (12-19)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi-interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) Soon, ILS glide slope will be shut down until approx. Dec 25-relctn to 400' S of centerline E/W rnwy and 1200' from apch end. (11-7) FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 and connecting taxiway. (10-8)

MT. CLEMENS-MACOMB ARPT: Caution-const W end of fld. 2200' E end rnwy 9-27 open.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' apch end rnwy 14 & for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to ngt flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

MICHIGAN: NILES-TYLER MEMORIAL ARPT: Unicom inop until approx Jan 1, 1958.(10-4)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel. (11-5)
PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.
RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)
ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)
SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45 long 83-51-45. (9-25)
SAGINAW-TRI-CITY ARPT: Caution men & equip on rnwys daylgt hrs. (9-12)
ST IGNACE-MACKINAC CO ARPT: Pilots planning winter wheel lndgs phone St Ignace 854 prior to planning flgt. (9-9)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10) All rnwys xcpt 9-27 clsd due snow. Rnwy 9-27 operative, but caution advised due snow. (12-10)
WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150'(1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr, 1958. Not mrkd, painted or lgtd. (2-1)
BACKUS ARPT: Not maintained for wheel equip acft winter months. (11-6)
✱BEMIDJI-RADIO: TVOR has voice 0515-1200; 1300-1900;2000-2315. (12-9)
BROOTEN ARPT: New arpt reported. Lat 45-30, Long 97-07; elev 1305'; 1 strip 2600', turf. No fuel or serv. (12-2)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)
✱DULUTH ARPT-TOWER: Dec 17, ILS cmsnd. Lclzr freq: 110.3 mc without voice. Ident: DLH. Lctd 1805' E of E end E/W rnwy including 1000' overrun. Apch bear: 088°. Lclzr BC unusable. Glide slope freq: 335.0 mc. Lctd 1000' from apch end of rnwy not including 1000' gravel overrun. Angle: 2.7°. MM lctd 3500' (0.66 mi) W of rnwy threshold not including 1000' overrun. Elev: 1444'MSL. OM lctd 26,400' (5.0 mi) W rnwy threshold not including overrun. Elev: 1451' MSL. (12-17)
**DULUTH ARPT: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip on fld days. Transmissometer cmsnd. (12-17)
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
FAIRBAULT ARPT: NW/SE rnwy only will be plowed winter months. (12-6)
**FAIRMONT MUN ARPT: 500'(1710'MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)
MINNEAPOLIS-ANOKA CO ARPT: Only N/S rnwy open for wheels. (12-3)
MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22) Taxi strip to NE/SW rnwy under const. NW/SE & NE/SW rnwys open for wheels. (12-3)
MINNEAPOLIS-FLYING CLOUD ARPT: Const. N/S & E/W rnwys open for wheels.(12-3)FLD: Two 263' twrs being erected 2.9 n mi N(15°T) at lat 44-52, long. 93-25. One twr completed and lgtd. Second twr not completed. (12-5)
MINNEAPOLIS-ST.PAUL INTNL (WOLD-CHAMBERLAIN) FLD: First 1000'rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance estab standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Major const SE portion fld adj to rnwy 4-22 & 11L-29R & taxiway 11R-29L; area fenced; const area & equip. hazard mrkd day & ngt. (10-10)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6) VOR radial 313° from 10 to 36 mi at MEA out of tolerance - roughness and scalloping. (12-16)
ROCHESTER-LOBB FLD: Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SW end rnwy 2-20 - unmrkd day or ngt. (4-29) Green flashing code bcn atop ctl twr inop. (12-7)
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips unable with caution. (5-7)
ST. PAUL-LAKE ELMO ARPT: NE/SW strip clsd. Only NW/SE rnwy will be plowed. (12-3)
SANDSTONE ARPT: New arpt reported. Lat 46-07, Long 92-53; elev 1088'; 1 strip, 2600' turf; no fuel or serv. (12-2)
SILVER LAKE ARPT: 319'(1329' MSL) lgtd twr being erected 17 n mi ENE(120°T) at lat 44-

Following KANSAS CITY STATELINE ARPT:
mil Grandview AFB open Vonly: (4-30)
LEBANON ARPT: N/S rnwy
Pilot's director

MINNESOTA: TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)
WILLMAR ARPT: 500'(1648'MSL) lgtd twr being erected 3.8 n mi NE (57°T) at lat 45-08-25, long. 95-00-50.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)
MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)
COLUMBUS-RADIO: About Jan 16, VOR will be cmsnd. Freq: 115.8 mc. Ident: UBS. Lctd: lat 33-29-12 long 88-30-32. Class: VORW. (11-14)
CORINTH ARPT, 7, MEM-TPA: Clsd. Const. (12-11)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mile radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 & 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No.4 for takeoff on rnwy 32 & 36.
INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR radials 330°-352° out of tolerance due to roughness. (10-2) About Feb 1, VOR will be shut down - conversion to VORTAC and relctn. During shut down, VOR flgts are authorized to JAN LFR in lieuVOR. Ints and Alts as charted. (12-18)
LAUREL ARPT: 491'(781'MSL) lgtd twr being erected 4.2 n mi NE(66°T) at lat 31-41-48, long. 89-05-50. (11-21)
MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. MEA V194 MCB-MEI remain as published. (8-23)
MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope inop until approx April 1, 1958 -relctn.
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. (7-5) Rnwy 9-27 clsd. (11-1) Men & equip. on fld days. (7-5)
NATCHEZ AIRPARK: 206'(557'MSL) lgtd twr being erected 3.2 n mi SSW(22°T) at lat 31-32-35, long. 91-25-33. (11-24)
PICAYUNE-RADIO: VOR operg test-basis only. Freq: 112.2 mc. Ident: PCU. Lctd: lat 30-33-36, long 89-43-45. Monitoring Category (1). Class: BVOR. Controlled from New Orleans ATCS. (12-3)
RIPLEY ARPT: Clsd - construction .(5-16)
MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: New Arpt reported: Lat. 38-08, long. 90-33; lctd ENE; elev 675'; 1 rnwy 2500' - turf; fuel avail. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd.FLD: 929'(1773'MSL) lgtd twr being erected 6.8 n mi NNE(35°T) at lat 38-41-28, long 92-05-43.
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)
✱KANSAS CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Dec 6, freq 124.2 and 124.8 mc cmsnd. Peripheral site: Anthony, Kans. (12-10)
KANSAS CITY ARPT-TOWER: About Jan 24, freq 122.5 mc will be decmsnd and 122.7 will be cmsnd. (12-19) FLD: Due non-visibility twr unable to ctl traffic on first 200' rnwy 21, portions of terminal ramp, all TWA ramp & warm-up block on runway 35, Rnwy 17 clsd, Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiway soft. 70' lighted tower on new building located 1300' Northeast from M
3-21, 909' MSL lgtd steel truss bridge across Missou
07, long. 94-35. Radio receiver
at North edge TW

acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for night operns. Daylgt use of fld at pilot's discretion and risk. (11-9)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

POPLAR BLUFF-FIELDS MEMORIAL ARPT: Bcn & rnwy lgts inop due const. (11-21)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev 800; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

★ST. JOSEPH-RADIO: Dec 16, VOR shut down until approx March 2, 1958 - conversion to VORTAC. Durg shutdown following temp MEA's can be utilized: V77 TOP VOR - Int. MKC R331 & R021 TOP, 2500'; Int MKC R331 and R021 TOP - LMN VOR, 2500'. V15 OMA VOR - Int. LMN R221 and OMA R144(St. Joseph Temp. Int.), 2500'; St. Joseph Temp. Int. - Camden, Mo. Int., 2800'; Camden, Mo. Int. - MKC VOR, 2400'.(12-15) Dec 12, H fac cmsnd. Freq: 411 kc. Ident: STJ. Lctd lat 39-46-27, long. 94-54-06. Class HW.(12-18)

ST. JOSEPH-ROSECRANS MEML ARPT-TOWER: April 29, ILS lclzr and glide slope shut down until approx Feb 15, 1958 - relctn of lclzr. (10-17) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260° SE from the center intsxn of the diagonals on rnwy 13, for a dist of 340' and beginning 300° SW from the center intsxn of the diagonals on rnwy 22 for a dist of 560'. (10-22) Rnwy 17-35 and 1600' apch end rnwy 22 for a dist of 560'. (10-22) Rnwy 17-35 and 1600' apch end rnwy 22 clsd - const. All const areas flagged and lgtd day and night. Caution. (9-27) Apch lgts rnwy 35 inop. (12-6)

★ST. LOUIS-LAMBERT FLD-TOWER: Dec 6, freq 119.9 mc replaced 119.5 mc.(12-17) FLD: Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution - men and equip. Shoulders soft. Rnwy apchs rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. Hi-intensity apch lgt system undergoing modernization. Number of lgts operg will varyas work

** progresses. Men & equip. both sides rnwy 6-24.(12-5) 311'(1000'MSL) lgtd twr erected 5 n mi SSW(206°T) at lat 38-40-36, long. 90-24-09. (12-3) 1152'(1649'MSL) lighted tower being erected 10.5 nautical miles SSE(169°T) at latitude 38-34-08, longitude 90-19-51. (8-30)

ST. LOUIS-PARKS METROPOLITAN ARPT - SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000'and 5 mi btwn 2500' and 5500' MSL.(4-22)

ST. LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

**ST. LOUIS-SOUTHWEST ARPT: Abandoned. (12-7)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (11-12)

VICHY-RADIO: Nov 28, VOR shut down until approx Jan 11, 1958 - conversion to VORTAC. Durg this period the following MEAs can be utilized: V14 SGF VOR to *Conway, Mo. Int. 2500' (*MRA 4700'to rcv intsxn); Conway, Mo. Int. to Int. CBI R155 and SGF R051(Vichy Temp Int.) 7800'; Vichy Temp Int. to STL VOR 4800'. When SW or NE bnd on STL VOR R229 or SGF R051 climb should be made to 7800' prior to crossing CMI R155 in order intsxn can be rcvd. V174, V14S Int. CMI R155 and TOT R241 (Vichy Temp. Int.) to Meramec, Mo. Int. 9000'; Meramec, Mo. Int. to TOY VOR 2200'. SGF VOR to VIH H fac to STL VOR 2200'; VIH H fac to TOY VOR 2200'. V-174, V-14S Vichy rdo bcn, Int STL R-214 and Vichy rdo bcn brg 060°(St. Clair, Mo. Temp Int), 2200'Temp St. Clair, Mo. Int, St. Louis, Mo. VOR, 2200'. (11-26)

MONTANA: BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340° 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)

BUTTE-RADIO: VOR/DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi, 10,500'; 20°-68°, 26 n mi, 10,500'; 68°-80°, 35 n mi, 10,500'; 80-118°, 43 n mi, 10,500'; 118°-135°, 35 n mi, 11,000'; 135°-157°, 43 n mi, 11,500'; 157°-164°, 35 n mi at 11,000';

MONTANA: 164°-176°, 26 n mi, 11,000'; 176°-198°, 17 n mi, 10,500; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi, 11,000'; 248°-264°, 26 n mi, 11,000';264°-317°, 35 n mi, 11,000'.

**CANYON CREEK-BEACON SITE 18, HLN-MSP: Decommissioned. (12-10)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flight-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTOWN-RADIO: VOR flight-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA - COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for acft over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

**REED POINT-BEACON SITE 15, HLN-MSP: Decommissioned. (12-10)

**SUTHERLAND-BEACON SITE 37, HLN-MSP: Discontinued. (12-10)

**THURLOW-BEACON SITE 32, HLN-MSP: Discontinued. (12-10)

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: BRUNING-STATE ARPT: Bcn Inop. (12-5)

CENTRAL CITY-SILVER T ARPT: Two 349'(2049'MSL) lgtd twrs being erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)

HAY SPRINGS ARPT: 583'(4578'MSL) lgtd twr being erected 2.1 n mi S(180°T) at lat 42-38-25, long. 102-42-04. (11-11)

NORTH PLATTE-RADIO: About Dec 2, VOR will be shut down until approx Feb 16, 1958 - conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V6 SNY VOR to *Int. R077 SNY and IML R335 (Ogalla Temp. Int.), 10,000' *(Descent to 6100' authorized after passing Int. W-bound). Ogalla Temp. Int. to Int. R077 SNY and IML R035 (North Platte Temp. Int.), 10,000'; North Platte Temp. Int. to GRI VOR, 10,000'. V148 IML VOR to *Int. R035 IML and R077 SNY (North Platte Temp. Int.), 10,000'; *(Descent to 4500' authorized after passing Int. SW bound). Direct Routes: SNY VOR - LBF LFR, 6100'; LBF LFR - GRI VOR, 4800'; IML VOR - LBF LFR, 4500'; SUX VOR - LBF LFR, 10,000'. (11-8)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd night opern. (9-11)

ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution. Rough spots S edge rnwy 23 from NE end to intsxn. Use center rnwy. (12-10)

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop.(11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW durg daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

NEVADA: BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
OLKO RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, NW of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'.
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'
RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbnd bearings 360°-030° due to terrain.
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel Concord, CApital 5-6611, ext 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Communs Stn, Concord Mun Arpt anytime (tel CApital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)
CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)
LEBANON ARPT: E/W rnwy not maintained winter mos. (12-12)
NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)
NEW JERSEY: **BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd during these operns. (11-11) Only 91 oct avail.(12-16)
BELMAR-MONMOUTH CO ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension suspended. (10-11)
CALDWELL-RADIO: VOR out of tolerance 071° beyond 12 n mi; 204° beyond 10 n mi; 238° 6 n mi; 259°, 10 n mi; 290°, 13 n mi; 303°, 6 n mi and 356°, 13 n mi at MOCA. Usable from 090° clockwise to 180° 32 n mi. MRA from CDW VOR to Captain Int at 5000'MSL along V251 and 8000'MSL from CDW VOR to Bellemeade Int along V3. (12-17)
FLORENCE ARPT: Clsd. (8-1)
MILLVILLE ARPT: Non-vilitary glider opern week-ends and holidays. Eng testing by acft parked N end rnwy 18, day and ngt. (1-16)
★MORRISTOWN ARPT-TOWER: Sept 26, freq 203 decmsnd. (12-10)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LFR, vcnty New York Metropolitan Area.
NEWARK-RADIO: LFR has strong multiples 3 to 4 degs SW of SE crs. Lgt multiples other courses.
NEWARK ARPT: MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45 & C-47 type acft based at Newark Arpt. ALL ACFT: Clsd to jet, motorless & fighter type acft & acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Const taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway & E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men and equip on fld. 130' cranes operg in seaport area E of north end rnwy 29. Soon as 3000' standard hi-intensity centerline apch lgts are installed, Runway 4-22 will be renamed Runway 3-21. Amber screens on

198°-215°, 3300';215°-250°, 2500';250°-105°, 2100'. (12-18) ILS lndg mins straight in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9)

**BUFFALO ARPT: Rnwy 9-27 abandoned. Use as taxiway only. (12-18)

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution-men and equip. all rnwys 0800-1600 Mon-Fri. (5-27)

EAST AURORA-PRONER ARPT: Reported abandoned. (9-6)

**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)

GLEN FALLS-WARREN CO. ARPT: 91 Oct not avail. (6-11)

HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3). (5-10) About Jan 20, VOR will be shut down until approx Feb 11-conversion to VORTAC. (12-19)

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi;75°-50°, 26 n mi at MOCA. (6-14) Nov 26, DME shut down until approx Jan 10-stn modification preparatory future VORTAC installation. About Jan 10, VOR freq will be changed from 117.2 to 115.9 mc. (12-19)

ITHACA-TOMPKINS CO ARPT: Rnwy 1-19 clsd to all tfc. Acft may cintact MOH on 129.7, 130.0; ELM twr; or ELM rdo for lndg info. (12-5)

LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)

MASSENA-RADIO: Sept. 19, J fac temp converted to BMH, indef. Freq: 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-54-30. (10-24)

MIDDLETOWN-RANDALL ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'. (8-29)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas there to below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International(Idlewild) Arpt; La Guardia Fld, N.Y., and Newark Arpt, N.J.

NEW YORK INTNL(IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft en route Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR holding E one min left turn pattern, Lido rng in lieu of Long Beach and Scotland rdo bcn.

NEW YORK INTNL(IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500';230°-
** 055°, 2000' at 40 n mi. (9-9) FLD: Lndgs and tk-offs prohibited unless acft equip. with functioning 2-way rdo, capable of direct 2-way commun with ctl twr. Clsd to fighter type, motorless and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution-use paved surfaces only. Rnwy 1L-19R, 1R-19L and 7L-25R perm clsd for lndgs and tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is hithest arpt structure. Caution-taxi A-acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry-mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. Amber lenses installed on last 2000' rnwys 4-22, 7R-25L, 13R-31L, and 13L-31R. (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft en route to LaGuardia Fld will be holding SE one min. left turn pattern in lieu of the Oradell Holding Pattern. (9-24) VOR rcvr check point signal 108.6 mc shut down. (11-5)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc
** regardless of weather. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high goverment officials. Lndgs and tk-offs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Caution-use paved surface only. Sod areas unsuitable for acft operns. Amber lenses have been installed on last 2000' of rnwys, 4, 22, 13, & 31. Bi-directional lgts have been installed at apch end of rnwy 22 at a distance of 25'. Run-up pads adj to SE side taxiways Nos 1 & 9, also additional acft tie-down areas N and S of rnwy 9 cmsnd. (12-3)

NEW YORK-STATEN ISLAND ARPT: No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution-ship tfc in area. (9-27)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHR/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000';280°-310°, 35 n mi at 4700';310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position acft shall let down to pat alt. (10-31)

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: Soon, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB and Oneida Co. Arpt.

SCHENECTADY CO ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879'MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities available. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylgt hours. (10-22)

★UTICA-ONEIDA CO ARPT-TOWER: Dec 10, trans and rcvr 348.6 mc cmsnd.

★WATERTOWN-RADIO: Dec 12, VOR freq changed from 116.1 mc to 108.6 mc.

WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes. (10-25)

WESTHAMPTON BEACH-SUFFOLK CO AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" closed. (10-21)

NEW YORK: WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ASHEVILLE-RADIO: About Jan 10, 1958, VOR will be shut down until approx. April 10-conversion to VORTAC. During shutdown, following temp MEAs will apply: V35 and V53 Roan Mountain Int to AVL via TRI VOR radial 187° and 100° bearing AVL Rbn, 8500'; V53 SPA to AVL via SPA radial 324° and 100° bearing AVL rbn, 6000'; V35 Clemson Int to AVL via RYN VOR radial 033° and 100° bearing AVL Rbn, 6000'; V185W unusable Tigersville Int to AVL; V185 Piedmont Int to AVL VOR unusable. V185E Ottway Int to AVL VOR unusable. CLT-AVL direct route redesignated CLT LFR-AVL Rbn.

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

ELIZABETH CITY-RADIO: VOR/DME operg test basis-relctd to lat 36-15-27, long. 76-10-33. (9-25)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

KINSTON-STALLINGS FLD: Lgts avail on prior request only. (12-11)

LAURINSBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW;elev 220'; number of rnwys 1; longest rnwy 6500'; remarks-use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution-vehicular parking and tfc W ramp. (1-10)

LUMBERTON-RADIO: Pilots are requested to contact Fayetteville rdo when reporting over LBT or SOP. (12-1)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi;230°-310°, 26 n mi;310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800'MSL, V194 RDU-CVI 3000'MSL, V128 RDU-LaGrange 3500'MSL, V3 RDU-LBT H fac 3300'MSL, V3W RDU-SOP 3000'MSL, V194 RDU-Norwood 4000'MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above.

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

RICH SQUARE ARPT: New arpt reported; 36-15N, 77-17W;elev 78';1 strip, turf, 2900', NW/SE; no facs; P-line NW. (10-7)

**SALISBURY-ROWAN CO ARPT: Name change. Formerly carried as Salisbury Mun. (12-10) Const. Clsd xcpt with prior approval during daylgt hrs. (9-12)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 & 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)

WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: DICKINSON-RADIO: Oct 29, VOR/DME shut down until approx Jan 15-conversion to VORTAC. (12-12) Durg this period, the following MEAs can be utilized: Direct Routes: MLS VOR to BIS VOR, 10,000'; MLS VOR to DIK LF RNG, 4500'; DIK LF rng to BIS VOR, 4100'.

FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.

★FARGO-HECTOR FLD-TOWER: Dec 16, CAA twr cmsnd. Freq: 278.1;118.3, 257.8, 348.6 Gds: 3023.5;118.3, 122.5, 257.8, 348.6. Hrs opern: 0700-2300. ATCS oper cont. Combined stn/twr fac. Trans and rcvs 121.9 for ctl mobile gnd tfc. Class: C(g). (12-16) Oct 7, ILS glide slope and MM inop-relctn. (12-16) FLD: Hi-intensity configuration B apch lgt system cmsnd. Length 1500'. (12-18)

LANGDON ARPT: Caution-NW/SE rnwy rough&under const. Parallel strip usable. (12-12)

MINOT INTNL ARPT: 1053'(3123'MSL) lgtd twr being erected 12.1 n mi S(191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440'(2200'MSL) lgtd twr being erected 2 n mi SSW(222°T) at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT-TOWER: About Jan 14, VHF/DF and UHF/DF services will be discontd. (12-17) FLD: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36. (12-4)

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Clsd. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P", 40-30N, 82-52W; lctd 1.5 ENE;elev 1030'; 1 rnwy-2000' x 100' (sod); 80-87 oct gas; remarks-wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900';100°-145°, 35 n mi at 2500';170°-190°, 35 n mi at 2500';245°-310°, 35 n mi at 2000';310°-060°, not checked.

** CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF cover 50°-180°, 2500';180°-50°, 3000' at 40 mi. FLD: Rnwy 14-32 restricted to NW tk-offs & SE lndgs. Rnwy 9L-27R open & normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Left hand Neon and flash blaze apch lgt system serving rnwy 5L decmsnd. Standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5L cmsnd. Unlgtd obstn in apch zone protruding above apch lgts as follows: 20' above between end of rnwy & 1000' marker crossbar; 40' between 1000' marker crossbar & 2000' from end of runway; 60' between 2000' and 3000' from end of runway. P-line 1300' from end of rnwy & 500' SE 40' above apch lgts. Security lgts along fence 400' from end of rnwy & 400' SE, 23' above lgts. (12-11)

**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 & proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V128; thence E along the N bndry of Arwy V128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V38; NW along SW bndry V38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5,000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const. E/W rnwy clsd. Hvy equip. crossing rnwys. (12-11)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules-Take-offs: Rnwy 27- turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 -turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone-maximum airspeed 250 knots. Maintain 2000'MSL until on base leg for lndg apch. VFR Multi-engine Rules-Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due non-visibility twr unable ctl tfc on E taxi strip btwn hangars 1 & 4. Excavation 2' deep 150' wide in extension N taxiway btwn 6500'-8000' mark. Men & equip. working 0700-1700 daily. Men & equip. also working 30' N of rnwy 12-30 0730-1600E. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 &18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "T" approx 75' N of intsxn with rnwy 12-30.

OHIO: COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)
DAYTON ARPT-TOWER: ILS glide slope, MM and LMM shut down until approx Dec 24 - relctn, acct extension rnwy 6. Glide slope will be relctd 1050' NE of SW end extended rnwy and 400' NW centerline. MM and LMM will be relctd centerline 3540' SW of SW end extended rnwy. Glide slope angle will be 2.6°. Alt over MM 1210' MSL; over OM 2040' MSL. (12-2) FLD: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. No grass operns. Rdo rcvr rqrd. Due to non-visibility, twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxistrip. That portion of rnwy 6-24 SW of row of red lgts clsd. (8-26) Rnwy 6-24 being extended 1000' SW end and 500' NE end; total length to be 7000'. Neon apch lgt lane shut down until approx Dec 24 for relocation to rnwy 6 & conversion to standard 3000' hi-intensity centerline configuration A apch lgt system. (11-29) Unlgtd obsts from 40' to 60' protruding above apch lgts within apch zone rnwy 6. (12-19)
DAYTON-PATTERSON/WRITHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°. USAF LFR class change: SMRAZ. (12-17)
**DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy perm clsd.
FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)
GALION-CRESTLINE ARPT: N/S rnwy clsd. (12-12)
GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)
HAMILTON ARPT: W end E/W rnwy being extended. (6-28)
JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) May 10, VOR monitor. category temp changed to (3). (5-10)
LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet. (8-8)
MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)
MARION ARPT: Due repair, overhaul and new const on rnwy lgtg system, all acft stay on hard surface at all times. Holes of various depths on each side of all hard surfaces. (3-15) All fld lgts and bcn inoperative. Fld clsd between sunset-sunrise. (8-14)
MIDDLETOWN-RADIO: June 6, H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54 long. 84-26-52. Class: MHW (6-6)
MT VERNON-WYNKOOP ARPT: Caution. Paved automobile race strip 1/2 mi NW of arpt. Unsafe for acft opern. (11-22)
NAVARRE-RADIO: Dec 4, VOR test-site, experimental basis. Freq 109.0 mc. Ident: CAK. Lctd: lat 40-44-24, long 81-25-50. (12-4)
*NEWCOMERSTOWN-RADIO: Dec 15, VOR operating on test basis. Freq: 101.8 mc. Ident: CMS. Lctd lat 40-13-51, long. 81-28-34. Class: VORW.
PORT CLINTON ARPT: Men & equip. on fld. N end N/S rnwy unusable. Contact fld unicom for conditions prior lndg. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)
PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to tak-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)
**SHELBY-AMERICAN TOWER COMPANY ARPT: Name change. Formerly carried as Shelby Airstrip. (3-18)
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Rnwy 7-25 usable length 6050'. 850' extension NE end and adjacent taxiway opened and lgtd. 950' extension SW end not yet opened. (11-20)
TOLEDO MUN ARPT: Use arwys and taxiways only. Areas adj rnwy plowed. (5-14)
WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) About Dec 2 VOR/DME will be shut down until approx Dec 23 - conversion to VORTAC. (11-8) Durg this period, arwy structure chgs listed on page 5.
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (12-13)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-35) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on Section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
BEAVER CITY ARPT: Clsd due men & equip. on fld and rnwys unsafe. (7-10)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1000' NW end NW/SE rnwy clsd. 3500' avail. (12-18)

[redacted]: GAGE-RADIO: About Dec 27, VOR will be shut down until approx Mar 11, 1958 - conversion to VORTAC. (9-23) Durg shutdown VOR figts will be authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG) 11,000'. (11-21)
GAGE ARPT. 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
McALESTER-RADIO: VOR shut down until approx Feb 1, 1958 - conversion to VORTAC. (9-23) Durg this period V63 to Bunch Int unusable. (11-29)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S and of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (12-18) Bcn inop.
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)
**OKLAHOMA CITY-TULAKES ARPT: Unicom, 122.8 mc, avail. (12-13)
OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429' MSL) water tank being constructed W side of fld (lat 35-24-04, long 97-36-58). Mrkd and lgtd. (9-13)
PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd for drag racing. Use N/S rnwy. (10-21)
PONCA CITY-RADIO: About Mar 1, VOR will be shut down - modification. During shutdown VOR figts authorized to utilize PNC rdo bcn in lieu of VOR on all arwys. Bears and MEAs used shall remain as charted. MEA for VOR-equipped acft on V-74 from TUL to ANY 3500' V-77 OKC to ICT 7000'. (12-13)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: DME coverage 43 n mi throughout 360° at 2800' MSL. (5-20) Dec 9, VOR shut down until approx Mar 9, 1958 - conversion to VORTAC. (12-9) During shutdown, figts authorized to utilize LFR fac in lieu of VOR on all arwys except V-14N OKC-TUL and V-140 Crescent Int. to Tulsa unusable. Bearings and MEA's remain as charted except bearings from LFR to following intsxns: Adair 054°, Pryor 081°, Wagoner 110°, Mazie 110°, Shell Lake 247°, Sand Springs 225°, Mounds 194°, Sapulpa 211°, Drumright 233°, Yale 250°, College 041°. MEA for VOR equipped acft V-14, 7500'. MEA for V-74, 7500'.
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multiengine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. (11-26)
**TULSA-NORTH ARPT: Use N/S rnwy only - hard surfaced 3000' x 60'. (12-13)
OREGON: ALBANY ARPT: Caution - N/S rnwy surfaced with fresh loose gravel. Use at own risk. Hangers & buildings being moved E to edge of sod strip. (12-12)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVERTON-BERNARD ARPT: Road const N end of rnwy. Hvy equip in motion. (11-6)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Numbers and other markings not painted on rnwy 16-34. No warm-up apron at N end or taxiway to N end rnwy 16-34. Soft shoulders at ends and both sides rnwy 16-34. (11-6) Rnwy lgts & apch lgts rnwy 16-34 not installed. (11-20)
HAINES-BEACON SITE 42, SLC-PDT: Inop. (11-21)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flight-checked for en route Victor Airways and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)

[redacted]: NEWPORT ARPT: Severe washout on arpt surface - lctd 21'W of ctr intsxn, max depth 100'. (7-26)

NORTH BEND-RADIO: The following radials are beyond tolerance: 003° at 30 n mi 6000'; 21° at 21 n mi 5000'; 162° at 23 n mi 6400'; 344° at 25 n mi 4500'; coverage 360°-10°, 40 n mi at 7500'; 10°-45°, 40 n mi - 6000'; 45°-75°, 40 n mi - 6500'; 75°-110° - 40 n mi - 6000'; 110°-185°, 40 n mi - 8000'; 185°-340° over Pacific Ocean; 340°-360°, 40 n mi - 6000'. (11-23)

PENDLETON ARPT: 108' test twr - lgtd and painted - erected SW corner arpt. Guide wires extend in 4 directions at 1:1 ratio. (6-7)

PORTLAND INTNL ARPT: S portion of east N/S taxiway striped, not lgtd. (11-25)

PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently.

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt - checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi 7500'; 80°-110°, 32 n mi 9000'; 228°-231°, 35 n mi 11,000'; 235°-240°, 35 n mi at 11,000'; 352°-354°, 35 n mi at 7500'. (10-28)

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev: 4475'; 1 rnwy; 3200' gravel; remarks - caution - fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES-RADIO: About Jan 20, VOR will be shut down until approx Feb 18, 1958 - conversion to VORTAC. Following V[illegible] arwys unusable during IFR; V112 PDX-PDT, V182 PDX-BKE, V25 YKM-RDM, V25E YKM-DLS. (11-27)

**WILBUR-BEACON SITE 41B, SFO-SEA[illegible] Perm discontinued. (12-9)

[redacted]: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from bndry entire fld. Not mrkd. Use rnwys only. (8-19)

BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men and equip on fld. (9-17)

BRADFORD-HARRI-EMERY ARPT: Clsd due snow and soft fld conditions. (12-2)

BRISTOL-3M ARPT: Caution - const equip on S apch N/S rnwy - hazardous. (12-16)

BUTLER-RADIO: H fac usable dist 17 n mi to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.

DOWNINGTON ARPT: New arpt reported: 39-58N, 75-43W; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; attended week ends only. Limited services. (12-11)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT-TOWER: About Dec 17, CAA ctl twr will be cmsnd. Trans: 278 kc 124.1, 121.5, 243.0, rcvs 3023.5, 122.5. Trans and rcvs 121.9 for ctl mobile gnd tfc. Class: C(g). (11-21) FLD: Sod area N of intsxn rnwy 2-20 and 10-28 clsd- const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)

FREEPORT-MCVILLE ARPT: New arpt reported. lctd 7 mi NE. Lat 40-44, long. 79-36; 2 strips, turf, N/S 1550', [illegible] E/W 1500'; 80-87 oct fuel avail. (11-14)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

★HARRISBURG-STATE ARPT-TOWER: Dec 10, trans and rcvr 119.9 mc cmsnd. FLD: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

[redacted]: LEESPORT-MARELLO ARPT: Clsd. (11-1)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

NEW LONDON ARPT: New arpt reported 39-47N, 75-53W; lctd 1/4 mi NW; 1 rnwy - 2550'; S5 facs; Fl fuel. (9-20)

PHILADELPHIA INTNL ARPT TOWER: VHF/DF coverage at 40 mi from stn 10° clockwise to 50°, 2000'; 50°-130°, 1800'; 130°-170°, 2000'; 170°-260°, 1800'; 260°-300°, 2000'; 300°-10°, 2500'. FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail, load and unload stops at Pier C only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Exten const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp and rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men and equipment on fld daily. (9-13) 1116' (1364'MSL) lgtd twr being erected 11 n mi WSW (257°T) at lat 40-02-38, long. 75-14-26. (9-13)

PHILIPSBURG-RADIO: About Feb 1, TACAN will be cmsnd. (12-19)

PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long. 78-15; 1 strip, shale, E/W, 3650'. Fuel avail. (11-14)

PITTSBURGH-ALLEGHENY CO. ARPT: Rnwy 12-30 - double yellow line along SW side indicated the edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards around fld bndry are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Windsock located SE corner of fld E of apch end rnwy 30. Due non-visibility twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas.

**PITTSBURGH-ALLEGHENY CO. ARPT: 842' (2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17, (7-17)

★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi. FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not lnd short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700'MSL. Rnwy dist mrkrs installed on rnwys 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3; facs; Fl fuel. (9-20)

PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

★READING-GENERAL SPAATZ FLD-TOWER: Nov 27, ILS LOM freq 230 kc chgd to 251 kc. FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINGSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported: 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; Fl fuel. (7-19)

SOMERSET-COUNTY ARPT: Clsd. Men and equip on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down. (10-17)

WEST CHESTER-RADIO: Oct 7, VOR/DME shut down until approx Dec 22 - modification and freq change from 112.3 to 108.6 mc. (11-22)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANA ARPT: New arpt reported, lat 41-13, long. 77-05; lctd 3.5 mi W; elev 538'; one strip, sod 2500'; major repairs, F2 fuel avail. (10-15)

YARDLEY RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPE-TASA ARPT: New arpt reported: 40-48N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; Fl fuel. (7-19)

RHODE ISLAND: PROVIDENCE-RADIO: Nov 15, VOR operg test-basis. Freq: 110.2 mc. Ident: PVD. Lctd lat 41-43-27, long. 71-25-40. Class: VORW. (11-15)

PROVIDENCE-GREEN ARPT: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: ALLENDALE-RADIO: VOR radials 165° clockwise to 189° out of tolerance - scalloping. (11-22)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR/DME shut down. Durg shutdown the following temp flight opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 North Int CHS-LFR 5000'; Jamestown Int FLO 183, MYR 236; Lake Moultrie Int FLO 198, MYR 247; Holly Hill Int CAE 138, ALD 075 Flag MRA 2000, St. George Int ALD 81, CAE 144 Flag MRA 2000. Following Intsxns unusable: Bull Point, Isle of Palms Tybee and Azalea. (10-21)

CHARLESTON AFB/MUN ARPT-TOWER: ILS MM and LMM will be shut down - relctn. (11-6) ILS lclzr back course unusable. (9-6) FLD: Men & equip installing taxiway lgtg in close proximity to all taxiways. Open ditches mrkd days lgtd nights. Sections of taxiways clsd for short periods durg const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. (5-21) Rnwy 15-33 clsd. Rnwy 3-21 will remain open durg this period. (11-2)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 265° out of tolerance - roughness and bends.

**GEORGETOWN-COUNTY ARPT: Bcn, obstn, all lndg area lgts inop. (5-9)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flight in proximity of Donaldson AFB. (6-6)

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys. (6-14)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flight-checked. (10-9)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs. 200' N end N/S rnwy clsd to all operns. (7-3)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY-RADIO: LFR flgt-checked, all courses correctly aligned.

RAPID CITY ARPT: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-RADIO: VOR shut down until approx January 2, 1958 - conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V15 HON VOR - Int. HON R115 and SUX R335 (Sioux Falls Temp Int.), 7000'; Sioux Falls Temp. Int. - SUX VOR, 7000'. V181 ATY VOR - Oakwood, S. Dak. Int., 3000'; Oakwood, S. Dak. Int. -Int. ATY R160 and HON R115(FSD Temp. Int.), 7000'; V80 RWF VOR - Int. RWF R228 and SUX R335(Sioux Falls Temp Int.), 7000'. Direct Routes: HON VOR - FSD LFR, 3000'; FSD LFR - SUX VOR, 3000'; FSD LFR - RWF VOR, 3000'; ATY VOR - FSD LFR, 3000'. (11-18)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

WATERTOWN ARPT: 310'(2209'MSL) lgtd twr being erected 27.8 n mi WSW(265°T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flight on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flight identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld durg daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

DYERSBURG-RADIO: About Jan 8, VOR will be shut down until approx March 23, 1958 - conversion to VORTAC. Durg this period H fac may be substituted and the following MEAs will apply: V140 DYR MH to ARG VOR as charted. DYR MH to Milan Int. as charted, Milan Int. to McEwen Int. 7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints. (12-4)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis only. (10-22) FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS ARPT: Caution. Const. Resurfacing rnwy 9-27. Portions of rnwy and occasionally entire rnwy will be clsd. (11-25) 200'(474'MSL) lgtd twr being erected 5.3 n mi ENE (78°T) at lat 35-04-31, long. 89-52-37. (11-16)

MORRISTOWN-MURRELL ARPT: 263'(1552'MSL) lgtd twr being erected 4 n mi NE(63°T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V-140 BNA VOR to Hartsville Int MEA 3400'; V-16 BNA VOR to Murfreesboro Int MEA 4000'; Murfreesboro Int direct Woodbury Int MEA 5000'; Woodbury Int direct Walling Int MEA 5000'; Walling Int direct Winesap Int MEA 5000'; Winesap Int direct CSV VOR MEA 5000'; Woodbury Int designated as CSV 274/CHA 320M; Walling Int CSV 274/CHA 331M; Winesap Int CSV 274/CHA 355M. (11-23)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd. (12-18)

**PARIS-HENRY CO. ARPT: Unicom, 122.8 mc, avail. (12-12)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

**UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400' MSL. Will be mrkd & lgtd. (9-25) Unicom, 122.8 mc avail. (12-12)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Rnwy lgts inop. (10-22)

AMARILLO-SPECIAL NOTICE: Avoid flight over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S. F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) About January 13, ILS glide path and MM will be shut down until approx

** January, 1959. (12-5) FLD: 465'(4044'MSL)lighted tower erected 9.5 n m WNW(269°T) at lat 35-17-33, long. 101-50-48; hgt. being increased to 722' AGL(4295'MSL) (11-14) 834'(4295'MSL) lighted tower being erected 8.8 n mi WNW(308°T) at latitude 35-18-55, longitude 101-50-03. (10-31)

✱ AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: RAPCON cmsnd. Departure Control inaugurated. Freq: 272; 118.3, 119.1, 121.5, 121.9, 124.9, 125.1, 126.18, 243.0, 257.8, 270.6, 275.8, 289.4, 335.8, 363.8. Gds: 3025.5; 122.5, 122.7. (12-10) About January 18, arrival control will be implemented. (12-18)

AUSTIN-MUELLER ARPT-TOWER: Dec 10, ILS glide slope shut down until approx January 19, 1958 - relctn. (12-10) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point nights. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts - intensive jet trng.

BROWNSVILLE-RADIO: Nov. 14, VOR shut down until approx January 13, 1958-modernization. (11-14)

**BROWNWOOD ARPT: 549'(2049'MSL) lighted tower erected 4.8 n mi SSW(214°T) at lat 31-43-33, long. 90-00-45. (5-3)

TEXAS: COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi 2000'; 95°-110°, 35 n mi 2000'; 110°-135°, 35 n mi 1600'; 135°-165°, 35 n mi 2000'. (2-6)
CORPUS CHRISTI-RADIO: About Feb 17, VOR will be shut down - modification, during shutdown, following temp MEAs established: V20 ALI-PSX 4000'; V68 Kingsville .Int to CRP and CRP to to Int of V68 and V163 unusable. (12-4)
DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°-345° out of tolerance - severe scalloping. (11-19)
DALLAS-ADDISON ARPT: New arpt reported, 32-58N, 96-49W; elev: 644'; rnwys 2, longest 4500' asphalt surface; fuel - F4; facs: S5; lighting BL4; attended 24 hrs. (9-8)
DALLAS-LOVE FLD: Acft arriving or passing within 5 mi at 3000'MSL or below, make initial ctc with Dallas Apch Ctl on 121.1 or 307.2 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. Formation take-off not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at altitudes of 2000' or less. Extensive ditching, grading and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. Ctc control twr for detailed taxi instructions. (11-14)
ELDORADO-BRUTON ARPT: 310' (2828'MSL) lgtd twr being erected 4 n mi NNW (338°T) at lat 30-57-50, long. 100-48-45. (12-1)
EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000'MSL or 1000' above terrain; lgt acft no higher than 4500'MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22, and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-off prohibited. Turn on lndg lgts 5 mi out, during darkness.
★EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: Dec 10, RAPCON cmsnd. Trans and rcvg: 118.1, 118.7, 119.1, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8 mc. Trans only: 114.5; rcvg only: 122.7, 3023.5 kc IFF operg but not cmsnd. (11-1)
FALFURRIAS-BROOKS CO. ARPT: 268' (298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)
FT STOCKTON-RADIO: Nov 22, VOR shut down until approx Feb 22, 1958, conversion to VORTAC. (11-21) During shutdown, following arwys unusable: V198 Rock springs to Hudspeth; V211 Rocksprings to Ft Stockton; V222 Junction to Culberson. (11-16)
FT WORTH-CARTER FLD: Paving equip operg in rnwy extension area SE of rnwy 13-31. Rnwy will be clsd to NW lndg periodically when equip is adj to rnwy end. (12-2)
FT WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Jan 10. (12-12)
FT WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.
**GALVESTON ARPT: Unicom unavail. (12-17)
GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men and equip working during daylgt hrs. Non-rdo equipped acf use extreme caution and abide by ctl twr lgt signals. Ngt lndg not advisable. (8-13)
**GUADALUPE PASS-BEACON SITE 9, ELP-FTW: Arwy bcn changed to 36", 6 RPM, red & clear. (12-10)
**HARLINGEN-HARVEY RICHARDS ARPT: 994' (1049'MSL) lgtd twr erected 5 n mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)
HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays, xcpt emerg or prior approval. approval obtained during normal duty hrs or by letter. (1-23)
HOUSTON-CLOVER ARPT: Caution on lndg and take-off. 80' (AGL) oil derricks erected on

TEXAS: arpt and adj to bndrys. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (11-30)
HOUSTON-INTNL ARPT: Tetrahedron replaced by lgtd wind sock-lctd at former tetrahedron lctn. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-off to E only, no lndg. (3-11)
JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KERMIT-ROBINSON ARPT: Clsd due to oil well drilling. (9-6)
LA GRANGE-GUENTHER FLD: N/S rnwy clsd. Use rnwy 15-33 only. Use taxi strip to hangar. (11-20)
LAMESA-ADOCK ARPT: New arpt reported: 32-48N, 101-36W; lctd 5 mi NNE; elev: 3050' 1 strip N/S 2000'; Fl fuel. (8-27)
LAMESA-JOHNSON ARPT: New arpt reported: lctd 1 mi N; 2 strips, N/S 2640', E/W 1620'; 91 oct fuel. (10-7)
LAPORTE ARPT: NW/SE rnwy clsd. Const. (10-30)
LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on crs. (8-3)
LEONA-RADIO: Caution when using VOR radials 35 mi N, due to severe scalloping. (11-19)
LEVELLAND ARPT: 388' (3958' MSL) lgtd twr being erected 3.5 n mi NNW (337°T) at lat 33-36-11, long. 102-24-05. (10-16)
LOMETA-RADIO: About Feb 17, VOR will be shut down - conversion to VORTAC. During shut down: V-163 Spring Branch Int to Mill Int, V-163 Lometa to Fredericksburg Int unusable. Kingsland Int and Marble Falls Int unusable. Llano Int redesignated as AUS VOR 284 and JCT VOR 072 MRA 5000'. MRA Llano Int to Lake Travis Int 3800' E bound, 5000' W bound. (12-9)
LONGVIEW-GREGG CO ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)
LUBBOCK ARPT-TOWER: ILS glide slope, MM, LMM shut down until approx Jan 1 - relctn. (12-4) FLD: S 6300' of rnwy 17-35 open and lgtd. N 2200' including 2000' of new extension clsd. New taxiway to rnwy 17 clsd. Men and equip in clsd area. E ramp clsd until approx Apr 1, 1958. W 300' open as taxiway. (12-11)
LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500', 25 n mi. (5-8)
LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)
MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg 122.1, 126.7, 135.9, 255.4 mc.
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sun. Fld will be clsd by a white X both ends of strip. Acft desiring to lnd circle fld and fld will be opened as acft will be given priority. (4-17)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd to take-off and lndg. (11-26) About Jan 1, 1958, 150' (276'MSL) lgtd stack will be erected 9.2 n mi W (282°T) at lat 26-13-00, long. 98-24-30. (12-18)
MIAMI-CLARK ARPT: New arpt reported, lat 35-45, long. 100-45; lctd 10 mi NW; elev 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MINERAL WELLS-RADIO: Dec 4, VOR/DME shut down until approx Mar 4, 1958, conversion to VORTAC. (12-4) During shutdown, flgts authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int - MWL H fac by MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int by ABI 055; to MWL H fac by MWL 262; to HTT fac by MWL 062; to McKinney Int by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int by ABI 085; to MWL H fac by MWL 231; to Russell Int by MWL 091. Intsxn as follows: For Breckenridge Int use radials ABI VOR 055, MWL H 262; Russell Int use MWL H 091 FTW ILS; Mill Int use ACT VOR 306, BRT VOR 255; Cisco Int use ABI VOR 085, MWL H 231, Newark Int use FTW VOR 128, MWL H 059, Lake Worth Int use FTW VOR 149, DAL VOR 257, Saginaw Int use DAL VOR 257, FTW ILS; Chapel Int use MWL H 332, FTW VOR 239; Haslet Int use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)
MUNDAY-LEFLAR ARPT: 433' (1939'MSL) lgtd twr being erected 9.8 n mi WSW (258°T) at lat 33-25-00, long. 99-48-16. (10-21)

TEXAS: **ODESSA-ECTOR CO. ARPT: Rnwy 7-25 clsd. (12-18) 500' (3444'MSL) lgtd twr erected 5.5 n mi SSW (220°T) at lat 31-50-50, long. 102-27-15. (9-19) 268' (3374' MSL) lgtd twr being erected 12.1 n mi SW (227°T) at lat 31-46-45, lohg. 102-33-32. (11-14) 394' (3294'MSL) lgtd twr being erected 4 n mi SE (137°T) at lat 31-51-40, long. 102-19-42.

ORANGE-BROWN ARPT: 767' (787'MSL) lgtd twr being erected 10 mi WNW (297°T) at lat 30-08-59, long. 93-58-54. (10-3)

PALACIOS ARPT: 150' AGL oil derrick being erected NE corner arpt. Lgtd at ngt. (11-15)

PORTLAND-HUNT ARPT: 172' MSL lgtd drilling derrick being erected 5 n mi ESE (113°T) at lat 27-51-46, long. 97-15-41. (9-18)

PORT LAVACA-PEIKERT ARPT: 153' (169'MSL) lgtd twr being erected 1.2 n mi ENE (69°T) at lat 28-36-43, long. 96-37-22. (12-7)

RAYMONDVILLE-FOX ARPT: 286' (301'MSL) lgtd twr being erected 4.5 n mi SSE (177°T) at lat 26-24-13, long. 97-47-32. (10-26)

ROCKPORT-ARANSAS CO ARPT: Caution - oil drilling operns structrues are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: VOR radials 25° clockwise 045° unusable beyond 35 n mi. DME unusable 025°-045° beyond 35 n mi at MEA 10,800'. Soon all voice trans and rcvg channels will be shutdown for about 5 days. Concurrently voice trans on LFR and VOR rngs permanently discntd. (12-18)

SAN ANGELO-MATHIS FLD: 133' temp lgtd drilling derrick erected 2 mi ENE. (11-2 (11-13) 131' temp lgtd drilling derrick erected 2-1/3 mi NE. (11-31)

SAN ANTONIO-RADIO: Nov 25, VOR shut down until approx Feb 25, 1958, conversion to VORTAC. (11-26) During shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163, direct to next VOR; V163W, V222 SAT LFR 328 to Fredericksburg; V163 SAT N crs and MTA 163 to MTA VOR; V17W SAT N crs to Spring Branch Int; V222 SAT LFR direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LFR 158 and CRP 312. MEA remain as charted. Reporting points remain as usable with following substitution. Blanco Int SAT LFR 188 bearing and AUS VOR 228, Sattler and Kyle Ints use SAT LFR direct. CMK rbn crs use CMK rbn for Bergstrom Int. (11-7)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHERMAN ARPT: 316' (1060'MSL) lgtd twr being erected 8 n mi NNE (35°T) at lat 33-44-23, long. 96-29-56. (10-29)

SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted and lgtd. (10-8)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LFR.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev: 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

★WACO ARPT-TOWER: Dec 13, trans and rcvr 255.4 mc cmsnd. FLD: Caution - men and equip on fld 0800-1700C every Fri. (7-31)

WEATHERFORD-GAARE ARPT: Clsd. (11-28)

WICHITA FALLS-GILCHRIST ARPT: E/W rnwy clsd. Oil wells and tanks on each end.

WICHITA FALLS-SHEPPARD AFB: 2-way rdo required. (10-25)

UTAH: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys and taxiways. (10-15)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN RADIO: VOR usable dist at min IFR terrain clearance alt 280°-300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Oct 22, VOR shut down until approx Feb 15, 1958 - conversion to VORTAC. During this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (10-22)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY RADIO: VOR crs scalloping prevalent btwn 290°-350°. Coverage this area 17 n mi at 6500'MSL; 30 n mi at 11,000'MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000'MSL; 340°-20°, 26 n mi at 12,000'MSL. (8-10)

UTAH: SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355°-95° and 185°-235° from stn unreliable below 15,000'MSL. Area 95°-135° from stn unreliable all alt. Jan 6 until approx Jan 23, radar departure ctl will be inop. (12-13)

UTAH LAKE-RADIO: VOR usable dist at 14,000'MSL from 010°-040°, 35 n mi; 40°-50°, 30 n mi; 50°-85°, 40 n mi at 13,000'MSL from 145°-155°, 35 n mi and 275°-295°, 30 n mi. Crs roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail by calling Vt Aero Comm (tel CApital 3-2311, ext 808) 0830-1630, Mon-Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel CApital 3-2376). Acft in flgt call Montpelier Rdo.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbnd headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbnd headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VERGENNES-BASIN HARBOR ARPT: New arpt reported, lctd 5 mi WNW; elev 130'; 1 strip 1900'; p-line N. (10-25)

VIRGINIA: BLACKSTONE(CAMP PICKET)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21, 12-30 and 8-26 clsd and mrkd with white X. (10-16)

BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

**CHESAPEAKE BAY-SPECIAL NOTICE: Effect. Dec 19, 1957, the controlled firing area reestablished as follows: beginning at lat 37-46-39, long. 75-57-43, thence to lat 37-43-42, long. 75-55-30; lat 37-27-00, long. 76-02-48; lat 37-27-00, long. 76-08-00; lat 37-33-00, long. 76-08-34; lat 37-33-00, long. 76-03-55; lat 37-43-33, long. 76-00-45, thence along the circumference of the Tangier Island restricted area R-88 5 n mi radius to point of beginning at lat 37-46-39, long. 75-57-43. Designated alts: Surface to 30,000'. Activities conducted: Anti-acft firing at towed targets, surface gunnery and ship exercises. Time of use: Daylgt and darkness, 7 days a week, VFR or better wea conditions. Controlling Agency: Virginia Capes Operating Area Coordinator NOB, Norfolk, Va. (5-22)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long. 77-01, lctd 3 mi SW, elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 oct. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all alts all times.

FLAT ROCK-RADIO: Oct 31, VOR/DME shut down until approx Feb 1, 1958 - conversion to VORTAC.

FREDRICKSBURG-SHANNON ARPT: Ngt opern prior req basis only. (10-24)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and rngs controlled from Martinsburg, W. Va. (7-25)

FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men and equip on fld. (10-25)

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA, NE quad. (6-14) About Jan 20, VOR will be shut down until approx Feb 10 - conversion to VORTAC. (12-12) See page 8 for temp MEAs during shut down.

HOT SPRINGS-INGALLS FLD: Clsd until approx Apr 15, 1958. Use in emerg only. (11-20)

INDEPENDENCE-COX ARPT: Clsd. (7-1)

LANGELY AIR FORCE BASE: Lndg and take-off prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not lnd short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

★LYNCHBURG-PRESTON GLEN ARPT-TOWER: Dec 17, CAA ctl twr cmsnd. Freq: 287 kc. 118.7, mc. Glds: 122.5 mc. Freq 121.9 mc for ctl of gnd tfc. Hrs opern: 0800-2400. Class: C(g). (12-17) FLD: Signal for below VFR mins inop, ngts. (7-6)

VIRGINIA: MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)

NEWPORT NEWS-P. HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

★NORFOLK-RADIO: Delete 284.6, 301.4, 319.8, 381.6. Add: 255.4 (12-13)

★NORFOLK-AIR ROUTE TRAFFIC CONTROL CENTER: Delete: 120.7, 122.2, 126.7, 135.9, 255.4, 348.6 Add: 118.9, 123.7, 301.4, 319.8, 381.6. (12-13)

★NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29) Delete: 118.9, 123.7. Add: 348.6 mc. (12-13)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200° 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (6-14)

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

RICHMOND-BYFD FLD-TOWER: About Jan 7, LOM freq will be changed from 212kc-382kc. FLD: Runway 6-24 closed during day-light hours. During hrs of darkness opened full length & width xcpt last 1000' NE end; opened 150' width in ctr only. Const area and threshold NE end mrkd by flares at ngt. Rnwy 15-33 clsd to all operns due const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for day-lgt opern. Due to non-visibility twr unable to ctl tfc N portion of N/S taxiway parallel to rnwy 2-20. Use paved area only-all other soft.

★ROANOKE-WOODRUM FLD-TOWER: TVOR freq changed from 108.6 mc to 110.0 mc. FLD: Due to non-visibilityy twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution. No 180° turns on rnwys.

WAVERLY ARPT: Unattended - no services avail - land at own risk. (4-20)

WINCHESTER ARPT: New arpt reported: Lctd 18 mi N; elev approx 900'; 1 rnwy; 3500' long (graded dirt - shale); remarks - telephone line parallel to rnwy 100' to one side.(3-8)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

**BEACON ROCK-BEACON SITE 3A, PDX-GEG: Discontinued. (12-10)

BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (12-4)

**BELLINGHAM ARPT: 1000' NE end NE/SW rnwy clsd to hvy tfc. (11-19) Rnwy 2-20 abandoned. (12-10)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

BREMERTON-LEISURELAND ARPT: Land at own risk. No fuel or serv avail. (12-2)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

**ESPANOLA-BEACON SITE 22, SEA-HLN: Discontinued. (12-11)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REIONAL ARPT: W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

★RENTON ARPT-TOWER: Hrs opern: 0800-2400. (12-10) FLD: Until about Mar 15, 1958, const in progress - use rnwys and taxiways only. (3-11)

SEATTLE-AIR ROUTE TRAFFIC CONTROL CENTER: About Jan 7, freq 120.7 mc will be discontd and 124.9 mc will be cmsnd. (12-13)

SEATTLE-BOEING FLD-TOWER: Disregard spurious radiations 109.9 mc durg daylgt hrs lctd S end fld.FLD:2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR opers of single-eng acft confined to rnwy 12-30 (short rnwy) E end rnwy 13-31. TL: out E end rnwy at night. If equipped with radio, contact tower during hours

WASHINGTON: prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. (3-15)

SEATTLE-TACOMA INTNL ARPT - SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA-INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto. apch. (3-15) VHF/DF inop. (10-19) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. Rnwy 11-29 clsd. Radiosonde balloon being released at approx 0300Z, 0900Z, 1500Z and 2100Z daily-actual release time will be broadcast by Seattle Rdo. (8-14) Hi-intensity apch lgt sys S end rnwy 16-34. First row lgts at N end of sys perm.discontd.2nd & 3rd row lgts at N end reestabed. 1st row lgts now 300' S of rnwy 34

SPOKANE-RADIO: DME and VOR coverage 36°-152°, 43 n mi at 7000'; 153°-224°, 43 n mi at 5000'; 225°-264°, 43 n mi at 6000'; 265°-35°, 43 n mi at 8000'. (6-17) Radial 241° has scalloping to 15 mi from stn. (12-9)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280° unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. (3-29) June 24, ILS LOM and LMM shut down - relctn. (7-3) About Dec 19, freq 363.8 mc, VHF/DF and UHF/DF will be decmsnd. (12-17)

SPOKANE-GEIGER FLD: Caution. Soft shoulders entire length rnwy 3-21. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30, 121-32-00; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

**VADER-BEACON SITE 63A, SFO-SEA: Discontinued. (12-10)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, & on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 8000'; 195°-30°, 40 n mi at 10,000' MSL. (9-29)

WEST VIRGINIA: BERKLEY-RADIO: Dec 16, VOR placed on test-basis only. Freq: 109.8 mc. Ident: BKW. Lctd lat 37-46-49, long. 81-07-25.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31). DME coverage 35° - 95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop. (11-1)

HUNTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Taxiway from civil parking ramp S to rnwy 35 clsd acct parked jet acft. Jet & other hvy acft use rnwy 8-26 regardless of wind direction. Other civil tfc land according to tfc direction indicator located adj to NE taxiway running from civil ramp to rnwy 8-26. For rnwy info call Martinsburg Rdo. Caution lndg rnwy 17-35. Watch for conflicting jet tfc.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

★PARKERSBURG-RADIO: J fac freq: 215 kc. (12-10)

WISCONSIN: EAGLE RIVER ARPT: 148'(1758'MSL) unlgtd twr being erected 3 n mi S(200°T) at lat 45-52-50, long. 89-17-26. (11-22)

EAU CLAIRE ARPT: 265'(1191'MSL) lgtd twr being erected 7.1 n mi NE(46°T) at lat 44-56-54, long. 91-22-55. (10-21)

FOND DU LAC-COUNTY ARPT: New arpt reported. Lat 43-46, long 88-29; elev 808'; 1 rnwy N/S 3600' x 100' hard surface; facs: bcn, rnwy lgts, F4 fuel, 85 serv, Unicom. E/W rnwy under const. Equip. on fld. (11-27)

WISCONSIN: GREEN BAY-RADIO: Oct 22, VOR shut down until approx Dec 31, conversion to VORTAC. During this period, the following MEAs can be utilized: V26, V55, V1500 - AUW VOR to Int R103 AUW VOR and R001 MKE VOR, 9000'; Int R103 AUW VOR and R001 MKE VOR, via R300 HIC VOR to Pentwater, Mich. Int, 9000'. V7 - MKE VOR to Int R001 MKE VOR and R103 AUW VOR, 9000'. Direct Routes (authorized for NCA only) AUW VOR to NOR H fac, 2400'; NOR H fac to HIC VOR, 4000'; NOR H fac to MKE VOR, 2600'. (12-12)

HAYWARD ARPT: 306' (1491'MSL) lgtd twr being erected 4.5 n mi WSW (244°T) at lat 45-59-03, long. 91-32-20. (11-22)

LA CROSSE-RADIO: VOR radials 320°-335° have crs roughness beyond tolerance but flyable. (8-13) Oct 28, DME shut down until approx Jan 27, 1958 - relctn.

**LADYSMITH-RUSK CO ARPT: NE/SW strip rolled winters. Lgtd sunset-sunrise. (12-17)

LODI-LAKELAND ARPT: New arpt reported: lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe. 59' (916'MSL) lgtd radar twr being erected atop terminal bldg. (10-11)

MERRILL ARPT: Clsd due const. (10-3)

★MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to lnd will, during VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving positions and alt. (5-10) VHF/DF coverage 3500'MSL at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic apchs. Dec 17, UHF/DF cmsnd. Freq: 305.4 and 243.0 mc. (12-18) FLD: Obstn lgts on apch end rnwy 13 are obscured by trees. Parking facilities lmtd, itinerant mil acft on unofficial business may find parking facilities unavail. Avoid confusing rnwy 1 with parallel taxiway to left. (8-5) Rnwy 13-31 clsd to jet acft. (8-21) 4350' rnwy 7L-25R open to daylgt opern only. 630' not usable mrkd with yellow line & yellow cone. (11-20)

OSHKOSH-WINNEBAGO CO ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 103' (923'MSL) lgtd pole & pipe supporting an antenna being erected approx 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

WAUSAU ARPT: 648' (2549'MSL) lgtd twr being erected 3.1 n mi WSW (263°T) at lat 44-55-10, long. 89-41-12. (11-12)

WOODRUF-ARBOR VITAE ARPT: Attended part time until May 1, 1958. Fone Minoqua 367 for service. (11-12)

WYOMING: CASPER AIR TERMINAL TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. Freqs: 348.6 mc and 121.9 mc for ctl gnd tfc. Class: AC(g). (12-5)

GILLETTE ARPT: Rnwys open and usable as follows: S 3400' of N/S, 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft and rough. Not maintained. Emerg or overrun only. (11-5)

GREYBULL ARPT: E/W rnwy clsd. Const equip. stored E of N/S rnwy. (11-12)

KEMMERER ARPT: Clsd. Unsafe for acft. Use only in extreme emerg. All lgts turned off.

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

NEWCASTLE-MONDELL ARPT: Caution - men and equip working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept 30, VOR shut down until approx Jan 15, 1958, conversion to a VORTAC. During this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS & CKW. V6 between FBR & CKW will be usable at 11,000'. (9-26)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area mrkd by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi btwn 150°-280°. Moderate crs roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail. (12-5)

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end. New arpt & rnwy under const 1 mi E of town. Clsd to all tfc until completion approx Mar 1958. (11-11)

PUERTO RICO: SAN JUAN-ISLA GRANDE ARPT: First 500' W end rnwy 9R-27L unusable. Daylgt operns proceed with caution. Use outside taxiway in front of large hangar near entrance. Equip on hangar ramp. (4-12)

PUERTO RICO: SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL lctd approx 3500' off N bndry rnwy 7-25. (5-20)

➘ The following ATCS plan commissioning 120.7 mc on January 1, 1958:

Douglas, Ariz.
Gila Bend, Ariz.
Phoenix, Ariz.
Tucson, Ariz.
Winslow, Ariz.
Arcata, Calif.
Crescent City, Calif.
Daggett, Calif.
Imperial, Calif.
Long Beach, Calif.
Oakland, Calif.
Palmdale, Calif.
Paso Robles, Calif.
Red Bluff, Calif.
Salinas, Calif
Santa Barbara, Calif.
Stockton, Calif.
Thermal, Calif.
Denver, Colo.
Trinidad, Colo.
Marianna, Fla.
Boise, Idaho
Burley, Idaho
Dubois, Idaho
Pocatello, Idaho
Goshen, Ind.
Indianapolis, Ind.
Dodge City, Kans.
Augusta, Me.
Kennebunk, Me.
Portland, Me.
Baltimore, Md.
Salisbury, Md.
St. Louis, Mo.
Butte, Mont.
Cut Bank, Mont.
Great Falls, Mont.
Helena, Mont.
Lewistown, Mont.
Missoula, Mont.
Lincoln, Nebr.
Battle Mountain, Nev.
Elko, Nev.
Lovelock, Nev.
Millville, N. J.
Woodstown, N. J.
Carlsbad, N. Mex.
Columbus, N. Mex.
Farmington, N. Mex.
Hobbs, N. Mex.
Las Vegas, N. Mex.
Otto, N. Mex.
Roswell, N. Mex.
Santa Fe, N. Mex.
Truth or Consequences, N. Mex.
Tucumcari, N. Mex.
Poughkeepsie, N. Y.
Watertown, N. Y.
Charlotte, N. C.
Mansfield, Ohio
Eugene, Oreg.
Klamath Falls, Oreg.
Medford, Oreg.
North Bend, Oreg.
Pendleton, Oreg.
Redmond, Oreg.
The Dalles, Oreg.
Philadelphia, Pa.
Rapid City, S. D.
Alice, Tex.
Childress, Tex.
Hanksville, Utah
Ogden, Utah
Salt Lake City, Utah
Gordonsville, Va.
Pulaski, Va.
Ellensburg, Wash.
Ephrata, Wash.
Hoquiam, Wash.
Seattle, Wash.
Spokane, Wash.
Walla Walla, Wash.
Elkins, West Va.
Eau Claire, Wisc.
LaCrosse, Wisc.
Wausau, Wisc.
Casper, Wyo.
Douglas, Wyo.
Laramie, Wyo.
Rawlins, Wyo.

➘ POSTDEADLINE DATA

The following Postdeadline Data has been set up for this one issue to provide the latest up-to-the minute NOTAMS while maintaining publication schedules during the Holidays.

COLORADO: PUEBLO-RADIO: VOR out of tolerance from 010°-070° - hvy scalloping. (12-16)

ILLINOIS: ★CHICAGO-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 20, freq 118.8, 124.6 mc cmsnd peripheral site Dubuque. (12-20)

MARYLAND: BALTIMORE-RADIO: About Jan 14, ASR-3 will be shutdown to approx Jan 31 - modernization. (12-20)

MASSACHUSETTS: ★WESTFIELD-BARNES FLD-TOWER: Dec 22, trans and rcvr 121.5 mc cmsnd. Freq 275.8 mc decmsnd.

TEXAS: LUBBOCK ARPT: Rnwy 17-35 temporary rnwy length 8490'. S 6300' lgtd. Men and equip on threshold rnwy 17. (12-20)

WISCONSIN: OSHKOSH-RADIO: About Jan 15, VOR will be cmsnd. Freq: 111.8 mc. Ident: OSH. Lctd lat 43-59-25, long. 88-33-21. Monitor. category (I). Controlled from Green Bay ATCS. Class: BVOR. (12-20)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
		within		Precision approach			
All directions	Radar site	25 mi	2500	T-dn*	300-1	300-1	200-½
E of NE-SW crs of LGA-LFR	Radar site	15 mi	1500	C-dn-all	500-1	500-1	500-1
				S-dn-4*	200-½	200-½	200-½
				A-dn-4	600-2	600-2	600-2
				A-dn-all	800-2	800-2	800-2

→ *Ceiling 200' and runway visual range 2600' also authorized for takeoff and landing on Rnwy 4 provided all
→ components of the ILS (PAR) and related airborne equipment are in satisfactory operating condition.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 500' on heading of 043, make a climbing right turn to 1500' and proceed to Lido MHW and hold SW.
Contact Idlewild approach control for further instructions.
CAUTION: Ceiling minimums do not provide standard clearance over 278' stack 1.7 mi SSE of Runway 4R and 165' airport control tower.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	Idlewild Radar	1, Amdt 10, 25 Jan 58	9, 7 Dec 57

Minimum altitude- 5000' within 30 miles or minimum enroute altitude for approved routes to San Francisco area. After identification, aircraft may be vectored and descended in accordance with Radar approach patterns.	Surveillance Approach			
	T-dn*	300-1	300-1	200-½
	S-dn 19L-R	500-1	500-1	500-1
	S-dn 28L-R	400-1	400-1	400-1
	C-dn #	500-1	600-1	600-1
	A-dn	800-2	800-2	800-2

* 300-1 required for take-off runways 19 L-R. # Runways 19 L-R, 28 L-R.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ (1) for runways 28 L-R, climb to 3000' on SFO TVOR R-287 within 20 miles of TVOR.
(2) for runways 19 L-R, turn left and home on SFO LOM climbing to 2000.
CAUTION: Circling minimums do not provide standard clearance west and southwest of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco Calif	International 11'	San Francisco Radar	1, Amdt 3 1 Feb 58	2, 22 Jun 57

E, W, & S Quadrants DCA-LFR	Radar Site	within 25 mi	1500	Precision Approach S-dn-36*	200-½	200-½	200-½
N Quadrant DCA-LFR	Radar Site	within 25 mi	1800	A-dn	600-2	600-2	600-2
				Surveillance approach			
All Quadrants	Radar Site	within 40 mi	2500#	T-dn*	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

→ *Ceiling 200 feet and runway visual range 2600' also authorized for takeoff and landing on Rnwy 36, provided all
→ components of the ILS (PAR) and related Airborne equipment are in satisfactory operating condition.
Exclusive of danger and prohibited areas.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make a climbing left turn as soon as practical and climb to 1800' or a higher altitude when requested
by ATC on NW crs of Washington LFR to Herndon Int.
CAUTION: Circling minimums do not provide standard clearance over monument 1.8 miles N of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D.C.	National 16'	Washington Radar	1 Amdt 7 1 Feb 58	6 7 May 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Columbus LFR	CSG-VOR	Direct	2000	T-dn	300-1	300-1	200-½
Columbus LOM	CSG-VOR	Direct	2000	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-d-12	600-1	600-1	600-1
				S-n-12	600-2	600-2	600-2
				A-dn	800-2	800-2	800-2

Procedure turn W side of course, 328 Outbnd, 148 Inbnd, 1700' within 10 miles.
Minimum altitude over facility on final approach course, 1200'
Crs and distance, facility to airport, 148-6.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.7 miles, turn left, climb to 2000' on 052° brng from CSG LOM to Geneva Int, or within 6.7 mi, turn left,
→ climb to 2000' and proceed to CSG VOR via R-148.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Columbus, Ga	Muscogee Co. 397'	BVOR CSG	1, Amdt 1, 25 Jan 58	Orig., 9 Feb 57

Fort Myers Rbn	FMY-VOR	Direct	1200	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				S-d-4	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn S side of crs, 222 Outbnd, 042 Inbnd, 1200' within 10 mi.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 042-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . .
within 3.0 mi, climb to 1300' on R-042 within 15 mi.
CAUTION: 15 mi limitation due to traffic.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fort Myers, Fla	Page Field 17'	BVOR FMY	1, Amdt 7, 25 Jan 58	6, 29 May 54

Los Angeles Rbn	LAX-VOR	direct	1500	T-dn	300-1	300-1	200-½
Hollywood Hills FM	LAX-VOR	direct	3000	C-dn	500-1	600-1	600-1½
6 Nautical mi from LAX VOR on	LAX-VOR (Final)	direct	600	S-dn-7R-L	400-1	400-1	400-1 ←
R 250 as reported by LAX Radar				A-dn	800-2	800-2	800-2
or by DME fix							

Radar vectoring to final approach crs authorized.

Procedure turn S side of crs, 250 Outbnd, 070 Inbnd, 1500 within 10 miles.
Minimum Altitude over facility on final approach crs, 600'
Crs and distance, facility to airport, 070-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 miles, climb to 2000' on LAX R-074, no further East then Downey FM-RBn.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles, Calif	International 126'	BVOR LAX	1, Amdt 3, 25 Jan 58	2, 29 Aug 57

Bay Minette HW	MOB-VOR	Direct	1500	T-dn	300-1	300-1	200-½
Brookley HWZ	MOB-VOR	Direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of crs, 287 Outbnd, 107 Inbnd, 1400 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 900'
Crs and distance, facility to airport, 107-6.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.3 miles, turn left, climb to 1600 on R-065 within 20 mi.
CAUTION: 647' TV tower located 4.1 miles ESE of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Mobile, Ala.	Bates Field 217'	BVOR MOB	1, Amdt 6, 25 Jan 58	5, 26 Jan 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Oakland LFR	OAK-VOR	direct	1500	T-dn	300-1	300-1	#200-½
				C-dn	500-1	600-1	600-1½
San Francisco GAP RBn	OAK-VOR	direct	2500	A-dn	800-2	800-2	800-2
Bay Point FM	OAK-VOR	direct	3000				
Richmond Int	OAK-VOR	direct	2000				
*Fremont FMHW	OAK-VOR	direct	1500				
Mt. Eden Int (Int of Oakland R-117 and 047° Bearing to HWD RBN)	OAK-VOR (Final)	direct	500				

#300-1 required for take-off Runway 33.
*Do not descend below 3500' until definitely past Fremont FMHW

Procedure turn S side of crs, 117 Outbnd, 297 Inbnd, 1500' within 7 miles. NA beyond 7 miles. Procedure turn S due to terrain and within 4.34 mi maneuvering side due to traffic.
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, 095-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 2000' on R-310 from OAK VOR within 15 miles (Richmond Int)
NOTE: This procedure does not meet the obstruction clearance requirements for final approach or on missed approach.
MAJOR CHANGE: Deletes transition from San Francisco LFR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland, Calif	Metropolitan Oakland International 5'	BVOR OAK	1, Amdt 1 1 Feb 58	Orig 5 Feb 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
OAK LFR	OAK-VOR	direct	1500	T-dn	300-1	300-1	*200-½
				C-dn	500-1	600-1	600-1½
San Francisco GAP RBn	OAK-VOR	direct	2500	S-dn-9L-R	400-1	500-1	500-1
Bay Point FM	OAK-VOR	direct	3000	A-dn	800-2	800-2	800-2
Richmond Int	OAK-VOR	direct	2000				
Fremont FMHW	OAK-VOR	direct	2500				

*300-1 required for take-off on Runway 33.

Procedure turn N side of crs, 275 Outbnd, 095 Inbnd, 1500 within 5 miles. NA beyond 5 miles. (Non-standard due to terrain)
Minimum Altitude over facility on final approach crs, 500'
Crs and distance, facility to airport, 095-1.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.3 miles, turn right and climb to 2000 on R-313 within 13 miles. (Richmond Int)
NOTE: This procedure does not meet the obstruction clearance requirements for missed approach altitude.
MAJOR CHANGE: Deletes transition from San Francisco LFR.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Oakland, Calif	Metropolitan Oakland 5' International Airport	BVOR OAK	2, Amdt 1 1 Feb 58	Orig 5 Feb 55

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Oakland LFR	AGW-VOR	direct	3000	T-dn *	300-1	300-1	300-1
San Francisco LOM	AGW-VOR	direct	2000	C-dn	600-1	600-1	600-1½
Moffett LFR	AGW-VOR	direct	1700	A-dn	800-2	800-2	800-2
Evergreen FMHW	AGW-VOR	direct	1700				
Saratoga Int	AGW-VOR	direct	4500				
Mission Int	AGW-VOR	direct	3000				
Int R-290 AGW & Brng 360 to Freemont RBn	AGW-VOR (final)	Direct	1100				

* 500-1 required for take-off, runway 12.
NOTE: All transitions to AGW-VOR above 2000' must descend to 2000' in one minute left turn holding pattern on R-115 AGW before executing procedure turn.

Procedure turn N side crs, 295 outbnd, 115 inbnd, 1500 within 5 miles. N.A. beyond 5 miles due to possible conflict with SFO LOM holding pattern.
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 115-3.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.4 miles, turn right and proceed to the AGW VOR, climbing to 2000' on R-120 (300 Inbnd), then hold SE of AGW VOR in a 1 minute, left turn pattern on R-115 at 2000'.
MAJOR CHANGE: Transition from San Francisco LFR to AGW-VOR deleted.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Jose, Calif	San Jose 62'	BVOR AGW	1, Amdt 4 1 Feb 58	3 2 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Tulsa LFR	TUL-VOR	direct	1800	T-dn	300-1	300-1	200-½
Verdigris River FM via crs 230	TUL-VOR	direct	1900	C-dn	400-1	500-1	500-1½
Skiatook FM via crs 108	TUL-VOR	direct	2000	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

300-1 required on runways 3L, 21R, 17R and 35L for take off.

→ Procedure turn N side of crs, 079 Outbnd, 259 Inbnd, 1900' within 10 mi. Beyond 10 mi. NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 259-4.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.3 miles, climb to 2400' on R- 288 within 20 miles. or when directed by ATC, climb to 2500' on R-236
→ within 20 mi.

★ City and State: Tulsa Okla | Airport Name & Elev.: Municipal 674' | Fac. Class & Ident.: BVOR TUL | Procedure No. & Eff. Date: 1, Amdt 8, 1 Feb 58 | Sup. Amdt. No. Dated: 7 18 Apr 57

Waco LFR	ACT-VOR	direct	1900	T-dn	300-1	300-1	200-½
10 mi fix* on R-321	ACT-VOR (Final)	direct	1400	C-dn	400-1	500-1	500-1½
10 mi orbit from R-027 W	R-321		1900	S-dn-14	400-1	400-1	400-1
Brazos Int	ACT-VOR (Final)	direct	1400	A-dn	800-2	800-2	800-2

*DME fix.

→ Radar terminal maneuvering altitude all directions within 20 miles of Radar site - 2000'

→ Procedure turn W side of crs, 321 Outbnd, 141 Inbnd, 1900 within 10 miles. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 141-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.0 miles, climb to 2000' on R-136 within 20 miles or, when directed by ATC, turn right, climb to 2000' on R-187 within 20 miles, or turn right, climb to 2000' and return to ACT-VOR, or turn right, climb to 2000' on R-321 and proceed to Brazos Int.

City and State: Waco, Tex | Airport Name & Elev.: Municipal 515' | Fac. Class & Ident.: BVOR-DME ACT | Procedure No. & Eff. Date: 1, Amdt 5, 25 Jan 58 | Sup. Amdt. No. Dated: 4, 5 Oct 57

12 Mi orbit from R-187 E	R-141		2000	T-dn	300-1	300-1	200-½
12 mi fix* R-141	7 mi fix* R-141 (Final)	direct	1500	C-dn#	400-1	500-1	500-1½
7 mi fix* R-141	4 mi fix* R-141 (Final to rny32)	direct	900#	S-dn-32#@	400-1	400-1	400-1
				A-dn#	800-2	800-2	800-2

→ Radar terminal maneuvering altitude all directions within 20 miles of radar site - 2000'
#Landing ceiling minimums without DME are 1000' (1500 m.s.l.)
@ 570 F.P.M. descent required at 105 K

→ Procedure turn E side of crs, 141 Outbnd, 321 Inbnd, 2000 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 1500 over 7 mi fix* R-141, if no DME, 1500 over VOR#
Crs and distance, facility to airport, 141-4 VOR to SE end rny 32 (4 mi fix*), 321-3 mi from 7 mi fix* to rny 32 (4 mi fix*)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
at 4 mi fix*, climb to 2300' on R-306 within 20 mi. No DME: within 0 mi, (over VOR)# climb to 2300' on R-306 within 20 mi, or when directed by ATC, climb to 2000' on R-321, turn left and return to ACT VOR.
*DME fix

City and State: Waco, Tex | Airport Name & Elev.: Municipal 515' | Fac. Class & Ident.: BVOR-DME ACT | Procedure No. & Eff. Date: 2, Amdt 3, 25 Jan 58 | Sup. Amdt. No. Dated: 2, 5 Oct 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Lake Charles LFR	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Lake Charles VOR	LOM	Direct	1500	C-dn	500-1	500-1	500-1½
→ Radar Vectoring Position	LOM (Final)	Direct	1500	S-dn-15			
			ILS	ILS#	300-¾	300-¾	300-¾
→			1000	ADF*	500-1	500-1	500-1¼
			ADF	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→ Radar terminal transition altitude 1500' within 25 miles. Radar may be used to position aircraft for a final
→ approach, within 5 miles of LOM, with the elimination of a procedure turn.
*ADF descent below 600' MSL not authorized until past LMM
#When ILS glide slope not used 500-¾ required, and descent below 600' MSL not authorized until past LMM.

Procedure turn W side NW crs, 326 Outbnd, 146 Inbnd, 1500' within 10 mi. NA beyond 10 mi.
ILS - Altitudes and distances to approach end of Rnwy 15 - OM, 1515-5.4; at MM 205-0.5
ADF - Altitude, bearing and distance from LOM on final 1000', 146 - 5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi after passing LOM (ADF), climb to 1300' on SE crs ILS (146) within 20 mi, or when directed by ATC,
→ turn left, climb to 1500' on R-111 LCH VOR within 20 mi; (ADF) climb to 1500' on 111° mag. crs. from LCH RBn
→ within 20 mi.
AIR CARRIER NOTE; No approach lights. 200-½ ILS straight-in landing minima authorized when the runway length available exceeds by 3000' the runway length required by the applicable aircraft performance requirements of the CAR's and the high intensity runway lights are operating on the entire length of the runway.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lake Charles,La	Lake Charles AFB/Mun 19'	ILS I-LCH	ILS-15 Amdt 1, 1 Feb 58	Orig, 29 Jun 57
		LOM — LC	Comb. ILS-ADF	

LAX RBn	LOM	Direct	2000	T-dn	300-1	300-1	200-½
Downy FM-RBN	LOM (Final)	Direct	1700*	C-dn	500-1	600-1	600-1½
LGB LFR	Downy FM-RBn	Direct	3000	S-dn-25L			
LGB VOR	Downy FM-RBN	Direct	3000	ILS	200-½	200-½	200-½
LGB LFR	LOM	Direct	1700	S-dn-25L,R			
LGB VOR	LOM	Direct	1700	ADF	400-1	400-1	400-1
Hollywood Hills FM	LOM	Direct	3000	A-dn ILS	600-2	600-2	600-2
LAX VOR	LOM	Direct	2000	ADF	800-2	800-2	800-2

Radar vectoring to final approach crs authorized
* aircraft must descend from 3000' immediately after passing Downy, inbnd.

Procedure turn S side E crs, 068 Outbnd, 248 Inbnd, 2000' within 7.8 mi of OM. (E of Downy Rbn NA)
Minimum altitude at glide slope int inbnd - 1700' ILS; Min. alt. over LOM inbnd final 1700 ADF.
Altitude of glide slope and distance to approach end of runway at OM 1700'-5.2; at MM - 310-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.2 mi, after passing LOM, climb to 2000' on W crs LAX ILS within 20 mi.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Los Angeles,Calif	International 126'	ILS-LAX LOM-LA	ILS-25L,Amdt 16, 25 Jan 58	Amdt 15, 29 Aug 57
			Comb. ILS-ADF	

Scotland MHW	LOM (Final)	Direct	1000	T-dn*	300-1	300-1	200-½
Colts Neck VOR via R-063	ILS SW crs	Direct	1400	C-dn	500-1	500-1	500-1½
Radar terminal area transitions:				S-dn-4* ILS	200-½	200-½	200-½
	All directions	within		ADF	400-1	400-1	400-1
		25 mi.	2500	A-dn ILS	600-2	600-2	600-2
	E of NE-SW crs of LGA-LFR	15 mi	1500	ADF	800-2	800-2	800-2

→ *Ceiling 200' and runway visual range 2600' also authorized for takeoff and landing on Rnwy 4 provided all
→ components of the ILS (PAR) and related airborne equipment are in satisfactory operating condition.

Procedure turn S side SW crs ILS, 223 Outbnd, 043 Inbnd, 1200' within 10 mi of LOM.
Minimum altitude at glide slope int inbnd, 1000'. Minimum altitude over LOM inbnd final, 700' ADF.
Altitude of glide slope & distance to approach end of rny at LOM - 770-2.5; at MM - 230-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.5 miles (ADF), climb to 500' on NE crs ILS or bearing 043° from the LOM, make a climbing right turn
to 1500' and proceed to the Lido MHW and hold SW. Contact Idlewild approach control for further instructions.
CAUTION: Circling landing minimums do not provide std clrnc over arpt cont twr and stack 278' 1.7 mi SSE rny 1R.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
New York, N Y	International 12'	ILS IDL ~~CM-H~~ IDL	ILS-4, Amdt 16, 25 Jan 58 Comb ILS-ADF	15, 7 Dec 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Oklahoma City LFR	TWO RBn	Direct	2500	T-dn	300-1	300-1	200-½
Oklahoma City VOR	TWO RBn	Direct	2500	C-dn	400-1	500-1	500-1½
Oklahoma City LOM	TWO RBn	Direct	2400	S-dn-17 ILS	300-1	300-1	300-1
Mustang FM	TWO RBn	Direct	2500	ADF	400-1	400-1	400-1
Bethany Int	TWO RBn (Final)	Direct	2000	A-dn	800-2	800-2	800-2
→ Edmond Int	TWO RBn (Final)	Direct	2000				
Radar Terminal Area Transition Altitudes:							
000	090	within	3800				
090	180	20	2700				
180	270	miles	2800				
270	360	Will	2800				
		Rogers					
		Airport					

Azimuths are from airport progressing clockwise.
Procedure turn W side crs, 350 Outbnd, 170 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
No glide slope. Altitude over TWO on final, 2000'; Brng & distance to Rny 17, 170-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles climb to 2400' on S crs ILS within 20 mi or on crs 170° from TWO within 20 mi, or when directed by ATC, turn right, climb to 2500' direct to OKC-VOR or direct to OKC-LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Oklahoma City, Okla	Will Rogers 1283'	MHW TWO ILS—IOKC	ILS-17, Amdt 2, 1 Feb 58	1 6 Jul 57
			Comb. ILS-ADF	

Oklahoma City VOR	LOM	Direct	2400	T-dn	300-1	300-1	200-½
Oklahoma City LFR	LOM	Direct	2400	C-dn	400-1	500-1	500-1½
Bethany Int	LOM	Direct	2500	S-dn-35 ILS	200-½	200-½	200-½
Mustang FM	LOM	Direct	2400	ADF	400-1	400-1	400-1
→ Newcastle Int	LOM (Final)	Direct	2500-ILS 1900-ADF				
Radar terminal area transition	altitudes;	within		A-dn ILS	600-2	600-2	600-2
→ 000	090	20 mi	3800	ADF	800-2	300-2	800-2
090	180	of	2700				
180	270	Will	2800				
270	360	Rogers	2800				
		Airport					

Azimuths are from airport progressing clockwise.

Procedure turn E side of crs, 170 Outbnd, 350 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
Minimum altitude at glide slope int inbnd, 2500' ILS; over LOM inbnd final 1900' ADF.
Altitude of glide slope and distance to approach end of runway at OM - 2500'-4.2; at MM - 1475-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 mi after passing LOM (ADF), climb to 3000' on N crs ILS (350) within 20 mi, or when directed by ATC. turn left, climb to 2500' direct to the OKC VOR, or direct to the OKC LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Oklahoma City, Okla	Will Rogers 1283'	ILS-IOKC, LOM-OK	ILS-35 Amdt 4 1 Feb 58	3 6 Jul 57
			Comb. ILS-ADF	

				T-dn#	300-1	300-1	200-½ ←
VSF VOR	LOM	Direct	1700	C-dn	500-1	600-1	600-1½
Moffett LFR	LOM	Direct	1700	S-dn 28R			
Fremont FMHW	LOM	Direct	1700	ILS	200-½	200-½	200-½
OAK LFR - ILS	LOM	Direct	2000	S-dn 28L-R			
OAK LFR - ADF	LOM	Direct	3000	ADF	400-1	400-1	400-1
OAK VOR - ILS	LOM	Direct	2000	A-dn ILS	600-2	600-2	600-2
OAK VOR - ADF	LOM	Direct	3000	ADF	800-2	800-2	800-2
Half Moon Bay Int	LOM	Direct	3000				
Woodside Int	LOM	Direct	1700				

Radar vectoring to final approach localizer crs authorized in accordance with procedures approved for surveillance approach.
300-1 required for take-off on Runway 19L-R.
No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern. (one min left turns, 2000' min. alt.) final approach crs, 101 Outbnd, 281 Inbnd.
Minimum altitude at glide slope int inbnd, 1700'; Minimum Altitude over LOM inbnd final, 1700' ADF.
Altitude of glide slope and distance to approach end of runway at OM 1660'-5.5; over LOM 1660' ADF; at MM - 230-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.5 mi after passing LOM (ADF) climb to 3000' on NW crs of SFO LFR or on 285 track from LOM within 20 mi.
CAUTION: Circling minimums do not provide standard clearance over high terrain SW of airport.
MAJOR CHANGE: Deletes transition from San Francisco LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ San Francisco, Calif	International 11'	ILS-SFO LOM-SF	ILS-28R-L Amdt 11, 1 Feb 58	10 26 Jan 57
			Comb. ILS-ADF	

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Fremont FMHW	Hayward RBn	Direct	2600	T-dn***	300-1	300-1	200-1
Oak LFR	Hayward RBn	Direct	3500	C-dn	500-1	600-1	600-1
OAK VOR	Hayward RBn	Direct	3500	S-dn - 27R	200-½	200-½	200-1
Baypoint FM*	Hayward RBn	Direct	6000	A-dn	600-2	600-2	600-2
Altamont Int*	Hayward RBn	Direct	5000				
Decoto Int	Hayward RBn	Direct	2600				
Sunol Int	Hayward RBn (Final)	Direct	5000##				
SFO LOM	Freemont RBn	Direct	4000				
AGW VOR	Freemont RBn	Direct	3500				
Altamont Int	Freemont RBn	Direct	5000				
NUQ LFR	Freemont MHW	Direct	3500				

Radar vectoring to the localizer final approach crs will be in accordance with procedures approved for a surveillance approach.
***NOTE: 300-1 required for take-off on runway 33
* These transitions authorized day on top only, unless radar vectoring is utilized.
Descent on glide slope to cross Hayward RBn at 2590' is authorized.
Procedure turn #S side E crs, 095 Outnd 275 Inbnd 3500' within 10 mi of HWD RBn. Beyond 10 mi. NA. of procedure turn and transition to localizer crs inbnd, descent on glide slope to cross Hayward RBn at 2590' is authorized.
Minimum altitude at glide slope int inbnd 2600'
Altitude of glide slpe and distance to approach end of runway at HWD RBn, 2590' - 8.2;
at OM, 1320' - 4.1; at MM, 230'- 0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 2000' on NW crs Oak LFR within 14 mi or to 2000' on R-310 Oak within 14 mi (Richmond Int) All maneuvering W of crs. Missed approaches must cross OAK LFR or VOR at not above 1500'. This procedure does not meet the obstruction clearance requirements for missed approach altitude.
MAJOR CHANGE: Deletes transition from San Francisco LFR.

★ City and State: Oakland, Calif | Airport Name & Elev.: International 5' | Fac. Class & Ident.: ILS OAK | Procedure No. & Eff. Date: ILS-27R Amdt 12, 1 Feb 58 | Sup. Amdt. No. Dated: 11 26 Jan 57

Int SE crs LFR & 250 brng to	LOM			T-dn	300-1	300-1	#200-1
LOM	LOM	direct	2100	C-dn	400-1	500-1	500-1
TUL VOR	LOM	direct	2200	S-dn-35R			
TUL LFR	LOM	direct	2200	*ILS	200-½	200-½	200-1
Red Fork FM	LOM	direct	2400	ADF	400-1	400-1	400-1
Skiatook FM	LOM	direct	2400	A-dn ILS	600-2	600-2	600-2
Verdigris River FM	LOM	direct	2200	ADF	800-2	800-2	800-2
Int R-201 TUL & S crs ILS	LOM (Final - ILS)	direct	2400				
Int R-201 TUL & S crs ILS	LOM (Final - ADF)	direct	1900				

#300-1 required on rny 3L, 21R, 17R, 35L.
*400-¾ required when glide slope not utilized.

Procedure turn E side S crs, 174 Outbnd, 354 Inbnd, 2400 within 10 miles. Beyond 10 miles NA.
Minimum Altitude at G.S. int inbnd, 2400 ILS, minimum altitude over LOM inbnd final 1900 ADF
Altitude of G.S. and distance to approach end of rny at OM 2350-5.4, at MM 880-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 5.4 miles after passing LOM (ADF) climb to 1900 on N crs ILS (354) within 20 miles, or when directed by
→ climb to 2000' on R-035 TUL VOR within 20 mi.
CAUTION: 1100' tower 2.0 mi NW of LOM

★ City and State: Tulsa, Okla | Airport Name & Elev.: Municipal 674' | Fac. Class & Ident.: ILS-ITUL, LOM-TU | Procedure No. & Eff. Date: ILS-35R Amdt 6, 1 Feb 58 | Sup. Amdt. No. Dated: 5, 9 Apr 57

Comb ILS & ADF

New Castle LFR	LOM	direct	1600	T-dn	300-1	300-1	200-1
West Chester VOR	LOM	direct	1900	C-dn	400-1	500-1	500-1
Hartley Int	LOM	direct	1600	S-dn-1 ILS	200-½	200-½	200-1
				ADF	800-2	800-2	800-2
				A-dn- ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

→ Procedure turn W side S crs 193 Outbnd, 013 Inbnd, 1600' within 10 mi.
→ Minimum Altitude at G.S. Int. inbnd, 1600' ILS; Minimum Altitude over LOM inbnd final, 1600' ADF
Altitude of G.S. and distance to approach end of rny at OM 1600-5.3; at MM 295-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 miles after passing LOM (ADF), make climbing left turn and climb to 1600' on crs of 193° within 10 miles of LOM.
CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM.

★ City and State: Wilmington, Del. | Airport Name & Elev.: New Castle County 79' | Fac. Class & Ident.: ILS-ILG, LOM-IL | Procedure No. & Eff. Date: ILS-1 Amdt 4 1 Feb 58 Comb ILS and ADF | Sup. Amdt. No. Dated: 3 15 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Andrews LFR	OM	direct	1500	T-dn*	300-1	300-1	200-½ ←
Springfield MHW	OM	direct	1500	C-dn	600-1	600-1	600-1½
Andrews LFR via crs 273	ILS S crs	direct	1500**	S-dn-36*	200-½	200-½	200-½ ←
Mt Vernon Int via crs 050	ILS S crs	direct	1500**	A-dn	600-2	600-2	600-2
Radar Terminal area transition altitudes	OM	E,W & S quad of DCA LFR	1500 within 25 mi				
		N quadrant	1800 within 25 mi				
		all quadrants (exclusive of restricted areas)	2500 within 40 mi				

→ *Ceiling 200' and runway visual range 2600' also authorized for takeoff and landing on Rnwy 36, provided all components of the ILS (PAR) and related airborne equipment are in satisfactory operating condition.
**After interception of localizer crs inbnd, descent on glide slope to cross outer marker at 1360 on final is authorized.

Procedure turn W side S crs, 183 Outbnd, 003 Inbnd, 1400 within 10 miles of OM (Non-standard due to traffic)
Minimum Altitude at G.S. int inbnd, 1400
Altitude of G.S. and distance to appr end of rny at OM 1360-4.6, at MM 205-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
if contact not established at LMM, make climbing turn to left as soon as practicable and climb to 1800' (or higher altitude if directed by ATC) on NW crs DCA LFR to Herndon Int.
CAUTION: Standard clearance not provided over obstructions within circling area of airport or within final approach area with glide slope inoperative.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	ILS DCA	ILS-36, Amdt 9 1 Feb 58	8 4 Aug 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Elkins LFR	CKB-RBn	direct	5000	T-dn*	500-1	500-1	
→ Elkins VOR	CKB-RBn	direct	4000	C-d	1000-1		
→ Int 328° crs from Elkins VOR & 040° crs	CKB-RBn (Final) ADF	direct	2200	A-d	1500-2		

*Night take-offs not authorized on NW-SE Runways

→ Procedure turn W side of crs, 220 Outbnd, 040 Inbn, 3000' within 10 miles
Minimum Altitude over facility on final approach crs, 2200'
Facility at airport
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.0 miles, turn left, climb to 3000' on crs of 220° within 10 miles.
→ CAUTION: Standard clearance not provided over 2045' msl tower 3.5 mi NW of final approach course.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Clarksburg,W Va	Benedum 1209'	HW CKB	1, Amdt 4, 25 Jan 58	3, 29 May 54

Lake Charles VOR	LCH RBn	Direct	1300	T-dn	300-1	300-1	200-½
Radar vectoring position	LCH RBn (Final)	352-5.0	800	C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude 1500' within 25 mi. Radar may be used to position aircraft for final approach within 5 miles of LCH RBn with the elimination of a procedure turn.

→ Procedure turn East side of S crs 183 Outbnd 003 Inbnd, 1300' within 10 mi. Beyond 10 mi. NA.
Minimum altitude over facility on final approach crs, 800'
Crs and distance, facility to airport, 003-1.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.7 mi, climb to 1500' on crs of 003° within 20 mi.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Lake Charles	La Lake Charles AFB 19'	MH LCH	2, Amdt 3 1 Feb 58	2, 30 Nov 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots

CANCELLED EFFECTIVE 16 January 1958

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, California	International 11'	SBMRLZ SFO	1, Amdt 5 17 Aug 1954	4 15 Feb 54

CANCELLED EFFECTIVE 5 December 1957

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Louisville, Ky	Bowman Field 549'	SBMRLZ LOU	1, Orig, 26 Oct 57	

→ Montgomery VOR	MXF-LFR	Direct	1700	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1
				S-d-15	400-1	400-1	400-1
				*S-n	NA	NA	NA
				A-dn	800-2	800-2	800-2

*Night operation Runway 15-33 NA due lack of obstruction and runway lights.

Procedure turn W side N crs, 360 Outbnd, 180 Inbnd, 1700' within 10 miles
Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 168-4.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 4.7 miles, climb to 1500' on SW crs within 20 miles

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Montgomery, Ala	Dannelly Field 219'	SBRAZ MXF	1, Amdt 9, 25 Jan 58	8, 13 Jan 54

ACT-VOR	ACT-LFR	direct	2000	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1
				*S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Radar Terminal Maneuvering Altitude all directions within 20 mi of Radar site - 2000'
* 710 FPM descent required at 110K.

Procedure turn E side S crs, 189 Outbnd, 009 Inbnd, 2000' within 10 mi. Beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 010-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi, climb to 2000' on N crs within 20 mi or, when directed by ATC, turn left, climb to 2000' on NW crs within 20 mi.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Waco, Tex	Municipal 515'	SBRAZ ACT	1, Amdt 10, 25 Jan 58	9, 5 Oct 57

				T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1
				S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar transition altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 mi of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown. (Radar distances shown in nautical mi)

Procedure turn E side SW crs, 212 Outbnd, 032 Inbnd, 1500' within 10 mi.
Minimum Altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 001-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, make a left climbing turn as soon as practicable, climb to 1800' (or to a higher altitude when requested by ATC) on NW crs to Herndon Int.
NOTE: These procedures and airport minimums do not provide standard clearance over the following obstructions: 422' monument 1.7 mi W of final approach crs, 193' stacks 1.5 mi S of airport, and 596' monument 1.8 mi N of airport.
MAJOR CHANGE: Deletes straight-in minimums to Rnwy 3.

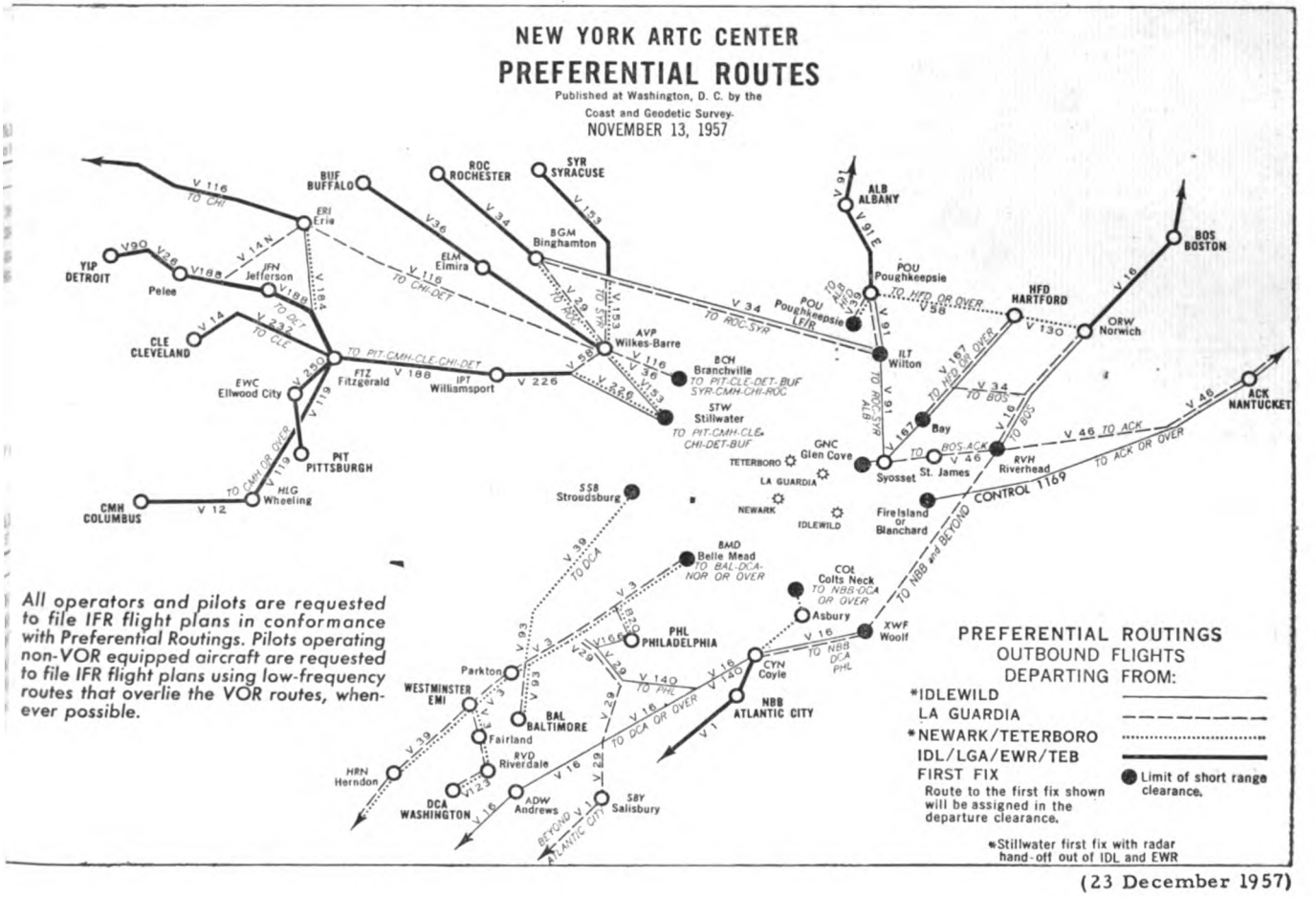
★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	SBRA DCA	1, Amdt 7, 1 Feb 58	6, 29 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn W side S crs, 198 Outbnd, 018 Inbnd, 1600' within 10 mi
Minimum Altitude over facility on final approach crs, 1100'
Crs and distance, facility to airport, 018-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished within 2.3 mi, make climbing left turn and climb to 1600' on S crs within 10 mi.
CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM. Maintain 1600' until S of range.
NOTE: ADF approach not authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Wilmington, Del.	New Castle County 79'	MRLWZ ILG	1 Amdt 8 1 Feb 58	7 12 Nov 55



(23 December 1957)

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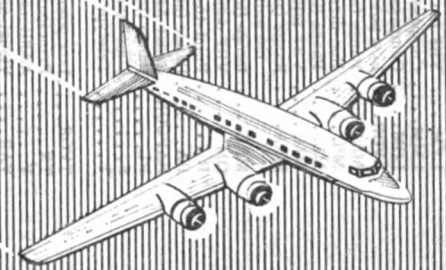
SPECIAL NOTICE
TEST OF RADAR SERVICE:
ANDREWS AFB AREA p.36

SPECIAL NOTICE
Flight Information Manual
Additions & Changes. p37

AIRMAN'S GUIDE



SPECIAL NOTICE
NEW ATCS FREQUENCY:
120.7mc. See pages33 & 58

How to use this Guide - page 32

Radio Facility Data - page 2
Notices to Airmen - page 32

VOL. 12, NO. 22 **JANUARY 7, 1958**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	●—	J	JIG	●————	S	SUGAR	●●●
B	BAKER	—●●●	K	KING	—●—	T	TARE	—
C	CHARLIE	—●—●	L	LOVE	●—●●	U	UNCLE	●●—
D	DOG	—●●	M	MIKE	——	V	VICTOR	●●●—
E	EASY	●	N	NAN	—●	W	WILLIAM	●——
F	FOX	●●—●	O	OBOE	———	X	XRAY	—●●—
G	GEORGE	——●	P	PETER	●——●	Y	YOKE	—●——
H	HOW	●●●●	Q	QUEEN	——●—	Z	ZEBRA	——●●
I	ITEM	●●	R	ROGER	●—●			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	●—	J	JULIETT	●————	S	SIERRA	●●●
B	BRAVO	—●●●	K	KILO	—●—	T	TANGO	—
C	CHARLIE	—●—●	L	LIMA	●—●●	U	UNIFORM	●●—
D	DELTA	—●●	M	MIKE	——	V	VICTOR	●●●—
E	ECHO	●	N	NOVEMBER	—●	W	WHISKEY	●——
F	FOXTROT	●●—●	O	OSCAR	———	X	XRAY	—●●—
G	GOLF	——●	P	PAPA	●——●	Y	YANKEE	—●——
H	HOTEL	●●●●	Q	QUEBEC	——●—	Z	ZULU	——●●
I	INDIA	●●	R	ROMEO	●—●			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
➔ New or revised data
• = Automatic voice identification
■ Information deleted.
✓ New facility has been added to tabulation and listed on page 31 until placed in proper sequence.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR . . . . Air Route Surveillance Radar
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, CAA
CI . . . . . Control Tower, (City, County, Private, etc.)
CM . . . . . Control Tower, (Military, listing only civil frequencies available)
D . . . . . Distantly controlled

DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MA. . . . . Range (adcock, vertical radiators), power less than 50 watts
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . . VHF middle marker
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control
RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and voice.
T. . . . . Teletype

TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary, this issue 30 cents.

RADAR AVAILABLE: How and Where

(7 January 1958)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment). ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON), page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See page 17, Flight Information Manual, Vol. II, dated August 15, 1957.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc;122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 118.1, 119.1, 121.9, 126.18, 119.5, 125.7, 338.2, 343.6, 257.8, 348.6, 271.2, 290.8, 243.0	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR-PAR	Runway 4R. Arrival & Departure Control
Buffalo Arpt., N.Y.	278, 260; 110.3, 119.8, 123.7, 126.18, 126.5, 243.0, 257.8, 319.8	ASR	
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.7, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival & Departure Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.9, 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival & Departure Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8, 312.6	ASR	Arrival & Departure Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 126.18 243.0, 257.8	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 116.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 123.9	ASR	Arrival & Departure Control
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 123.8, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	Arrival Control
Los Angeles Intnl Arpt., Calif.	278; 109.9, 118.1, 119.3, 118.9, 121.1, 126.18, 243.0, 257.8, 291.6, 348.6, 250.2, 269.0	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	Arrival Control
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Rnwy 4 Gds 122.7mc Arrival & Departure Control. Trans LEB (126.5 mc).
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8	ASR	Arrival Control Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR-PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
New York-La Guardia Fld., N. Y.	362; 109.9, 118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2	ASR-PAR	Rnwy 4. Arrival & Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 118.9, 119.9, [redacted] 122.2, 123.7, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 284.6, 319.8, 348.6, 381.6	ASR	Arrival & Departure Control Guards 122.1 mc. Does not guard 122.2, 135.0 [redacted]
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival & Departure Control [redacted]
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2 284.6, 290.3, 305.4	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival & Departure Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	201; 109.5, 118.5, 119.1, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 119.4, 126.5 134.64, 257.8, 291.6, 269.0, 311.8	ASR-PAR	Rnwy 36 Arrival & Departure Control. ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

(7 January 1958)

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9; 120.7, 121.5, 124.3, 125.5; 132.3; 137.88; 243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0	ASR	Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Phillip Billard Arpt & Forbes AFB. Does not gd 3023.5 kc.
Wichita-McConnell AFB, Kans.	332; 1082, 1138, 1201, 121.5, 124.5 125.7, 134.1, 136.8, 137.88, 142.02 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd. Does not gd 3023.5 kc.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 121.5, 126.18, 123.9, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4(on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 134.1, 136.8, 137.88, 142.02, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8,		IFF operg. but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.0 2, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 126.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 263.0, 270.6, 275.8, 289.4 335.8, 348.6, 352.6, 363.8	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3, 21 & 34 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8	ASR-PAR	Runway 34. Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Dayton-Wright Patterson AFB, Ohio	379; 118.4, 121.5, 126.18, 134.1, 136.8, 139.32, 137.88, 142.02, 151.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR-PAR	Arrival & Departure Control ASR apchs not avail. IFF operg but not cmsnd.
Omaha-Offutt AFB, Nebr.	120.1, 121.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4		Does not gd 3023.5 kc. Arrival and Departure Control IFF cmsnd
Rome-Griffiss AFB, N. Y.	118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8		
Waco-Connally AFB, Texas	119.3, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 143.64, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8	ASR	Gds: 3023.5 kc; 122.7 mc.
Albuquerque-Kirtland AFB, New Mexico	1103, 1207, 121, 1239, 1261, 134.1, 1368, 13788, 14202, 2430, 2706, 2894, 3358, 3638		Gds: 3023.5 kc; 122.5
Lake Charles AFB Louisiana	119.1, 121, 1126, 1134.1, 1368, 137.88, 1320, 2366, 258.4, 2430, 2706, 2758, 2894, 3358, 3638, 364		IFF operg. but not cmsnd.

STATION	TRANSMITS	RADAR FACS.	REMARKS
RADAR APPROACH CONTROL (RAPCON) Cont'd.			
Riverside-March AFB, California	113.4, 121.5, 124.7, 1255, 1265, 134.1, 1368, 137.88, 13842, 142.02, 243.0, 2706, 2894, 335.8, 3638 Req. 12618, 142.74, 2366, 2758, 3054, 3274		Gds: 3023.5kc; 122.5 mc. Arr. & Depart ctl. Norm clearance lmts TRM & March VORs, RIV LFR. Apch serv Norton AFB -norm clear lmts RIV LFR, ONT LOM & VOR.
Falmouth-Otis AFB, Mass.	121.5, 124.7, 1378, 1368, 134.1, 142.02 12618, 2430, 2366, 3638, 2894 3358, 2758, 3794, 2706, 3054, 260.7	ASR-PAR	Arr. & Depart ctl HYA, MVY & ACK arpts. ASR apchs unavail. PAR apchs avail rnwy 5 & 23. Norm clear lmts arriving acft HYA & MVY H facs or ACK VOR. Gds: 3023.5 kc; 122.5 mc.
Sumter-Shaw AFB, South Carolina	121.5, 126.18, 137.88, 243.0, 270.6, 363.8		
Austin-Bergstrom AFB, Texas	272; 1183, 119.1, 121.5, 121.9, 124.9 125.1, 12618, 2430, 257.8, 270.6, 2758, 2894, 335.8, 3638		Gds: 3023.5 kc; 122.5, 122.7 mc. Departure Control
El Paso, Texas	114.5, 1181, 1187, 119.1, 121.5, 12618, 134.1, 1368, 13788, 142.02, 2366, 2430, 2706, 289.4, 335.8, 363.8		Gds: 3023.5 kc; 122.7 mc. IFF operg. but not cmsnd.

RADAR BEACONS - (continued from page 3)

ATCRBS - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Example: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic area will comply with (3) above. Aircraft entering the domestic control area will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control center.

INSTRUMENT LANDING SYSTEMS

(7 January 1958)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	139	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Monterey-Peninsula	110.1W	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.9	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW fac.
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is HW fac.
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable. [redacted]
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Duluth	110.3W	DLH	335.0		0.66		5.0	201 DL	
Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	223	0.64		5.5		rnwy 4 or 22. Simultaneous opern not avail.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock (L5)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	[redacted]
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo (L5)	110.3	FAR	335	351	0.71		4.55	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L5)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (nem) (L7) - Hi-Intensity Approach Lights. W - Without voice BC - Back course BC-restricted - Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Beaumont-Jefferson Co.	109.5	BPT	332.6	113	0.4	206 PT	4.8	236 BP	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.73	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	212 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.62	201 EG	4.42	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;243.0, 255.4; 212;120.7	(3), #	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0	(3), #	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 305.4, 385.6	(2), #	
Dothan	SBRAZ-DTV	DHN	368;V;243.0, 255.4	(3), #	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;243.0, 255.4; 382	(3), #	
(1)Huntsville	BVOR	HSV	112.3;V;243.0, 255.4,	(3), #	
"	AC(g)		278;119.7, 125.3, 257.8, 348.6, 1207	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;120.7,243.0,255.4	(3), #	
" Bates	AC(g)		385;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;255.4, 243.0; 317	(3), #	DME
" Dannelly	AC(g)		302;119.7, 126.18, 257.8, 137.88, 243.0, 348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
" " "	CM		362		
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;255.4, 243.0 120.7	(3), #	11 A 095 N 191 A 311 N
(1) "	*BVOR	MSL	109.6		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	MRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
" "	MHW	SYC	296		
" "	CM		272		
Tuscaloosa	BMH-DTV	TCL	206;V;255.4,243.0,1207	(3), #	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379 ;120.7	(3), #	
Ft. Huachuca-Libby AAF	HW	FHU	410		
" " "	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7	(3), #	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219		Clsd sunset Mon-Fri durg VFR
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7	(3), #	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7, 126.18, 257.8, 348.6, 118.1	(2), #	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 301.4,120.7 243.0	(3), #	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3)San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7	(3), #	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3, 243.0, 257.8 348.6	(2), #	
Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7	(3), #	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4	(3), #	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" Vincent AFB	MH	VNT	344		
" " "	CM		344;119.1, 126.18, 236.6, 243.0, 275.8, 305.4	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7	(3), #	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;243.0, 255.4; 206;120.7	(3), #	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;120.7, 243.0, 255.4;212	(3),	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;243.0, 255.4	(3), #	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;243.0, 255.4	(3), #	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4,120.7	(3), #	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;243.0, 255.4, 120.7	(3), #	DME
CALIFORNIA					
(1)Agnew ATCS-Oakland	BVOR-DTXV	AGW	117.6;V;243.0, 255.4, 120.7	(3), #	DME
Arcata	SBMRLZ-DTV	ACV	209;V;243.0, 255.4, 120.7,	(3), #	4 A 94 N 184 A 274 N
"	VHF/DF			122.1, 126.7 135.9	
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9, 126.18, 243.0 257.8	(2), #	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4,120.7	(3), #	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0. 257.8. 360.6	(1), #, 122.7	
Calistoga (A)	MH	CST	206		
Camarillo	*SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;243.0, 255.4; 272;120.7	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 1207,	(3), #	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4,120.7	(3), #	68 A 165 N 248 A 345 N
(1)El Centro	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4,120.7	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;255.4	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4, 120.7	(3), #	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Glendale	MHW	GCE	341		
" Grand Central	[redacted]				
(3)Goffs	VORW	GFS	108.2		
Hawes (A)	HW	HAZ	376		
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1	(1),122.6, #	
"	VHF/DF		Gds: 118.5, 119.3, 119.5, 119.9, 120.5, 121.1, 122.5, 126.18, 132.0		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4	(3), #	
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1, 118.9, 119.3, 121.1, 126.1[illegible], 243.0, 250.2, 257.8, 291.6, 348.6, 269.0, 307.0	(1), #, 122.7	
"	Center		120.3, 124.1, 124.5, 125.1, 125.9, 301.4, 243.0 311.8, 353.9, 318.2,323.2 340.6	#	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr)VHF/DF		Gds: 118.1, 118.9, 119.3, 119.5, 120.3, 121.1, 122.1, 122.5, 122.7, 126.18, 135.9		
Marysville	TVBJ		305;V;243.0, 255.4,1207,	(3), #	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(1)Modesto ATCS-Stockton	BVOR-DTV	MOD	116.6;V;243.0, 255.4 120.7	(3), #	
Montague	BH-DTV	SIY	388;V;243.0, 255.4,1207,	(3), #	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
" Peninsula	CM		356;119.9	(1), #	
Mountain View, Moffett NAS	SMRLZ	NUQ	379;126.18, 233.8, 142.74, 243.0	(1), #	21 A 111 N 201 A 291 N
" " "	CM		121.3	#, 122.5	
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			CALIFORNIA		
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7	(3), #	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.1, 118.3, 119.3, 120.7, 126.18, 140.22, 250.4, 257.8, 269.2, 274.3, 305.4, 348.6	(2), #	
"	Center		118.9, 119.7, 120.3, 124.3, 124.9, 243.0, 301.4, 317.5 326.2, 335.6, 355.8	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.3, 120.3, 120.7, 122.1, 122.5, [redacted] 126.18, 126.7, 140.22		
"	UHF/DF			255-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7	(3), #	DME
" Intnl	AC(g)		215;120.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4, 120.7	(3), #	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
" Arpt	C(g)		281;120.5, 126.18, 243.0, 348.6, 257.8	(2), #	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;243.0, 255.4; 278;120.7	(3), #	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;126.18, 142.74, 243.0, 250.6	(1), 233.8, #	
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7	(3), #	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			122.1, 126.7, 135.9	
Richmond (A)	MHW	RMN	265		
Riverside	SBMRAZ-DTV	RIV	388;V;243.0, 255.4	(3), #	76 A 144 N 256 A 314 N
ATCS-Ontario					
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7	(3), #	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
"	AC(g)		278;119.5, 121.1, 126.18, 243.0, 257.8, 312.6	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;120.7, 243.0, 255.4	(3), #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	TVOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3, 126.18, 257.8, 348.6, 243.0, 363.1,	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco ATCS-Oakland	SBMRLZ-DTV	SFO	227;V;255.4, 120.7	(3), #	20 A 112 N 200 A 288 N
" Arpt	AC(g)		201;118.5, 119.1, 120.5, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 120.9	(1), #, 122.7	
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
"	VHF/DF		Gds: 118.5, 119.1, 120.5, 120.9, 122.7, 126.18 Req: 120.1, 120.3, 122.1, 126.7, 135.9		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael Hamilton AFB	HWZ	SRF	528		
Santa Ana, Orange Co.	CI(g)		290;121.3, 121.5	(2), #	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;126.18, 233.8, 142.74, 243.0	(1), #	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4, 120.7	(3), #	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1, 126.18, 243.0, 257.8	(2), #	(0700-2300)
" (P)	TVORW	SMO	110.8		
Santa Monica	C(g)		353;119.1, 126.18, 243.0 257.8	(2), #	
Stockton	BMRLZ-DTV	SCK	212;V;243.0, 255.4, 120.7	(3), #	65 A 147 N 245 A 327 N
"	C(g)		299;118.7, 126.18,	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;243.0, 255.4, 120.7	(3), #	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;243.0, 255.4; 278	(3), #	DME
Van Nuys	C(g)		227;120.1, 126.18, 243.0 257.8,	(2), #	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) "	*BVOR	ILA	113.1;V;243.0, 255.4, 120.7	(3), #	
ATCS-Marysville					
			COLORADO		
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4	(3), #	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(3)Alamosa	VORW	ALS	116.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;255.4	(3), #	
" Peterson	AC(g)		272;119.9, 126.18, 243.0 257.8	(2), #	
Denver	SBMRAZ-DTXV	DEN	379;V;243.0, 255.4,120.7	(3), #	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3, 119.5, 120.5 126.18, 137.88, 257.8, 243.0, 271.2, 343.6 348.6	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 124.7, 243.0, 290.8, 301.4, 307.9, 319.2, 324.7, 338.2	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 122.1, 126.18, 135.9, 137.88		
Eagle	TVBJ	EGE	V;243.0, 255.4;391	(3), #	
Ellicott	MHW	ELL	206		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;243.0, 255.4, 278;120.7	(3), #	DME
(3)Hugo	VORW	HGO	108.2		
(1)Kiowa ATCS-Denver	BVOR-DTV	IOC	112.6;V;243.0, 255.4, 120.7	(3), #	
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391	(3), #	
La Junta	SBMRLZ-DTV	LHX	281;V;243.0, 255.4	(3), #	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;243.0, 255.4	(3), #	
Pueblo	SBRAZ-DTV	PUB	302; V-122.2, 255.4	(3), #	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
Arpt	AC(g)		396;119.1, 126.18, 243.0, 257.8	(2), #	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4,120.7	(3), #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;120.9, 257.8, 243.0	(2), #, 126.18req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford ATCS Windsor Locks	SBMRAZ-DTV	HFD	329;V;243.0, 255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich ATCS-Providence, RI.	BVOR-	ORW	117.9;V;243.0, 255.4	(3), #	DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;255.4	(3), #	DME
CONNECTICUT					
Windsor Locks-Bradley	AC(g)		284;119.5, 124.2, 126.18, 257.8, 243.0, 348.6	(2), #	
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(3)Kenton	VORW	ENO	114.8		DME
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.1, 126.18, 136.8, 243.0, 257.8, 305.4	(1), #, 122.7	
"	VHF/DF			100-156	
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;126.7, 122.2, 120.7	(3)-135.9, #	32 A 140 N 214 A 309 N
	Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)				
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		
"National Arpt	AC(g)		278;118.1, 118.3, 119.1, 119.4, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		119.7, 120.3, 120.5, 125.1, 124.0, 124.4, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4, 301.4, 318.2, 353.9 362.3, 378.8. 385.4	#	Call Washington Center
" " "	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.4, 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4 120.7	(3), #	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.18, 126.7, 135.9, 136.8, 137.88		
Cross City	SBMRAZ-DTV	CTY	269;V:243.0, 255.4,120.7	(3), #	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;243.0, 255.4 120.7	(3), #	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	209		
Fleming Island(N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3	(2), #	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville ATCS-Cross City	BVOR-DTV	GNV	116.2;V;243.0, 255.4	(3), #	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7	(3), #	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6	(2), #	
"	Center		119.7, 120.5, 124.3, 243.0, 274.3, 301.4, 317.5, 326.2	#	
" NAS	SMRLZ	NIP	359		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	VORW	NZC	117.4		
" " "	HW	NZC	414		
" " "	CM		396		
" Mayport NAS	HW	NI-1	332		
" " "	CM		323		
Key West	SBRAZ-DTV	EYW	332;V;243.0, 255.4, 120.7	(3), #	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	BVOR	LEL	117.8		
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;243.0, 255.4; 275 ;120.7	(3), #	
Melbourne	SBRAZ-DTV	MLB	257;V;243.0, 255.4, 120.7	(3), #	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;243.0, 255.4, 120.7	(3), #	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.1, 118.3, 119.7, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		1189,1203,1209,124.7,125.0,1.# 1254,1258,2430,2690,291.6,301.4,311.8		
" Gator	HW	NIG	382		
" NAS	CM		396		
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;243.0, 255.4, 120.7	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"Pinecastle AFB	MHW	PQS	245		
Panama City,	SMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
Tyndall AFB	HW	AAN	203		
" "	VORW	PAM	112.4		
" " "	CM		233;119.1	(2), #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4	(3), #	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9, 132.3, 243.0, 126.18 req, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS	VOR	NAS	117.2		
" Chevalier NAS	CM			(1)	
" Corry NAS	CM			(1)	
" Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAS	CM			(1)	
Perrine IATCS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
St. Augustine Fairchild	CI		272;126.18	(2), #	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3, 257.8	(1), #, 122.7 [redacted] 126.18	(0600-0200)
Sanford NAS	HW	NRJ	296		
Sarasota (P)	MH	SRQ	263	126.18	
"Bradenton	CI		121.3, 126.18	#, 122.5,	(0700-1830)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7	(3), #	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4, 120.7	(3), #	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
" Palm Beach Intnl/AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4	(3), #	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
"Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4	(3), #	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
(1)Athens ATCS-Anderson,S.C	BVOR-DTV	AHN	109.6;V;243.0, 255.4, 120.7	(3), #	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4	(3), #	50 A 154 N 235 A 324 N
"	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.5, 125.7, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2, 343.6, 348.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: 120.7, 122.5, 126.18, 126.7, 119.5, 122.7, 125.7, 135.9, 118.1, 119.1		
"	Center		118.9, 120.3, 120.9, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7	#	
Atlanta Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8 348.6	(2), #	(0700-2300)
" NAS	MRLZ	NCQ	323; 126.18, 233.8, 142.74, 243.0	(1), #	108 A 177 N 267 A 357 N
" "	CM			(1)	Sunrise-Sunset
" Dobbins AFB	CM		120.5	#	
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	206; V; 243.0, 255.4	(3), #	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N 239 A 322 N
" "	HW	NEA	275		
(1)Columbus	BVOR-DTV	CSG	117.1; V; 243.0, 255.4, 120.7	(3), #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Lawson AAF	CM			(1)	
Doles (A)	MHW	DLE	400		
(1)La Grange	BVOR-DTVJ	LGC	115.6; V; 243.0, 255.4; 230; 120.7	(3), #	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209; V; 243.0, 255.4	(3), #	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1)Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6; V; 243.0, 255.4	(3), #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1)Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7	(3), #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	AC(g)		278; 119.1, 126.18, 257.8 348.6	(2), #	
" "	UHF/DF			257.8, 348.6 305.4	
Valdosta	BMH-TV	VLD	224; V; 243.0, 255.4	(3), #	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		45 A 135 N 225 A 315 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4, 120.7	(3), #	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
"Air Term.	AC(g)		278; 118.3, 126.18, 257.8 305.4, 348.6	(2), #	
" "	UHF/DF			225-400 req	
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4, 120.7	(3), #	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4, 120.7	(3), #	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215; V; 243.0, 255.4	(3), #	
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4	(3), #	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4	(3), #	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	MHWZ	MUO	335		
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4, 120.7	(3), #	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(3)Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
(1)Bradford	BVOR-DTV	BDF	114.7; V; 120.7, 243.0, 255.4	(3), #	DME
(3)Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350; V; 243.0, 255.4	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C		206; 121.3, 126.18	(2), #	(0600-2200)
"Midway	AC(g.7)		278; 118.7, 119.5, 119.9, 123.7, 126.18, 126.5, 243.0 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		118.8, 119.7, 120.2, 120.5, 120.9, 123.6, 123.9, 124.5, 124.6, 124.7, 125.1, 125.5, 125.9, 126.5, 243.0, 250.2, 301.4, 320.7, 323.2, 323.4, 340.6, 352.0, 353.9, 355.2, 362.3, 378.8, 379.9, 385.4	#	
" O'Hare	AC(g)		332; 118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights ATCS-Chicago	BVOR-DTV	CGT	114.2;V;243.0,255.4	(3), #	DME
Effingham	MRLWZ	EFF	275		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;243.0, 255.4, 120.7	(3), #	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBMRAZ-DTV	MLI	224;V;243.0, 255.4	(3), #	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;243.0, 255.4, 120.7	(3), #	DME
(1)Northbrook ATCS-Chicago	BVOR-DTV	OBK	116.2;V;243.0, 255.4	(3), #	
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7	(3), #	89 N 182 A 254 N 358 A
(1) "	BVOR	PIA	115.2		
" Arpt	AC(g)		278;119.1, 126.18, 257.8	(2), #	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;243.0, 255.4, 120.7	(3), #	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;243.0, 255.4, 120.7	(3), #	93 A 132 N 273 A 314 N
(1) "	BVOR	RFD	116.5		DME
Springfield	SBMRAZ-DTV	SPI	239;V;243.0, 255.4, 120.7	(3), #	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3, 257.8, 305.4 348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;243.0, 255.4, 120.7	(3), #	DME
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3; V;243.0, 255.4, 120.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4	(3), #	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA		114.6	
" Baer	AC(g)		278;119.1, 126.18, 257.8	(2), #	
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4 120.7	(3), #	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;243.0, 255.4 120.7	(3), #	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,118.5,119.9,121.1, 126.18, 243.0, 257.8, 269.4, 284.6, 390.3,	(2), #	
"	Center		119.3,119.7, 120.1, 124.1, 124.9,125.3 , 301.4,307.2 312.6, 319.8, 338.6, 353.7, 358.6	#	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1,122.1, 122.5, 125.3, 126.7, 126.18, 132.0, 135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0;V;120.7,243.0, 255.4	(3), #	
Madison AAF	CM		126.3	#	
McCool	MHW	MCL	359		
(1)Nabb ATCS-Louisville,Ky	BVOR DTV	ABB	113.5;V;243.0, 255.4, 120.7	(3), #	
Richmond	MHW	RID	385		
(3) "	VORW	RID	116.1		
(3)Scotland	VORW	SCJ	117.8		DME
(1)Shelbyville	VORW	SHB	108.4		
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4,120.7	(3), #	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5, 243.0, 257.8	(2), #	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;243.0, 255.4. 120.7	(3), #	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3, 126.18, 257.8 243.0	(2), #	(0700-2300)
IOWA					
(1)Burlington	BVOR DTV	BRL	111.4;V;243.0, 255.4, 120.7	(3), #	DME
Cedar Rapids	BMH-DTV	CID	248;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4,120.7	(3), #	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Dubuque ATCS-Cedar Rapids	BVOR-DTV	DBQ	117.4;V;243.0, 255.4, 120.7	(3), #	
(1)Fort Dodge ATCS-Mason City	BVOR-DTV	FOD	114.1;V;243.0, 255.4	(3), #	
(1)Iowa City ATCS-Cedars Rapids	BVOR-DTV	IOW	116.1;V;243.0, 255.4, 120.7	(3), #	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275;120.7	(3), #	
(1)Mason City	BVOR-DTV	MCW	114.9;V;243.0, 255.4. 120.7	(3), #	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;120.7, 243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc; e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7	(3),#	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,126.18,243.0,257.8,305.4,348.6	(2),#	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1)Waterloo	BVOR DTV	ALO	116.4;V;243.0,255.4,120.7	(3),#	
" Arpt	AC(g)		278;119.3,257.8	(2),#	
KANSAS					
(1)Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;243.0,255.4	(3),#	
Chanute	SBRAZ-DTV	CNU	284;V;243.0,255.4	(3),#	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1)Dodge City	BVOR-DTV	DDC	116.4;V;243.0,255.4,120.7	(3),#	
(1)Emporia	BVOR-DTV	EMP	112.8;V;243.0,255.4,120.7	(3),#	
Ft. Riley - Marshall AAF	CM		126.3	#	
Garden City	SBRAZ-DTV	GCK	257;V;243.0,255.4 120.7	(3),#	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1)Goodland	BVOR-DTV	GLD	115.1;V;243.0,255.4 120.7	(3),#	DME
Great Bend NAS	CM		251;121.3,151.2,243.0,250.6	(2),#	(0730-1700 Mon-Fri xcpt holidays)
(1)Hill City	BVOR-DTVBJ	HLC	113.7;V;243.0,255.4;299;120.7	(3),#	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0,255.4	(3),#	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5,236.2	(2),#	
" NAS	HW	NEP	404		
" "	CM		293	(1)	
Kansas City Fairfax	C(g.7)		278;119.1,126.18,243.0 257.8	(2),#	
"	VHF/DF			110-140	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;243.0	(1),#	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1)Russell	BVOR-DTVBJ	RSL	114.5;V;243.0,255.4;278;120.7	(3),#	DME
(1)Salina	BVOR-DTVBJ	SLN	115.3;V;243.0,255.4;278;120.7	(3),#	DME
" Schilling AFB	CM		118.3	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
(1)Salina - Smoky Hill AFB	MHW	PBH	233		
(1)Topeka	BVOR-DTV	TOP	117.8;V;255.4	(3),#	DME
"	MHW	TOP	304		
"Philip Billard	C(g)		278;118.7,126.18,243.0 257.8	(2),#	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0,255.4	(3),#	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5,137.88,243.0,257.8	(2),#	See RAPCON McConnell AFB
"Beech	CI(g)		239;119.9,121.5,126.18	(2),121.5,126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V-122.2,243.0,255.4	(3),#	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1)Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;243.0,255.4,120.7	(3),#	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft.Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
(1) Lexington	BVOR-DTV	LEX	112.4;V;243.0,255.4	(3),#	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1,243.0,257.8	(2),#	(0700-2300)
London	BMH-DTV	LOZ	263;V;243.0,255.4	(3),#	
Louisville	HW-DTXV	SDF	359;V;243.0,255.4,120.7	(3),#	
(1) "	BVOR	LOU	114.8		
" Bowman	C(g)		278;119.5,126.18,243.0,257.8	(2),#,121.9	(0700-2300)
" Standiford	AC(g.7)		317;119.0,124.5,126.18,120.3,243.0,257.8,319.2,381.6	(1),#,122.7	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1)Paducah	BVOR-DTV	PUK	117.3;V;243.0,255.4	(3),#	
"	BMH	PUK	215		
(1)York	VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0,255.4	(3),#	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0,255.4	(3),#	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge - Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Fort Polk AAF	MHW	POK	224		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;243, 255.4,120.7	(3), #	
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4,120.7	(3), #	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4,120.7	(3), #	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 243.0,	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2	(1), #, 122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7	(3), #	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	(2), #	
" Downtown	C(g.7)		293;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4,120.7	(3), #	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4,120.7	(3), #	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4	(3), #	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	108.2		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME
MAINE					
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7	(3), #	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 255.4, 257.8	(2), #	
Presque Isle	SRAZ-DV	PQI	388;126.18, 236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl frm Presque Isle AFB Twr)	SMLZ-DV	SPR	371;126.18, 236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C.	SBMRAZ-DTXV	ADW	379;126.7, 122.2,120.7	(3)-135.9, #	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;243.0, 255.4, 120.7	(3), #	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3, 126.18, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 1204,2578,3486,3608,3814	(2), #	
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(07-16 M,F,S & Sun (7-2230 T,W & Th)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2), #	(0730-2400 Mon-Fri.)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;243.0, 255.4; 326;120.7	(3), #	DME
Shadyside	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1)Westminster ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;243.0, 255.4, 120.7	(3), #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3, 124.4, 124.9, 125.2, 132.3, 301.4, 307.9, 319.2, 324.7, 353.7	#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston	AC(g)		278;123.7, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
Bedford (Hanscom)	VHF/DF			100-156	
" "	UHF/DF		Gds: 233.8, 243.0, 257.8, 305.4 348.6		
" Logan	AC(g)		278;118.1, 118.3, 120.5, 126.18, 126.5, 137.88, 243.0 257.8, 263.0, 271.2, 290.8, 343.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.3, 120.5, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-WindsorLocks, Conn	BVOR-DTV	CTR	108.6;V;243.0, 255.4	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		(on req)
Ft Devens Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTV	GDM	110.6;V;243.0, 255.4, 120.7	(3), #	DME
Hayannis	MHW-DV	HYA	239;V;	#, 122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;	#, 122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;243.0, 255.4; 278	(3), #	
"	HHW	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	CI		254;121.3	(2), #	(0630-2330)
North Truro (A)	HW	OAB	528		
Quabbin (A)	MHW	UAB	294		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, ATCS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230;V;243.0, 255.4	(3), #	23 A 113 N 203 A 293 N
Westfield, Barnes	C		212;121.3, 126.18 257.8(req)	(2), #	(0700-2300)
Worcester	TV		120.7V;243.0, 255.4	(3), #	
" Arpt	C(g)		281;120.1, 243.0 257.8	(2), #	(0700-2300)
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4	(3), #	3 A 93 N 183 A 273 N
" Kellogg Arpt	AC(g)		396;118.3, 257.8	(2), #	
(1)Carleton ATCS-Detroit	BVOR-DTV	CRL	114.9;V;243.0, 255.4 120.7		DME
Detroit	SBRAZ-DTV	RML	388;V;243.0, 255.4, 120.7	(3), #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278;118.7, 120.0, 243.0, 257.8	(2), #	
" Metropolitan-Wayne Co.	C(g.7)		245;121.1, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 123.9, 125.3, 243.0, 250.4, 269.2, 301.4, 317.5, 326.2, 335.6, 343.8, 126.4, 119.8	#	
Detroit	AC(g)		332;118.4, 123.7, 121.3, 124.9, 243.0, 257.8, 263.0, 126.18, 381.4, 355.8, 290.3	(2), #	
" Willow Run					
(1) " " "	TVOR	YIP	111.4		
Flint	TV		V;255.4	(3), #	
" Bishop	AC(g)		278;119.5, 243.0, 257.8	(2), #	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;243.0, 255.4 120.7	(3), #	
Grand Marais	BRL-DTV	GMI	341;V;243.0, 255.4 120.7	(3), #	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3, 257.8	(2), #	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227;V;243.0, 255.4 120.7	(3), #	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;243.0, 255.4, 120.7	(3), #	
(1)Keeler-ATCS-South Bend, Ind.	BVOR-DTV	ELX	115.1;V;243.0, 255.4, 120.7	(3), #	
Lansing	SBMRAZ-DTV	LAN	206;V;243.0, 255.4	(3), #	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9, 243.0, 257.8	(2), #	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Marquette-Sawyer(A)	HW	SAW	359		
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4, 120.7	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1, 257.8	(2), #	(0730-2330)
Pellston	BMH-TV	PLN	332;V;243.0, 255.4	(3), #	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;243.0, 255.4	(3), #	
(1) "	BVOR	MBS	112.9		
(1)Salem ATCS-Detroit	BVOR-DTV	SVM	116.9;V;243.0, 255.4 120.7	(3), #	
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;243.0, 255.4	(3), #	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4, 120.7	(3), #	34 A 139 N 214 A 319 N
(1) "	BVOR	TVC	112.4		
(3)White Cloud	*VORW	HIC	114.5		
Wurthsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4	(3), #	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	TVOR	BJI	111.2	122.1	V-0515-1213-1920-2315
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-05-23 wkdays 05-1915Sat09-23Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
"Arpt	AC(g)		278;118.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
Eveleth (S)	TVOR	EVM	108.2		V-08-17
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4	(3), #	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(2), #	
"	Center		120.3, 124.7, 125.5, 243.0, 301.4, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds:118.7,119.1,119.3,119.5,120.3,122.1,122.5,126.7,126.18,132.0,135.9		
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;120.7,243.0,255.4	(3), #	
Rochester	SBMRLZ-DTV	RST	236;V;243.0, 255.4, 120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3, 257.8	(2), #	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	V-0430-2200
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V-0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Columbus	VORW	UBS	115.8 (test-basis)		
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7	(3), #	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Gulfport	CM		121.3, 126.18, 236.6, 243.0, 305.4	#	(0600-2100)
" -Keesler AFB	CM			(1)	
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3), #	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	BVOR-DTV	MCB	116.7;V;243.0, 255.4	(3), #	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;243.0, 255.4, 120.7	(3), #	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
(1)Picayune	BVOR	PCU	112.2		ATCS-New Orleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MISSOURI					
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4; 391	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4, 120.7	(3), #	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;243.0, 255.4; 272 ;120.7	(3), #	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4 120.7	(3), #	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 119.5, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(2), #	
"	Center		118.8,118.9,119.6,119.7,123.6, 124.2,124.8,125.1,125.9,126.4,243.0, 301.4,317.5,326.2,335.6,355.8	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;243.0, 255.4	(3), #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	BVOR-DTV	MCM	112.9;V;243.0, 255.4	(3), #	ATCS-Kirksville
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;243.0, 255.4; 278;120.7	(3), #	
(1)Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7	(3), #	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;243.0, 255.4	(3), #	DME
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	(0700-2300)
St. Louis	SBRAZ-DTXV	STL	209;V;243.0, 255.4, 120.7	(3), #	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3, 118.5, 119.9, 126.18, 243.0, 257.8, 290.8, 338.2, 348.6, 360.6, 379.1	(2), #	
"	Center		120.3, 124.5, 125.5, 125.7, 243.0, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 119.5, 122.1, 122.5, 120.3, 126.7, 126.18, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7	(3), #	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	BVOR-DTV	VIH	117.7;V;243.0, 255.4 120.7	(3), #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Logan	AC(g)		278;118.3, 243.0, 255.4 257.8, 348.6	(2), # 126.18	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4	(3), #	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;243.0, 255.4, 120.7	(3), #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7	(3), #	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4,	(3), #	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4,	(3), #	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Intnl	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		120.3, 301.4	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7	(3), #	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7	(3), #	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	BH-DTV	LVM	224;V;243.0, 255.4	(3), #	
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7	(3), #	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7	(3), #	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	111.8		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;243.0, 255.4,	(3), #	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	116.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;243.0, 255.4	(3), #	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;243.0, 255.4	(3), #	
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 301.4	(3), #	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;243.0, 255.4, 120.7	(3), #	DME
Kearney (S)	TVOR	EAR	111.2	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;243.0, 255.4, 120.7	(3), #	71 N 170 A 251 N 350 A
" AFB	CM		272;118.5	(2), #	
McCook (S)	TVOR	MCK	110.0	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 06-23)
" "	TVOR	OFK	109.6,	121.5, 122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;243.0, 255.4	(3), #	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7	(3), #	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
"	AC(g)		278;119.1, 126.18, 243.0, 257.8	(2), #	
" Offutt AFB	MH	OFF	296		
" " "	CM		296	(1)	
Scottsbluff	SBMRLZ-DTV	SCT	341;V;243.0, 255.4, 120.7	(3), #	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;243.0, 255.4, 120.7	(3), #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 301.4, 120.7	(3), #	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7	(3), #	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon	SBRAZ	NSV	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4	(3), #	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3, 137.88, 257.8 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7	(3), #	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4	(3), #	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House ATCS-Winnemucca	BVOR-DTVJ	SDO	116.5;V;243.0, 255.4; 296	(3), #	
Tonopah	SBRAZ-DTV	TPH	221;V;243.0, 255.4	(3), #	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVJ		296;V;243.0, 255.4	(3), #	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7	(3), #	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	108.2		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;243.0, 255.4,120.7	(3), #	
Manchester (S)	MHW	MHT	338		
" Grenier	CI		126.18, 137.88, 236.6 243.0	#, 122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
" "	CM		272;119.1	(1)	
Beachwood	MHW	BWO	203		
Belmar-- Ft. Monmouth	CM		281;121.3, 126.3	(1), #	
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;255.4,120.7	(3), #	DME
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;255.4,120.7	(3), #	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Millville	SBRAZ-DTV	MIV	365;V;243.0, 255.4, 120.7	(3), #	72 A 157 N 243 A 324 N
Morristown	CI		[redacted]121.3	(2)	(1000-1700 weekends only)
Newark ATCS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4,120.7	(3), #	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;118.3, 119.2, 120.6 126.18, 126.5, 257.8	(1),#, 122.7	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5, 243.0, 257.8	(2), #	
Trenton-Mercer County Arpt	CI(g)		121.5, 119.3, 126.18	#, 122.5	(0830-2300) 0830-22Sat-Sun)
NEW JERSEY					
Trenton (P)	*TVOR		111.6	Monitor category (1) twr hrs opern	
(1)Woodstown ATCS-Millville	BVOR-DTV	OOD	114.3;V;243.0, 255.4, 120.7	(3), #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
" Hollman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3, 120.7, 121.1, 123.9, 126.18, 134.1, 136.8, 137.88, 142.02 243.0, 257.8, 270.6, 289.4, 348.6, 355.8, 363.8	(2), #	
"	Center		119.7, 120.3, 123.7, 243.0 269.4, 284.6, 301.4, 307.2	#	
"	UHF/DF		Gds: 243.0, 270.6, 289.4, 305.4, 335.8, 363.8		
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
Cannon	HW	CVS	272		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;243.0, 255.4 120.7	(3), #	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7	(3), #	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
(1)Farmington	BVOR-DTV	FMN	115.3;V;243.0, 255.4,120.7	(3), #	
Frazier (A)	HW	FZR	407		
(1)Grants	BVOR-DTV	GNT	116.5;V;243.0, 255.4 120.7	(3), #	
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7	(3), #	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V-122.2, 243.0, 255.4,120.7	(3), #	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Pinon	VORW	PIO	110.4		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7	(3), #	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;243.0, 255.4 120.7	(3), #	
(3)Texico	VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7	(3), #	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7	(3), #	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Zuni	BMRLZ-DTV	ZUN	353;V;243.0,255.4	(3), #	78 N 168 A 258 N 348 A
(1) Zuni	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7	(3), #	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18, 142.74, 233.8	(2), #	(0800-1830) Mon-Fri)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4,120.7	(3), #	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;123.7, 126.18, 119.8, 257.8,126.5,243.0,319.8	(2), #	
"	VHF/DF		Gds: 122.5, 126.18		
Calverton, Peconic River	CI(g)		323;121.3, 126.18,142.74 233.8	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;243.0, 255.4 120.7	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4	(3), #	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;119.1, 243.0, 257.8	(2), #	(0700-2300)
Farmingdale Republic	CI		371;121.3;126.18, 257.8	(2), 126.18, 257.8	(0700-1530 Mon - Fri)
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0, 255.4, 120.7	(3), #	
Glenville	MHW	GVI	284		
Hempstead, ATCS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7	(3), #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18, 121.5,119.3	(2), #	(0800-2400)
Lido	MHW	LDO	239		
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4 ; 243;120.7	(3), #	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;255.4,120.7	(3), #	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2, 381.4	(1), #, 122.7	
NEW YORK					
New York	Center		118.2,1196,1198,120.0,120.1, 120.8, 120.9, 121.0, 1202 121.1, 123.6, 123.8, 123.9, 124.1,124.3,124.5,124.7, 124.8, 124.9, 125.1, 1253, 125.4, 125.5, 125.6, 1258, 125.9, 126.0, 126.4,132.3, 137.88, 243.0, 250.4, 269.6, 285.4, 301.4, 306.3, 310.4, 335.6, 343.8,355.8, 363.1,381.6	#	
" Idlewild	MHW	IDL	353		
(1)" "	BVOR-DTXV	IDL	117.2;V;255.4,120.7	(3), #	DME
"Intnl(Idlewild)	AC(g)		119.1, 121.1, 123.7, 123.9 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 285.6, 290.3, 313.4, 348.6	(1), #, 122.7	
" (Idlewild)	VHF/DF		Gds 119.1, 121.1, 122.7, 1237,1239 132.3, 134.1, 134.64, 142.74		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 257.8, 236.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 243.0, 257.8, 305.4		
Peconic	SRAWZ	PIC	341		53 A 129 N 234 A 321 N
(1)Plattsburgh ATCS-Burlington,Vt	BVOR-DTV	PLB	116.7, V;255.4,	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7	(3), #	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	112.2		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	114.5		DME
" Arpt	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(3) Rockdale	VORW	RKA	108.4		
Rome-Griffiss AFB	MHW	RME	212		
" "	VORW	RME	112.4		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	0700-2300& req
Syracuse	SBRAZ-DTV	SYR	350;V;255.4,120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 257.8, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
" Utica	BMRLZ-DTV	UCA	359;V;243.0, 255.4, 120.7	(3), #	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	108.6;V;243.0, 255.4; 224 ;120.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Wellsville ATCS-Elmira	BVOR-DTV	ELZ	108;V;243.0, 255.4	(3), #	
White Plains Westchester Co.	AC(g)		260;118.5, 126.18, 148.32 257.8, 243.0	(2), #	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4	(3), #	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2), #	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	307;V;255.4 ,120.7	(3), #	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;118.1, 123.7, 126.18 243.0, 257.8, 335.6, 348.6	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
"	BVOR	NKT	115.4		
"	CM			(1)	
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;243.0, 255.4, 320;120.7	(3), #	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
" Grannis Arpt	C(g.7)		278;118.3,348.6,243.0	(2), #	
Ft. Bragg-PopeAFB	H	FTB	338		
" " "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4,120.7	(3), #	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1)Hickory	BVOR-TVJ	HKY	113.1;V;323	(3), #, 255.4	
Lumberton	MHW	LBT	359 [redacted]	[redacted]	Unmonitored
(3) "	VORW	LBT	117.0		[redacted]
Murphy	HW	MUY		230	
New Bern	BMH-DTV	EWN	391;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3, 126.18,243.0 257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;243.0, 255.4; 317;120.7	(3), #	
Weeksville NAF	MRLWZ	NFG	254.		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;243.0, 255.4, 301.4	(3), #	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7, 126.18,	(2), #	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4, 120.7	(3), #	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4	(3), #	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4	(3), #	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;243.0, 255.4,120.7	(3), #	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 301.4	(3), #	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
(3) Williston	VORW	ISN	116.3		
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4,120.7	(3), #	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5, 142.74, 243.0 257.8	(1), #, 122.7	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 305.4, 255.4, other freq on req.		
" Canton	AC(g)		278;118.3, 126.18, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton ATCS-Columbus	BVOR-DTV	APE	116.7;V;255.4,243.0, 120.7	(3), #	
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
(1)Chardon ATCS-Cleveland	BVOR-DTXV	CXR	117.5;V;243.0, 255.4, 120.7	(3), #	
Cincinnati	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7	(3), #	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3, 126.18, 124.7, 257.8, 243.0, 285.6	(1), #, 122.7	
" Lunken	C(g)		227;118.7,126.18, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCB, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL. OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7	(3), #	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;118.1, 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0, 291.6, 307.0, 348.6	(2), #	
"	Center		120.5, 124.2, 124.3, 124.7, 125.5, 125.9, 243.0 284.6, 301.4, 311.8, 318.2, 323.2, 340.6	#	
" "	VHF/DF		Gds: 118.1 118.5 119.9 121.0 122.5 126.18		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7	(3), #	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;109.5, 116.7, 121.1, 121.3, 126.18, 126.5, 136.8, 142.02, 243.0, 257.8, 263.0, 274.3, 348.6	(2), #	
" "	UHF/DF			225.0-399.9	
(1) Dayton	BVOR-DTV	DAY	115.0;V;243.0, 255.4	(3), #	DME
" Arpt	AC(g)		278; [redacted] 119.5 [redacted] 125.7, 126.18, 243.0, 257.8, 313.4	(2), #	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Findlay	BMH-TV	FDY	209;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	VORW	JFN	115.2		
Mansfield	BMH-TV	MFD	329;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	MFD	113.9		
"	AC(g)		278;118.7, 257.8	(2), #	(0700-2300)
Perry	MHW	PEX	332		
(1) Sidney ATCS-Dayton	BVOR-DTV	SIE	108.2;V;243.0, 255.4	(3), #	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(3) Tiverton	VORW	TVT	110.2		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3, 126.18, 243.0, 257.8	(2), #	
(1) Waterville	BVOR	VWV	113.1		DME
(3) Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7	(3), #	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;125.5, 126.18, 243.0, 257.8, 275.8	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8, 305.4	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Zanesville	BMH-TV	ZZV	275;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7	(3), #	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1) Hobart	BVOR-DTVBJ	HBR	114.7;V;243.0, 255.4; 206	(3), #	
(1) Lawton	VOR	LAW	112.2		
" Post AAF	MHZ	PFL	308		
" " "	CM		308	122.5	
Mannsville (A)	MHW	MVI	299		
(1) McAlester	BVOR-DTVBJ	MLC	112.3;V;243.0, 255.4; 206;120.7	(3), #	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7	(3), #	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;243.0, 255.4, 120.7	(3) #	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4	(3), #	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7, 119.1, 126.18 243.0, 257.8, 338.6, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4, 120.7	(3), #	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7	(3), #	64 N 176 A 244 N 330 A
(1) "*	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 301.4;120.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;255.4, 120.7	(3), #	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 3486;	(2), #	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;255.4	(3), #	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7	(3), #	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4, 120.7	(3), #	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
"	AC(g)		278;118.7, 257.8, 348.6	(2), #,	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4	(3), #	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.1, 118.7, 119.2, 126.18, [redacted] 243.0, 257.8, 284.6, 290.3, 348.6, 363.8	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4 120.7	(3), #	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4 120.7	(3), #	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBRAZ-DTV	ABE	320;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5, 243.0, 257.8	(2), #, 126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4, 120.7	(3), #	23 A 88 N 203 A 281 N
(1)Bradford	BVOR-DTV	BFD	114.4;V;120.7,243.0,255.4	(3), #	DME
"	BMH	BFD	224		
Brookville	BH-TV	BKL	356;V;243.0, 255.4, 120.7	(3), #	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City ATCS-Pittsburgh	BVOR-DTV	EWC	114.2;V;120.7	(3)	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4,120.7	(3), #	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		
(1)Fitzgearld	VORW	FTZ	108.2		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4 120.7	(3), #	07 A 104 N 194 A 298 N
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;118.5,119.9,126.18,243.0, 257.8, 382.2	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Hazleton	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;243.0, 255.4, 120.7	(3), #	
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
Lancaster	MHW	LRP	326		
"	TVORW	LNS	111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;243.0, 255.4, 120.7	(3), #	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18,243.0,257.8	(2), #	
Philadelphia ATCS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7	(3), #	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.5, 119.0, 121.7, 126.18, 142.74, 243.0, [redacted] 2630.3072.312.6.3382.3486	(2), #	
"	VHF/DF		Gds:118.5,119.0,121.7,122.5,126.18,142.74		
Philadelphia - Mustin NAS	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4, 120.7	(3), #	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0,255.4, 120.7	(3), #	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3, 126.18, 243.0 257.8	(2), #	
" Grtr Pitts-burgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7, 119.3, 121.1 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 379.1	(2), #	
"	Center		118.9, 119.2, 120.1, 120.9, 125.1,132.3,137.88,243.0 255.4,290.8,301.4,319.2 324.7, 343.6	#	
" "	VHF/DF		Gds: 118.7, 119.3, 121.1, 122.5, 126.18, 126.7, 132.3, 135.9		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1)Pottstown ATCS- N. Phila.	BVOR-DTV	PTW	110.8;V;243.0, 255.4	(3), #	
Reading, General Spaatz Arpt	AC(g)		281;126.18, 119.1, 243.0, 257.8	(2), #	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		ATCS-Williamsport
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(3)Tower City	VORW	TWR	108.2		
(1)Tyrone	VORW	TON	110.0		
(1)West Chester ATCS-N. Phila.	BVOR-DTV	ESR	108.6;V;243.0, 255.4	(3), #	DME
Westover	MHW	ESV	329		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCIES 121.5 and 243.0 mc are guarded by most CAA and Military. Centers and FS stations have frequency in use tabulated in

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4,120.7	(3), #	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;243.0, 255.4, 120.7	(3), #	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SBRLZ	NXX	391;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "					
" "	CM		356	(1)	
(1)Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;243.0, 255.4,120.7	(3), #	47 A 106 N 205 A 291 N
"	VORW	PVD	110.2		(Test-basis)
" Green	AC(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;243.0, 255.4,120.7	(3), #	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4, 120.7	(3), #	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3, 119.3, 126.18 257.8, 263.0, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
Columbia	SBRAZ-DTV	CAE	227;V;255.4,120.7	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5, 126.18, 243.0 257.8, 348.6	(2), #	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4	(3), #	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4,120.7	(3), #	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9, 125.9, 126.18 257.8, 348.6	(2), #	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;243.0, 255.4 120.7	(3), #	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4	(3), #	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
" "	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4, 120.7	(3), #	110 A 162 N 290 A 342 N
(1)Aberdeen	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4, 120.7	(3), #	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1)Philip	BVOR-TV	PHP	115.7;V;243.0, 255.4, 120.7	(3), #	
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4, 120.7	(3), #	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 301.4 ;120.7	(3), #	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4, 120.7	(3), #	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Watertown	BVOR DTV	ATY	116.6;V;243.0, 255.4, 120.7	(3), #	
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	BVOR-DTV	CHA	112.8;V;255.4	(3), #	
" Lovell	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	BVOR-TV	CSV	113.4;V;243.0, 255.4, 120.7	(3), #	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;243.0, 255.4, 120.7	(3), #	
"	BMH	DYR	245		
Emmett	MHW	EME	320		
Gainsville (N)	MHW	NQ4	263		
(1)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4	(3), #	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4	(3), #	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.1, 118.7, 123.9, 126.18, 257.8, 305.4, 348.6, 382.2	(2), #	
" "	VHF/DF		Gds:118.3,118.7,120.3,122.1,122.5,123.9,126.7,126.18,132.0,132.3,135.9		
" "	UHF/DF			243.0, 305.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4		
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3, 119.1, 126.18 243.0, 257.8, 291.6, 340.6, 348.6	(2), #	
"	Center		119.3, 120.1, 120.5, 243.0, 250.2,301.4,311.8,318.2,323.2	#	
"	(twr)VHF/DF		Gds:118.3,119.1,119.7,120.3,122.1,122.5,126.7,126.18,132.0,135.9		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 236.6 243.0	(1), #	63 A 145 N 243 A 325 N
" "	CM		396	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7	(3), #	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;118.1, 126.18, 243.0 257.8, 383.8	(2), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.1, 120.3, 122.1, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7	(3), #	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18 257.8, 348.6	(2), #	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4	(3), #	01 A 71 N 181 A 248 N
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18, 257.8, 348.6, 363.8	(2), #	
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7	(3), #	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;243.0, 255.4	(3), #	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
Austin	BH-DTV	AUS	281;V;243.0, 255.4	(3), #	
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4	(3), #	70 A 160 N 250 A 340 N
(1) "	BVOR	BPT	114.9		
" Jefferson Co.	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4	(3), #	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	114.3		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4	(3), #	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7, 126.18, 118.1, 250.2, 257.8, 348.6	(2), #	
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;243.0, 255.4	(3), #	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;243.0, 255.4; 206;120.7	(3), #	
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;243.0, 255.4, 120.7	(3), #	DME
" Easterwood	AC(g)		272;118.5, 126.18 243.0, 257.8, 347.0	(2), #	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;243.0, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 141.84, 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	VORW	NGP	114.0		
" "	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;243.0, 255.4	(3), #	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;243.0, 255.4	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4	(3), #	
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;243.0, 255.4	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 137.88 243.0, 250.4, 269.2, 301.4, 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft. Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

TEXAS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0, 255.4,120.7	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296;118.1,118.9,123.9,126.18 236.2, 243.0, 257.8, 263.0, 307.9, 324.7, 363.8	(1), #, 122.7,	
" Meacham	C(g)		272;118.3, 126.18,243.0 257.8, 348.6	(1), #, 122.7	(0700-2300)
"	Center		120.3, 120.9, 125.5,243.0 301.4, 353.7, 360.6, 379.1	#	
Galveston	SBMRLZ-DTV	GLS	263;V;243.0, 255.4, 120.7	(3), #	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	BVOR-DTV	GGG	117.4;V;243.0, 255.4;	(3), #	
"	C(g)		236;118.1,257.8,348.6	#	
Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4	(3), #	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1, 118.3, 118.7, 120.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #, 141.3	
	VHF/DF		Gds:118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;243.0, 255.4, 120.7	(3), #	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4	(3), #	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan-Bay)	HW	NG1	356		
"	HW	NQI	335		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ-DTV	LRD	206;V;243.0, 255.4	(3), #	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
(1)Leona	BVOR	LOA	108.4		ATCS-College Station
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4,120.7	(3), #	79 N 174 A 259 N 354 A
(1)Lubbock	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,126.18,257.8,348.6	(2), #	
(1)Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;243.0, 255.4, 120.7	(3), #	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;243.0, 255.4	(3), #	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;243.0, 255.4	(3), #	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;243.0, 255.4	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4, 120.7	(3), #	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
(1)Rocksprings	VORW	RSG	109.0		
Salt Flat	BMRLZ-DPTV	SFL	335;V;243.0, 255.4	(3), #	79 A 162 N 259 A 342 N
(1) "	BVOR	SFL	113.0		DME
San Angelo	BMRLZ-DTV	SJT	227;V;255.4	(3), #	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
" Mathis	AC(g)		272;118.3,243.0,257.8,348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4,120.7	(3), #	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.9,123.9,124.3,243.0 257.8, 348.6, 381.4	(2), #, 126.18	
"	Center		119.7, 120.1, 120.5, 137.88, 243.0, 263.0, 301.4, 319.8, 363.1	#	
[redacted]	[redacted]	[redacted]	[redacted]		[redacted]
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" " "	CM		335		
Smithville	MHW	SIH	203		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
TEXAS					
Snook (A)	MHW	SOK	371		
Somerset	MHW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH DTV-	TYR	320;V;255.4	(3), #	
" Pounds Fld	AC(g)		272;119.1, 243.0, 257.8, 348.6	(2), #	
Van Horn	HW	VHN	353		
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV		385;V;243.0, 255.4	(3), #	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9, 126.18, 225.4 257.8, 260.6, 348.6	(2), #	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;243.0, 255.4,120.7	(3), #	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 348.6	(2), #	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;243.0, 255.4	(3), #	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278	(3), #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4,120.7	(3), #	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;243.0, 255.4	(3)	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;243.0, 255.4; 278;120.7	(3), #	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;243.0, 255.4, 120.7	(3), #	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promotory Pt	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4, 120.7	(3), #	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18, 243.0, 257.8, 305.4, 348.6	(2), #	
Salt Lake City	Center		1189,1192,1203,124.5,2430 269.2, 274.3,301.4,326.2	#	
"	UHF/DF			305.4	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;243.0, 255.4	(3), #	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;255.4	(3), #	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6, 363.8	(2), #	
"	VHF/DF			100-156	
"	UHF/DF			257.8, 305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7	(3), #	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash., D. C	SBRAZ-DTXV	ARV	233,126.7, 122.2,120.7	(3)-135.9, #	41 A 135 N 222 A 316 N
Bacon Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7	(3), #	64 A 178 N 272 A 358 N
Brooke	VORW	BRV	109.2		
(3)Cape Charles	VORW	CCV	112.4		
Chincoteague NAAS	SBMRLZ	NKZ	221;V;126.18, 142.74 233.8, 243.0	(1), #	36 A 99 N 216 A 279 N
"	CM		278	(1)	
Dahlgren NAF	CM		375	(1)	
Danville	BMH-TV	DAN	344;V;243.0, 255.4,120.7	(3), #	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;243.0, 255.4, 120.7	(3), #	DME
Fentress ALF	HW	NTU	404		
Ft Eustis,Felker AAF	CM		126.3	#	
Front Royal	SBMRAZ-DTV	FRR	359;V;243.0, 255.4	(3), #	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7	(3), #	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash., D.C.	*BVOR-DTXV	HRN	114.0;122.2, 126.7,120.7	(3)-135.9, #	DME
(1) Hopewell ATCS-Richmond	BVOR-DTV	HPW	109.4;V;243.0, 255.4, 120.7	(3), #	
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;243.0, 255.4, 120.7	(3), #	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317; 118.7, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Norfolk	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7	(3), #	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,132.3, 257.8, 348.6	(2), #	
"	Center		108.7, 118.1, 118.5, 118.9, 119.9, 123.7, 124.1, 132.3, 137.88, 257.8, 263.0, 301.4, 319.8, 381.6	(3), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" NAS	CM		329	(1)	
" Chambers Fld (N)	SMRLZ-	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5, 126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(3), #	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	20 A 110 N 200 A 290 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7	(3), #	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.0, 119.5, 126.18 257.8	(2), #	
Roanoke	SBRAZ-DTV	ROA	371;V;255.4,120.7	(3), #	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278,118.3, 243.0, 257.8	(2), #	
(1) "	TVOR	ROA	110.0		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7	(3), #	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;243.0, 255.4, 120.7	(3), #	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7	(3), #	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
Everett Paine AFB	HW	EV	396		
"	CM		374	(1)	
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335;126.18, 121.3	(2), 126.18	(0800-2400)
Richland	CI		126.18, 121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 120.7, 125.3 132.3, 243.0, 285.4, 301.4, 307.9, 319.2, 324.7, 343.6	#	
"	VHF/DF		Gds: 118.3, 118.5, 119.5, 119.9, 120.3 122.1, 122.5, 126.18, 135.9, 137.88		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" "	HW	MWG	404		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7	(3), #	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 363.8,	(2), #	
"	Center		120.5, 301.4,	#	
" "	UHF/DF			305.4	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
"	CM		272	(2)	(Ctc ctl zone)
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7	(3), #	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2 243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(7 January 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4	(3), #	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1, 257.8, 348.6	(2), #	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;243.0, 255.4, 120.7	(3), #	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha Co.	AC(g)		317;118.5, 119.8, 125.9, 126.18, [redacted] 257.8 383.8	(2), #	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7	(3), #	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;243.0, 255.4 120.7	(3), #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7	(3), #	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7	(3), #	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;243.0, 255.4; 215;120.7	(3), #	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1, 257.8, 243.0	(2), #	
White Sulphur Springs (P)	H	SSU	406	(2), 122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;243.0, 255.4, 120.7	(3), #	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;243.0, 255.4	(3), #	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;243.0, 255.4, 120.7	(3), #	
(1)Janesville	VORW	JVL	113.0		
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7	(3), #	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		DME
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;243.0, 255.4	(3), #	DME
Madison	BMRLZ-DTV	LNR	400;V;255.4	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3, 126.18, 243.0 257.8, 363.8	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4	(3), #	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18, 243.0, 257.8, 263.0, 285.4, 305.4	(2), #	
Milwaukee	VHF/DF			100-156 req	
Mitchell	UHF/DF		Gds: 243.0, 305.4		
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;243.0, 255.4, 120.7	(3), #	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1), 122.1	(On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V -122.2;243.0 255.4;120.7	(3), #	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	AC(g)		278;183,12618,2578,3486	(2), #	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;243.0, 255.4, 120.7	(3), #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 348.6	(3), #	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7, 126.18, 257.8	(2), #	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V-122.2;243.0, 255.4,120.7	(3), #	
Ft. Bridger ATCS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4, 120.7	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;243.0, 255.4	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7	(3), #	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V-122.2;243.0, 255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0,255.4 120.7	(3), #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;243.0, 255.4,	(3), #, 6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7, 126.18, 233.8	(2), #	(1000-0200)
" Ramey AFB	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#, 243.0	(0200-1000, 1400-2200)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567	#, 122.1, 6567, 8364	
St. Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567; 120.7	#; 6567	
			NEW FACILITIES (or facilities out of alphabetical alignment)		
(1)Sault Ste Marie, Mich.	BVOR	SSM	112.2		
Fayetteville, N. Carolina	TV		V; 255.4	(3), #	
La Crosse, Wisc.	TVOR	TLSE	108.4		
Utica-Oneida Co. Arpt., N. Y.	C(g)		332; 118.1, 243.0, 257.8 348.6	(2), #	
Okmulgee, Okla.	VORW	OKM	108.2		
Hanover, Colo.	MHW	HNR	224		
San Jose, Calif.	C(g.7)		287; 119.9, 243.0, 257.8	(2), #	
Newcomerstown, Ohio	VORW	CMS	112.0		(Test-basis)
El Toro MCAS Calif.	VOR	NZJ	117.8		
St. Joseph, Mo.	HW	STJ	411		
Fargo-Hector Fld. North Dakota	C(g)		278; 118.3, 257.8, 348.6	(2), #	(0700-2300)
Lynchburg-Preston Glen Arpt., Va.	C(g)		287; 118.7	#, 122.5	(0800-2400)
Columbus, Muscogee Co. Arpt., Ga.	C(g)		287; 125.3, 257.8, 348.6	(2), #	
Erie-Port Erie Arpt., Pa.	C(g)		278; 124.1, 243.0	(2)	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120, CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notice to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airman: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D.C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries

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AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..--.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel. See also page 58.

USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column, amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

✓ MIAMI-JACKSONVILLE FLIGHT ADVISORY/CONTROL AREA BOUNDARIES: The changes which were to become effective December 31, 1957, carried in Airguide Vol. 12, #21, page 3, dated December 23, 1957, postponed until further notice.

DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V-6, V-8, V-1510		
Omaha, Nebr. VOR	*Lyman, Iowa Int	5500
*Descent to 2600 authorized westbound after passing Lyman Int.		
Lyman, Iowa Int	Int OMA R-071 and LMN R-008 (DSM Temp Int)	8000
Int OMA R-071 and LMN R-008 (DSM Temp Int) via R-262 IOW	Iowa City, Iowa VOR	8000
VOR civil arwy V-52		
Ottumwa, Iowa VOR	Int OTM R-286 and LMN R-008 (DSM Temp Int)	8000
VOR civil arwy V-13		
Lamoni, Iowa VOR	*Int LMN R-008 and OMA R-071 (DSM Temp Int)	8000
*Descent to 4000 authorized after passing intersection southbound.		
Int LMN R-008 and OMA R-071 via MCW R-182 (DSM Temp Int)	Alden, Iowa Int Mason City,	11,000
Alden, Iowa Int	Mason City, Iowa VOR	3000
VOR civil arwy V-13W		
Int FOD R-151 and OMA R-071 (DSM Temp Int)	Fort Dodge, Iowa (VOR)	8000
VOR civil arwy V-161		
Waterloo, Iowa VOR	Int ALO R-214 and OTM R-286 (DSM Temp Int)	8000
VOR civil arwy V-6N, V-172		
Int CID R-249 and LMN R-008 (DSM Temp Int)	Int R-249 CID and R-277 IOW (Grinnell Temp Int)	8000
Int R-249 CID and R-277 IOW (Grinnell Temp Int)	Cedar Rapids, Iowa VOR	2200
Omaha, Nebr. VOR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Cedar Rapids, Iowa VOR	2200
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Des Moines, Iowa LFR	Mason City, Iowa VOR	3000
Des Moines, Iowa LFR	Iowa City, Iowa VOR	2200
Des Moines, Iowa LFR	Ottumwa, Iowa VOR	2200
Des Moines, Iowa LFR	Waterloo, Iowa VOR	2700
Des Moines, Iowa LFR	Fort Dodge, Iowa VOR	5000
GREEN civil arwy 3		
Omaha, Nebr. LFR	*Van Meter, Iowa Int. (Int W crs DSM-LFR and	
*MRA 4000	R-355 LMN-VOR)	2600
Van Meter, Iowa Int.	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	*Percy, Iowa Int. (Int. E crs DSM-LFR and	
*MRA 4000	R-300 OTM-VOR	2200
Des Moines, Iowa LFR	Cedar Rapids, Iowa Rbn	2200

CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulation is effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

BUFFALO, NEW YORK, VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 142: BUF VOR - Medina Int	Red airway 22	as published
Victor 2 and Victor 14: BUF VOR - ROC VOR	Green airway 2	as published
Victor 36: BUF VOR - Burns Int	Red airway 23	as published
Victor 164: BUF VOR - ELZ VOR	BUF LFR direct ELZ VOR	4500
Victor 33: BUF VOR - BFD VOR	BUF LFR direct BFD VOR	4500
Victor 142: BUF VOR - Jamestown Int	Unusable	-----
Victor 14: BUF VOR - ERI VOR	Green airway 2	as published
Victor 84: BUF VOR - Hagerstown Int	BUF LFR direct XU VOR	3000
Victor 36 South: BUF VOR - YZ VOR	Unusable	-----
Victor 36: BUF VOR - YZ VOR	Red airway 23	as published

The following VHF intsxns will be unusable during the period of shut down: Medina, Mumford, Rush, Grimsby, Avon, Warsaw, Niagara, Thorold.

WATERVILLE, OHIO VOR SHUT DOWN: During shutdown (Dec 2 through approx Dec 23) the following changes will apply to the airway structure:
V275 between VWV and CRL VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V6, V126 and 1510 between VWV and CLE VORs replaced by G3, MEA published. V30 between VWV VOR and Bellevue VHF intsxn replaced by TOL LFR 301°M brng inbnd to point of intsxn with W crs of EOW variation, MEA 2000. V92 between VWV and MFD VORs replaced by TOL LFR direct MFD VOR, MEA 2500. V45 and 1506 between VWV and APE VORs replaced by TOL LFR direct APE VOR, MEA 2500. V47 and V275 between VWV and FDY VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V96 between VWV and FWA VORs replaced by TOL LFR direct FWA VOR, MEA 3000. V92, V126 and 1510S between VWV and Edgerton VHF intsxn replaced by G3, MEA published. V6 and 1510 between VWV VOR and Pioneer VHF intsxn replaced by TOL LFR 108°M inbnd to the point of intsxn with SBN VOR 092° radial, MEA 5000. V30 and 1506 between VWV and LFD VORs replaced by R57, MEA published. V47 between VWV VOR and Milan VHF intsxn replaced by B87, MEA published.

Intsxn listed below have been revised as outlined during the period of outage: (a) Carp VHF intsxn - SVM VOR 126° radial and CLE VOR 355° radial, MRA 2500'. (b) Perch VHF intsxn - SE crs RML LFR and 231°M brng inbnd from TOL LFR, MRA 2500'. (c) Ogden VHF intsxn - CRL VOR 237° radial and 135°M brng inbnd from TOL LFR, MRA 2600'. (d) McCluge VHF intsxn - FDY VOR 320° radial and the 080°M brng inbnd from TOL LFR. Holding to be accomplished on the FDY VOR 320° radial. Right turns. One min pattern. MRA 2000'

✓ **LOCATION IDENTIFIERS:** The following changes affect the use of the location identifiers:

AYZ	Amityville, N.Y., Zahns	(assignment)
IAN	Kiana, Alaska	(assignment)
MKN	Mackenzie Point, Alaska,	Radiobeacon
UMY	Umiat, Alaska	Radiobeacon

[illegible] effective February 13, 1958, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Red civil arwy No. 20 (Lansing, Mich to Washington, D. C.) is amended by adding the following to airway: "excluding the portion below 6000'MSL which lies over Patuxent restricted area (R-71)." (Note: no change to arwy; phrase added to clarify depiction of Red 20 terminus on charts - same as Red 77)

(2) VOR civil arwy No. 2 (Seattle, Wash. to Boston, Mass.) is amended by changing the portion which reads: "La Crosse, Wis. omni stn, including a N alternate;" to read: "Nodine, Minn. omni stn, including a N alternate;" (Note: Redesignated V2 and V2N between Minneapolis VOR and Lone Rock VOR via Nodine VOR in place of La Crosse VOR.)

(3) VOR civil arwy No. 5 (Jacksonville, Fla. to London, Ont.) is amended by changing the portion which reads: "Chattanooga, Tenn. omni stn, including a W alternate from the Alma, Ga. omni stn to the Chattanooga, Tenn. omni stn via the intsxn of the Alma omnirange 305°T and the Atlanta omnirange 151°T radials, the Atlanta, Ga. omni stn and the intsxn of the Atlanta omnirange 352°T and the Chattanooga omnirange 152°T radials;" to read: "Chattanooga, Tenn. omni stn, including a W alternate from the Alma omni stn to the Chattanooga omni stn via the intsxn of the Alma omnirange 305° and the Vienna omnirange 135° radials, the Vienna, Ga. omni stn, the Atlanta, Ga. omni stn and the intsxn of the Atlanta omnirange 355° and the Chattanooga omnirange 152° radials;" (Note: Redesignated V5W between Alma VOR and Chattanooga VOR to include Vienna VOR.)

(4) VOR civil arwy No. 8 (Long Beach, Calif, to Washington, D. C.) is amended by changing the portion which reads: "Mormon Mesa, Nev. omni stn;" to read: "Mormon Mesa, Nev. omni stn, including a S alternate via the intsxn of the Las Vegas omnirange 081° and the Mormon Mesa omnirange 201° radials;" (Note: Added V8S between Las Vegas VOR and Mormon Mesa VOR.)

(5) VOR civil arwy No. 9 (New Orleans, La. to Green Bay, Wis.) is amended by changing the caption and by changing all after the Naperville, Ill. omni stn to read: "Naperville, Ill. omni stn; point of intsxn of the Janesville, Wis. omnirange 098°T and the Milwaukee omnirange 192°T radials; Milwaukee, Wis. omni stn, including a W alternate via the intsxn of the Naperville omnirange 317°T and the Milwaukee omnirange 207°T radials; Oshkosh, Wis. omni stn; to the Green Bay, Wis. omni stn." (Note: Added new portion to V9 from Milwaukee VOR to Green Bay VOR via Oshkosh VOR.)

(6) VOR civil arwy No. 12 (Santa Barbara, Calif. to Philadelphia, Pa.) is amended by changing the portion which reads: "Tucumcari, N. Mex. omni stn, including a N alternate via the intsxn of the Anton Chico omnirange 067°T and the Tucumcari omnirange 289°T radials;" to read: "Tucumcari, N. Mex. omni stn, including a N alternate via the intsxn of the Anton Chico omnirange 067° and the Tucumcari omnirange 291° radials;" (Note: Changed Tucumcari VOR 289°T radial to 291°T which is correct bearing of Tucumcari VOR direct radial to Las Vegas VOR on V60.)

(7) VOR civil arwy No. 21 (Long Beach, Calif. to United States-Canadian Border) is amended by changing the portion which reads: "Mormon Mesa, Nev. omni stn, including an E alternate from the Las Vegas omni stn to the Mormon Mesa omni stn via the intsxn of the Las Vegas omnirange 086°T and the Needles, Calif. omnirange direct radial to the Mormon Mesa omni stn;" to read: "Mormon Mesa, Nev. omni stn, including an E alternate via the intsxn of the Las Vegas omnirange 081° radial with the Needles, Calif. omnirange direct radial to the Mormon Mesa omni stn;" (Note: Slight redesignation of V21E between Las Vegas VOR and Mormon Mesa VOR.)

(8) VOR civil arwy No. 24 (Aberdeen, S. Dak. to Lone Rock, Wis.) is amended to read: "From the Aberdeen, S. Dak. omni stn via the Watertown, S. Dak. omni stn, including a N alternate; Redwood Falls, Minn. omni stn, including a N alternate via the intsxn of the Watertown omnirange 085° and the Redwood Falls omnirange 305° radials; Rochester, Minn. omni stn; intersection of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; to the Lone Rock, Wis. omni stn." (Note: Added new portion to V24 from Redwood Falls VOR to Lone Rock VOR via Rochester VOR.)

(9) VOR civil arwy No. 35 (Miami, Fla. to Syracuse, N. Y.) is amended by changing the portion which reads: "Macon, Ga. omni stn;" to read: "Macon, Ga. omni stn, including a W alternate via the intsxn of the Albany omnirange 010° and the Macon omnirange 228° radials;" (Note: Added V35W between Albany VOR and Macon VOR.)

(10) VOR civil arwy No. 37 (Savannah, Ga. to Erie, Pa.) is amended by changing the portion which reads: "Charlotte, N. C. omni stn;" to read: "Charlotte, N. C. omni stn, including a W alternate via the intsxn of the Columbia omnirange 329° and the Charlotte omnirange 209° radials;" (Note: Added V37W between Columbia VOR and Charlotte VOR.)

(11) VOR civil arwy No. 51 (Miami, Fla. to Chicago, Ill.) is amended by changing the portion which reads: "Chattanooga, Tenn. omni stn, including a W alternate from the Alma, Ga. omni stn to the Chattanooga, Tenn. omni stn via the intsxn of the Alma omnirange 305°T and the Atlanta omnirange 151°T radials, the Atlanta, Ga. omni stn and the intsxn of the Atlanta omnirange 352°T and the Chattanooga omnirange 152°T radials;" to read: "Chattanooga, Tenn. omni stn, including a W alternate from the Alma omni stn to the Chattanooga omni stn via the intsxn of the Alma omnirange 305° and the Vienna omnirange 135° radials, the Vienna, Ga. omni stn, [illegible] Redesignated V82W between Alma VOR and Chattanooga VOR to include Vienna VOR. Changed Atlanta 352°T to 355°T.)

(12) VOR civil arwy No. 82 (Minneapolis, Minn. to Nodine, Minn.) is amended to read: "From the Minneapolis, Minn. omni stn via the Rochester, Minn. omni stn, including a S alternate via the intsxn of the Minneapolis omnirange 179° and the Rochester 318° radials; to the Nodine, Minn. omni stn, including a S alternate via the intsxn of the Rochester omnirange 113° and the Nodine omnirange 257° radials." (Note: Redesignated V82 and V82S from Rochester to Nodine VOR due to relocation and renaming of La Crosse VOR to Nodine VOR.)

(13) VOR civil arwy No. 97 (Miami, Fla. to Minneapolis, Minn.) is amended by changing the portion which reads: "La Crosse, Wis. omni stn, intsxn of the La Crosse omnirange 311°T radial and the Minneapolis-St Paul Intnl Arpt ILS 121°T lclzr crs; to the Minneapolis-St Paul, Minn. Intnl Arpt ILS lclzr." to read: "Nodine, Minn. omni stn; point of intsxn of the Nodine omnirange direct radial to the Minneapolis omni stn with the Minneapolis-St Paul Intnl Arpt ILS 121° lclzr crs; to the Minneapolis-St Paul, Minn. Intnl Arpt ILS lclzr." (Note: Redesignated V97 between Lone Rock VOR and Minneapolis-St Paul ILS lclzr via the Nodine VOR. Removed La Crosse VOR from V97.)

(14) VOR civil arwy No. 111 (Salinas, Calif. to Los Banos, Calif.) is amended to read: "From the Salinas, Calif. omni stn to the point of intsxn of the Salinas omnirange 049° radial with the Coalinga, Calif. omnirange direct radial to the Oakland, Calif. omni stn." (Note: Redesignated V111 from Salinas VOR to the point of intsxn of the Salinas 049° radial with V107.)

(15) VOR civil arwy No. 129 (Rockford, Ill. to Eau Claire, Wis.) is amended by changing the portion which reads: "La Crosse, Wis. omni stn;" to read: "Nodine, Minn. omni stn;" (Note: Replaced La Crosse VOR with Nodine VOR on V129.)

(16) VOR civil arwy No. 133 (Charlotte, N. C. to Traverse City, Mich.) is amended by changing the caption and by changing all before Zanesville, Ohio omni stn to read: "From the Charlotte, N. C. omni stn via the Hickory, N. C. omni stn; to the Charleston, W. Va. omni stn. From the point of intsxn of the Parkersburg omnirange 172° radial with the Charleston, W. Va. omnirange direct radial to the Morgantown, W. Va. omni stn via the Parkersburg, W. Va. omni stn; Zanesville, Ohio, omni stn;" (Note: Added new portion to V133 from Charlotte VOR to Charleston VOR via Hickory VOR.)

(17) VOR civil arwy No. 197 (Las Vegas, N. Mex. to Pueblo, Colo.) is added to read: "From the Las Vegas, N. Mex. omni stn to the Pueblo, Colo. omni stn." (Note: New arwy.)

(18) VOR civil arwy No. 228 (Wheeling, Ill. to South Bend, Ind.) is amended to read: "From the Northbrook, Ill. omni stn to the South Bend, Ind. omni stn, including a N alternate via the intsxn of the Northbrook omnirange 093° and the South Bend omnirange 308° radials." (Note: Added V228N between Northbrook VOR and South Bend VOR.)

(19) VOR civil arwy No. 259 (Charlotte, N. C. to Tri-City, Tenn.) is amended to read: "From the Charlotte, N. C. omni stn to the Tri-City, Tenn. omni stn, including an E alternate from the Charlotte omnirange to the Tri-City omni stn via the Hickory, N. C. omni stn and the intsxn of the Hickory omnirange 302° and the Tri-City omnirange 146° radials." (Note: Added V259E between Charlotte VOR and Tri-City VOR via Hickory VOR.)

(20) VOR civil arwy No. 297 (unassigned)

(21) VOR civil arwy No. 298 (unassigned)

(22) VOR civil arwy No. 299 (Los Angeles, Calif. to Bakersfield, Calif.) is added to read: "From the Los Angeles, Calif. omni stn via the Gorman, Calif. omni stn; to the Bakersfield, Calif. omni stn." (Note: New arwy.)

(23) VOR civil arwy No. 1502 (San Francisco, Calif. to New York, N. Y.) is amended by changing the portion which reads: "to the Redwood Falls, Minn. omni stn. From the Lone Rock Wis. omni stn via the intsxn of the Lone Rock omnirange 103°T and the Milwaukee omnirange 273°T radials;" to read: "Redwood Falls, Minn. omni stn; Rochester, Minn. omni stn; intsxn of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; Lone Rock, Wis. omni stn; intsxn of the Lone Rock omnirange 103° and the Milwaukee omnirange 273° radials;" (Note: Added new portion to V1502 from Redwood Falls VOR to Lone Rock VOR via Rochester VOR.)

(24) VOR civil arwy No. 1508 (Los Angeles, Calif. to New York, N. Y.) is amended by changing the portion which reads: "to the Milford, Utah, omni stn." to read: "Milford, Utah omni stn; Myton, Utah omni stn; to the Laramie, Wyo. omni stn." (Note: Added new portion to V1508 from Milford VOR to Laramie VOR via Myton VOR.)

CONTROL AREAS:

(1) VOR civil arwy No. 9 (New Orleans, La. to Green Bay, Wis.) is amended to read: "All of VOR civil arwy No. 9 including E and W alternates."

(2) VOR civil arwy No. 24 (Aberdeen, S. Dak. to Lone Rock, Wis.) is amended to read: "All of VOR civil arwy No. 24 including N alternates."

(3) VOR civil arwy No. 35 (Miami, Fla. to Syracuse, N. Y.) is amended to read: "All of VOR civil arwy No. 35 including a W alternate and also including an E alternate from the Elmira, N. Y. omni stn to the Syracuse, N. Y. omni stn, but excluding the airspace between the main arwy and its E alternate. The airspace below 2000'MSL, which lies beyond the continental limits of the United States is excluded."

(4) VOR civil arwy No. 37 (Savannah, Ga. to Erie, Pa.) is amended to read: "All of VOR civil arwy No. 37 including a W alternate."

(5) VOR civil arwy No. 82 (Minneapolis, Minn. to Nodine, Minn.) is amended to read: "All

of VOR civil arwy No. 82 including S alternates."

(6) VOR civil arwy No. 115 (Crestview, Fla. to Buffalo, N.Y.) is amended to read: "All of VOR civil arwy No. 115."

(7) VOR civil arwy No. 133 (Charlotte, N.C. to Traverse City, Mich.) is amended to read: "All of VOR civil arwy No. 133."

(8) VOR civil arwy No. 197 (Las Vegas, N. Mex. to Pueblo, Colo.) is added to read: "All of VOR civil arwy No. 197."

(9) VOR civil arwy No. 228 (Wheeling, Ill. to South Bend, Ind.) is amended to read: "All of VOR civil arwy No. 228 including a N alternate."

(10) VOR civil arwy No. 259 (Charlotte, N.C. to Tri-City, Tenn.) is amended to read: "All of VOR civil arwy No. 259 including an E alternate, but excluding the airspace between the main arwy and its E alternate."

(11) VOR civil arwy No. 297 (unassigned)

(12) VOR civil arwy No. 298 (unassigned)

(13) VOR civil arwy No. 299 (Los Angeles, Calif. to Bakersfield, Calif.) is added to read: "All of VOR civil arwy No. 299."

CONTROL AREA EXTENSIONS:

(1) (Tyler, Tex.) is amended by adding the following portion to present control area: "and including the airspace within 5 mi either side of the 248° radial of the Gregg County omnirange extending southwestward from the omnirange station to the Tyler 25 mi radius control area."

(2)(La Crosse, Wis.) is amended by changing the name "La Crosse omni stn" to read: "La Crosse terminal omni stn."

(3) (Altus, Okla.) is amended by adding the following portion to present control area extension: "All of the airspace SW of Altus AFB bounded on the NE by VOR civil arwy No. 114, on the S by VOR civil arwy No. 102 and on the NW by VOR civil arwy No. 14."

(4) (Abilene, Tex.) is amended by adding the following portion to present control area: "including the airspace SW of Abilene bounded on the NW by VOR civil arwy No. 66, on the E by VOR civil arwy No. 77E, on the S by the San Angelo, Tex. control area extension (601.1196), and on the SW by VOR civil arwy No. 76N."

(5) (Mineral Wells, Tex.) is added to read: "The airspace SW of Mineral Wells bounded on the S by VOR civil arwy No. 94, on the E by VOR civil arwy No. 163 and on the NW by VOR civil arwy No. 16S."

(6) (New Philadelphia, Ohio) is added to read: "The airspace bounded on the W by Blue civil arwy No. 81, on the N and NE by VOR civil arwy No. 92 and on the S by VOR civil arwy No. 210."

CONTROL ZONES:

(1) (Wichita, Kans.) is amended to read: "Within a 5 mi radius of the Wichita Municipal Arpt, within 2 mi either side of the Wichita ILS lclzr crs extending from the lclzr to a point 10 mi S of the ILS outer compass locator, within 2 mi either side of the 360°/180° radials of the Wichita omnirange extending from the 5 mi radius zone to a point 10 mi N of the omni stn, within a 7 mi radius of the McConnell AFB, Wichita, Kans. and within 2 mi either side of the McConnell AFB ILS lclzr crs extending from the lclzr to a point 10 mi S of the McConnell AFB ILS outer marker."

(2) (La Crosse, Wis.) is amended to read: "Within a 5 mi radius of the La Crosse Municipal Arpt, within 2 mi either side of the NW crs of the La Crosse rdo rng extending from the rdo rng stn to a point 10 mi NW, within 2 mi either side of the 227° radial of the La Crosse TVOR extending from the TVOR to a point 12 mi SW, and within 2 mi either side of the 146° radial of the La Crosse TVOR extending from the TVOR to a point 10 mi SE."

(3) (Clovis, N. Mex.) is amended by changing the name "Clovis AFB" to read: "Cannon AFB."

(4) (Wausau, Wis.) is amended by changing the name "Alexander Arpt" to read: "Wausau Municipal Arpt."

(5) (Chicago, Ill.) is added to read: "Within a 3 mi radius of Meigs Arpt, Chicago, Ill. excluding the area lying W of long. 87-38-00."

(6) (Wilkes Barre, Pa.) is added to read: "Within a 5 mi radius of the Wilkes Barre-Scranton Arpt and within 2 mi either side of the extended centerline of rnwy 4 extending to the Crystal Lake, Pa. nondirectional rdo bcn."

(7) (Five mile radius zones) is amended by deleting the following airport: "Wilkes-Barre, Pa.: Wilkes-Barre-Scranton Arpt" (Note: Redesignated with an extension - in this amendment.)

REPORTING POINTS:

(1) Red civil arwy No. 13 (Wheeling, W. Va. to Boston, Mass.) is amended by adding the following reporting point: "the intsxn of the N crs of the Providence, R.I., rdo rng and the SW crs of the Boston, Mass. rdo rng."

VOR REPORTING POINTS:

(1) VOR domestic reporting points is amended by adding the following reporting points:

(a) Nantucket, Mass. omni stn (for acft operg at all alts)

(b) Presque Isle, Maine omni stn (for acft operg at all alts)

(c) Westminster, Md. omni stn (for acft operg at all alts)

(d) Woodstown, N.J. omni stn (for acft operg at all alts)

(e) Oshkosh, Wis. omni stn (for acft operg at 15,200'MSL and below)

(f) Nodine, Minn. omni stn (for acft operg at all alts)

(g) San Simon, Ariz. omni stn (for acft operg at all alts)

(h) Redwood Falls, Minn. omni stn (presently depicted on aeronautical charts as a compulsory reporting point for acft operg at 15,200'MSL, and below, should be depicted as a compulsory reporting point for acft operg at all alts.)

(i) Fairport Int: The intsxn of the Cleveland, Ohio, omnirange 049°T (052°M) and the Jefferson, Ohio, omnirange 279°T (284°M) radials.

(j) Titusville Int: The intsxn of the Fitzgerald, Pa. omnirange 304°T (310°M) and the Bradford, Pa. omnirange 260°T (267°M) radials.

(k) Franklin Int: The intsxn of the Gardner, Mass. omnirange 132°T (146°M) and the Boston, Mass. omnirange 223°T (238°M) radials.

(2) VOR domestic reporting points is amended by revoking the following reporting points:

(a) North Perry Int: The intsxn of the Jefferson, Ohio, omnirange 279°T and the Youngstown, Ohio, omnirange 320°T radials.

(b) Dayton Int: The intsxn of the Westminister, Md. omnirange 179°T and the Baltimore Md. omnirange 281°T radials.

(c) La Crosse, Wis. omni stn.

✓ TEST OF EXPANDED RADAR SERVICE - ANDREWS AFB AREA: Effective 0001 EST 15 Jan 1958 and continuing until 2359 EST 15 Mar 1958 a test will be conducted to gather operational experience and information concerning the practicability of providing expanded radar traffic control service (separation and/or traffic information) to aircraft operating VFR in the vicinity of Andrews AFB. Test activity will be conducted by Andrews approach control within the Andrews approach control area which generally lies between the 060° radial clockwise to the 165° radial of the Washington TVOR within a 30 mile radius E of Andrews AFB. During the test period all aircraft operating VFR in or through this area at and below 10,000 MSL are urged to contact Andrews approach control. Radar will be utilized insofar as possible to provide traffic information and/or radar separation to participating aircraft in the following manner:

1. Military aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic information and radar separation, as required, from all other observed traffic.

2. Civil aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic advisory information.

3. All aircraft operating VFR in the area above 2500 MSL and up to 10,000 MSL inclusive will be provided pertinent traffic advisory information only.

4. Military aircraft should initiate contact on 355.8 mc or 136.8 mc. Civil aircraft may call on 123.7 mc or 122.1 mc and receive on 123.7 mc. Pilots should advise approach control of their position, altitude, heading and intentions during first radio contact so that controllers may plan proper route through the area. Traffic from the east and northeast on Victor 16 or Green 5 is requested to initiate call at Kent Island or over eastern shore of Chesapeake Bay. Traffic from the southeast on Blue 56 should initiate contact in vicinity of Coles Point. Traffic landing at Washington National, Bolling or Anacostia will be advised when to change to appropriate tower frequency.

5. VFR flights departing from Washington National, Bolling or Anacostia that will penetrate test area should contact Andrews approach control as soon as practicable after leaving respective tower frequency and prior to entering area. Aircraft departing airports within the area are requested to initiate contact as soon as practicable after takeoff.

6. IFR traffic operating through the area will be handled in the normal manner by CAA traffic control facilities and should not contact Andrews approach control unless instructed to do so by ATC. There will be no change in established local traffic patterns during the test period.

The above services are designed to aid pilots in avoiding collision and should not be construed as relieving the pilot of any responsibilities and requirements governing VFR flight as established in pertinent military or Civil Air Regulations. Radar traffic information will be provided in accordance with the U.S. Standard Manual of Radar Air Traffic Control Procedures.

Comments from pilots participating in the test are solicited and will be most welcome. Please address correspondence to: Commander, 2045th AACS Group, Attention: Flight Facilities Officer, Andrews Air Force Base, Washington 25, D.C.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.

2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.

3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 146: HUO VOR - Newburgh VHF Int	None	----
Victor 126: HUO VOR - ILT VOR	ILT VOR 294 M radial to the point of intsxn with DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Paterson VHF Int	None	----
Victor 249: HUO VOR - CDW VOR	CDW VOR 356 M radial to the point of intsxn with the AVP VOR 127 M radial. None beyond.	5000
Victor 126 and 146: HUO VOR - AVP VOR	AVP VOR 105 M radial to point of intsxn with the DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Herrick VHF Int	None	----
Victor 249: HUO VOR - DNY VOR	DNY VOR 171 M radial to the point of intsxn with the AVP VOR 105 M radial	5000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Central Valley	ILT VOR 288 M radial and POU VOR 234 M radial	3000
Huguenot VOR	AVP VOR 105 M radial and STW VOR 035 M radial	5000
Greenwood	POU VOR 234 M radial and ILT VOR 280 M radial (Holding Pattern: NE of the Greenwood Int on the POU VOR 234 radial. Left turns. One minute pattern)	3000

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957, as follows:

(1) Page 22, Miles City, Montana - change - CAA telephone number to CEdar 2-1503.

(2) Page 26, General Safety - Region 1 - Lindenhurst, N.Y. - change telephone number to TUrner 8-1440.

(3) Page 73, VOR Receiver Check Points - under Introduction, paragraph 3: delete last line, substituting therefor: "Information concerning an individual test signal can be obtained from the local communications station."

(4) Page 77, Sault Ste Marie, Mich: 319°; over intsxn E/W and NW/SE rnwys.

(5) Page 77, add - Texarkana, Ark. (Municipal): 120°; over LFR; 1000'.

(6) page 82, delete - Texarkana, Ark. (Municipal): (both ground check points).

ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 3: BOS VOR - Hampton VHF Int	Amber 7	as published
Victor 141: BOS VOR - ACK VOR	Blue 58	as published
Victor 16: BOS VOR Woonsocket VHF Int	Green 2	as published
Victor 3: BOS VOR - Millbury VHF Int	BOS LFR direct Worcester LOM	3000
Victor 141: BOS VOR - CON VOR	Blue 4	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Peabody	Peabody LF intsxn	as published
Revere	Revere LF intsxn	as published
Dedham	SW crs of the BOS LFR, GDM VOR 128 M radial	2000
Natick	BOS LFR 090°M bearing inbound GDM VOR 128 M radial	3000
Westboro	BOS LFR 090°M bearing inbound GDM VOR 146 M radial	3000
Lowell	SE crs of the CON LFR GDM VOR 094 M radial	2000
Franklin	Franklin LF intsxn	as published

✓ NAVIGATIONAL WARNING: USAF jet and conventional bombers will conduct daylight VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route 8-F-I: 39-28N, 95-03W; 40-43N, 92-25W; 41-14N, 89-22W; 43-14N, 90-51W; 44-48N, 91-03W; 44-42N, 91-49W; 43-38N, 93-47W; 41-04N, 98-28W; 40-59N, 94-40W; 40-29N, 95-54W, target Peru, Nebraska.

Route 8-A-III: 43-18N, 99-02W; 43-18N, 103-25W; 44-28N, 104-44W; 44-58N, 102-55W; 44-30N, 102-01W; 44-02N, 99-28W; 43-53N, 96-04W; 43-33N, 94-58W; 42-36N, 95-11W; 42-08N, 95-25W; target Omaha, Nebraska.

Route 8-E-II: 38-55N, 94-16W; 40-17N, 91-29W; 40-26N, 87-16W; 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-45N, 92-40W; 38-21N, 93-46W; target Clinton, Missouri.

Route 8-D-I: 37-52N, 95-44W; 39-12N, 96-13W; 39-53N, 96-53W; 41-27N, 97-32W; 42-51N, 97-55W; 42-38N, 100-12W; 40-02N, 99-20W; 38-27N, 100-20W; 38-00N, 99-21W; 38-00N, 99-12W, 38-54N, 98-51W; target Russell, Kansas.

Route 8-H-II: 43-34N, 70-11W; 43-45N, 69-50W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-40N, 69-44W; 43-38N, 71-47W; 44-16N, 73-12W; 43-25N, 73-41W; 43-01N, 74-46W; 44-00N, 75-25W; 44-34N, 75-00W; 44-56N, 73-24W; 44-50N, 72-47W; target Groveton, New Hampshire.

Route 8-B-III: 38-14N, 94-50W; 38-12N, 92-38W; 38-43N, 91-26W; 37-22N, 89-25W; 37-24N, 86-02W; 37-50N, 84-42W; 37-22N, 80-47W; 38-33N, 80-15W; 39-05N, 81-55W; 39-16N, 82-08W; target Columbus, Ohio.

Route 8-G-I: 43-10N, 76-30W; 42-41N, 78-02W; 42-14N, 80-09W; 41-27N, 82-58W; 41-27N, 83-39W, 41-12N, 84-45W; 40-53N, 84-36W; 40-29N, 83-53W; 40-35N, 81-13W; 40-50N, 80-22W, 41-47N, 78-50W; 42-26N, 76-54W; 42-34N, 76-33W; target Waterville, New York.

Route 8-C-III: 41-39N, 73-56W; 41-24N, 75-15W; 40-02N, 78-21W; 37-42N, 78-38W; 37-35N, 79-38W; 40-40N, 79-26W; 41-53N, 76-30W; 42-28N, 73-55W; 42-27N, 73-51W; target Springfield, Massachusetts.

ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200' MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

HERNDON, VIRGINIA, VOR SHUT-DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 223: HRN VOR - Hampton VHF Int	Arcola LFR direct HAR VOR	3000
Victor 39: EMI VOR - Remington VHF Int	Red 33	as published
Victor 4: HRN VOR - FRR VOR	Red 18	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Sugar Loaf	MRB VOR 107 M radial; EMI VOR 245 M radial	3000
Keymar	MRB VOR 078 M radial; HAR VOR 201 M radial; EMI VOR 295 M radial;	3000
Lisbon	Use Lisbon LF Int	as published
Fairland	DCA TVOR 023 M radial; BAL VOR 244 M radial	3000
Springfield	Use Springfield LF Int	as published
Remington	Use Remington LF Int	as published
Plains	FRR VOR 118 M radial; MRB VOR 170 M radial; (Holding Pattern: NW of the substitute intsxn on the Front Royal 118 radial. Right turns. One minute pattern)	4000
Leesburg	FRR VOR 094 M radial; MRB VOR 147 M radial	4000
Manassas	Brooke VOR 003 M radial; DCA TVOR 256 M radial	3000
Quarry	SW crs of the ARV LFR; FRR VOR 118 M radial	4000

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

(6 February 1958)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
* - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°- 07° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Lgtg facs inop. (7-6)
BESSEMER ARPT: Caution. Auto drag strip runs parallel to sod lndg strip with separation of 50'. Racing not done on rnwy. Drag strip ends mrkd. Racing Sun only. (8-28)
BIRMINGHAM-RADIO: Dec 12, VOR shut down until approx Feb 1 - conversion VORTAC. Caution - all arwys and Ints based on Birmingham or Meridian VORs are not usable for navigational purposes until the stns are recmsnd at new lctns. Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int. via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V115 and V18N, 5000'. Caution - E course LFR has severe multiples. (12-17)
BIRMINGHAM ARPT-TOWER: Aug 7, ILS MM and LMM shut down - relctn. (8-7) FLD: Caution tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft required after-burners prohibited use of arpt. Extn const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down for relctn due rnwy ext. (5-1)
CLANTON-WARE ISLAND ARPT: New arpt reported. Lctd 10 mi NE on an island in Coosa River. Lat 33-57, Long 86-31; elev 360'; 1 sod strip 2500'; no serv. (12-19)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Const. Clsd. (10-16)
EVERGREEN-RADIO: VOR radials 320° thru 360° out of tolerance - excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20 MSY-ALT: Rnwy and threshold lgts inop. (2-6)
**FAIRHOPE-KLUMPP ARPT: 999' (120' MSL) lgtd twr erected 9 n mi N (12°T) at lat 30-40-55, long. 87-49-41. (12-6)
HUNTSVILLE-RADIO: VOR radials 005°- 030° have roughness and bends out of tolerance.
MOBILE-RADIO: June 19, VOR arwy radials flgt-checked. Radial 018°- 028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: ILS not to be used for automatic apch below 300'. Glide slope inop - equip. and const vcnty transmitter bldg. (8-22)FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' and ½ mi is absolute tk-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MOBILE-BROOKLEY AFB-RADAR APPROACH CONTROL: About Jan 8, RAPCON will be cmsnd at Brookley AFB. Concurrently Mobile approach control will be decmsnd at Mobile Bates Fld arpt. Freq: 113.3, 236.6, 137.88, 243.0, 363.8, 270.6, 335.8, 289.4, 118.5, 123.7, 121.5, 126.18, 134.1, 136.8, 142.02, 143.64. Rcvs only 122.7, 3023.5. (12-20)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly FLD ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (10-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)

ARIZONA: CLIFTON-GREENLEE COUNTY ARPT: Clsd. (9-17)
COCHISE-RADIO: VOR/DME coverage 015°- 045°, 30 n mi; 090°- 110°, 40 n mi; 190°- 215°, 35 n mi; 215°- 235°, 30 n mi; 235°- 255°, 35 n mi at MEA. (5-8)
DRAKE-RADIO: About Jan 31, VOR will be cmsnd. Ident: DRK. Freq: 113.1 mc. Lctd lat 34-54-04, long. 112-25-00. Elev: 4630' MSL. Class: VORW. (12-6)
FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181.. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 Kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)
GLEN CANYON DAM SITE -SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
MARANA ARPT: Reported inactive. (10-2)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take off xcpt prior permission arpt manager, (12-7) Men & equip. along N edge rnwy 26L from apch end to a point approx 2000' W. (8-23)
PRESCOTT-RADIO: VOR coverage 185°- 225°, 35 n mi at 10,000', 135°- 145°, and 165° - 185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx Mar 3, conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int.-PHX; V105E PRC-PHX. (11-18)
SAN SIMON-RADIO: VOR coverage 030°- 070°, 30 n mi; 160°- 260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)
TUCSON-RADIO: VOR/DME coverage: 360°- 050°, 35 n mi 11,000'; 050°- 060°, 22 n mi 11,000'; 060°- 075°, 35 n mi 11,000'; 075°- 085°, 21 n mi 11,000'; 090°- 170°, 40 n mi 12,000'; 225°- 230°, 40 n mi 7,000'; 330°- 345°, 35 n mi 11,000'; 345°- 360°, 25 n mi 11,000'. (7-17) About Feb 3, VOR will be shut down until approx Mar 4 - VORTAC conversion; following Victor arwys unusable durg IFR conditions: V-16 Toltec Int-CIE, V-66 GBN- Mescal Int, V16- S TUS-Mescal Int. (12-5)
TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)
TUCSON ARPT: Perm structures in excess of 75' hign being erected, 1 on E, 1 on S perimeter of fld. Clear of apchs. Lgtd at ngt. Obstn lgts apchs to rnwy 21 inop. (11-15)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000'; (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°- 300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB-SPECIAL NOTICE: Ngt weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of light and some of them explode a small marker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: BLYTHEVILLE - SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
FT. SMITH-RADIO: About March 15, VOR will be shut down, modification. During shut down VOR flgts are authorized to use FSM BMH fac in lieu of FSM VOR on all arwys. Bears. and MEAs used shall remain as charted except bear. from FSM BMH to Int of 295° radial Little Rock VOR on V-74 shall be 97°. Paris Int. redesignated as 97° from FSM BMH and FYV 160°. On V-13, use 192° from FYV VOR to FSM BMH. MEA for VOR equipped acft on V-74 from TUL to FSM 7500' and on V-13 from FYV to FSM 5500'. (12-13)

[redacted]: LITTLE ROCK-ADAMS FLD: Trenches 6" wide, 30" deep being dug and back filled approx 12' either side rnwy 14-32. (12-3)
PINE BLUFF-GRIDER FLD: Rnwy 8-26 clsd. Soft from rains. (12-7)
SEARCY ARPT: Clsd until approx Mar 30. Const. (12-30)
TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800'MSL 35 n mi. (5-21)
[redacted]: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)
ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030° - 040°, 11,000; 040°-060°, 12,000';060°-090°, 13,5000'. (8-9)
**ARCATA ARPT: Right tfc rnwys 13 & 19. (12-10)
BAKERSFIELD-KERN CO. ARPT-TOWER: About Feb 1, 119.9 mc will be decmsnd and 119.8 mc cmsnd. (12-26)
BRASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BLUE CANYON ARPT, 13, SFO-SLC: Closed due to snow. (12-18)
BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300° 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)
BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)
BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Feb 1, radar departure control will be placed in effect - freq 118.4 clearance limits El Monte Int-Newhall LFR Saugus Int Fillmore VOR Camarillo LFR Burbank OM. (12-27)
CAMARILLO-RADIO: All courses have multiples. (6-17) About Jan 6, auto ident LFR will be perm discontd. (12-20)
**CORONA-THURSBY ARPT: To be abandoned Feb 28, 1958. (12-11)
CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.
DAGGETT-RADIO: VOR flgt-checked on arwy radials only.
DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)
DIXON ARPT: Closed. (8-30)
ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.
EL TORO MCAS-RADIO: VOR coverage restriction at and below 10,000' MSL beyond 25mi from 360° clockwise to 070°. (12-13)
FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)
FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.
FT. JONES-RADIO: : VOR coverage 250°-090°, 30 mi; 090°-120°, 15 mi. 150°-250°, 20 mi at MEA. (12-2)
FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.
FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)
**FRESNO AIR TERM: Extreme caution advised in vicinity of arpt. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N & E of arpt. Jet barriers operd by ctl twr, avail. to mil acft on request only. Barriers installed 150' from both ends rnwy 11-29. First 1000' pavement rnwy 29 is overrun area behind barrier not to be used as rnwy. Longest rnwy avail 7168'. (1-3)
GLENDALE-GRAND CENTRAL ARPT: Extnsive const. Fld clsd to all acft at sunset.(11-29)
GOFFS-RADIO: VOR coverage 265°-310°, 25 n mi at MEA. Below 9500' this area beyond tolerance. (11-8)
LONG BEACH-RADIO: Distance Measuring Equipment shut down until approximately February 4, relocation. (12-31) VOR omnirange automatic identification inoperative. (12-26)
LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230°. (12-10) FLD: Several 230'MSL portable oil derricks NW, W, & S of lfd. Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of & roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1700P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd, const; 6200' avail. Rnwy 12 clsd. Straight in ILS lndg min rnwy 30 daylgt hrs only-500'/1 mi. (6-25)
LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)
LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to [redacted]: moderate scalloping below 3000' MSL. (10-23)
LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL. beyond 30 n mi. (4-19)
**LOS ANGELES INTNL ARPT: New lgtd rnwy 16-34 approx 4000' W of Sepulved Blvd clsd - avail 30 min req thru twr. Equip. crossing rnwy. During VFR wea conditions: civil acft ctc twr on 118.9 mc or listen 118.9 mc; trans 122.7 at least 10 mi out. During IFR wea: civil acft ctc Apch Ctl on 118.1 or 119.3 or listen 118.1 or 119.3 and trans 122.7 mc. USAF, NAVY, CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off shore W of arpt. All jet acft departing rnwys 25L & 25R climbing in VFR conditions use a 200° departure corricor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E bound from Malibu or Pt. Dume Intsxns om VFR conditions making a track which approx entended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt and E of arpt between Downey rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000', ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Transmissometer cmsnd. Apch lgt lane sequenced flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (7-11)
LUCERENE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.
MARTINEZ ARPT: Clsd until approx June. (11-27)
MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)
MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)
MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)
OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.
OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)
OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.
OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF operg test basis. Freqs: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 121.5, 122.1, 124.3, 124.9, 126.18 mc, Coverage 40 n mi at MEA xcpt 020°-050°, 8000' MSL. (10-14)
OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 8000';040°-060°, 7000' MSL. Soon, freq 120.7
** mc will be discontd and 123.9 mc will be cmsnd. (12-9) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd. (8-22)
OCEANSIDE-RADIO: July 10, VOR shut down until approx Jan 10. - modernization. Durg this period the following arwys will be affected: V23 LGB-SAN; V208 CAX-TRM when usable Flgts departing LAX via V208 will be cleared from intsxn LAX VOR radial 170 and LGB VOR radial 205 direct to Avalon LF Int. R65 to OCN durg shutdown period. (12-27)

CALIFORNIA: ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INT'L ARPT-TOWER: Soon, freq 120.7 mc will be decmsnd and 118.6 mc will be cmsnd. (12-23) FLD: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W-adj to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.(8-14)

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30) About Jan 6, VOR will be shut down until approx Feb 6-conversion to VORTAC. Durg shutdown following V arwys will be unusable IFF conditions: V23 FJS-Sutter Buttes Int., V25 Geyserville Int. - LMT, V195 ILA-FOT. V107 UKI-RBL usable substituting FBL LF rng for VOR. (11-27)

REDDING ARPT: 330' lgtd twr being erected 3.2 n mi WNW (309°T) at lat 40-32-25, long. 122-21-11. (11-21)

RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)

RIVERSIDE-MARCH AFB-RADAR APPROACH CONTROL: Radar ctl exercised over mil acft only. (10-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000';44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

SAN DIEGO-MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight during apch. Fld unattended sunset to sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO BAY-SPECIAL NOTICE: A moored balloon (silver with black stripes) 8' x 25' is flown 500' MSL on an irregular schedule from U.S. Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

SAN FRANCISCO-RADIO: About Jan 16, LFR will be perm discontd. (11-19)

SAN FRANCISCO INTNL ARPT: Const in progress continuously on various sections of fld. Caution advised. (11-4)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN JOSE-RADIO: TVOR has scalloping beyond tolerance, 230° thru 240°. (11-12)

SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution-60' crane and trucks operg daylgt hrs W end rnwy. Road embankments both ends rnwy. Fld soft when wet. (11-29)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110'-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210° 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SANTA PAULA ARPT: Grading & paving opern in progress all areas. Use extreme caution.

SHOSHONE ARPT: Strip clsd for paving. (8-9)

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, CALIFORNIA: 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250° , 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.(10-11)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25)

VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const.(9-5) Clsd to ngt opern. Use hard surfaced rnwy only days. (12-4)

YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.(1-3)

COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)

COLORADO SPRINGS-PETERSON FLD: Caution-lndg acft-due to rise in terrain at apch end rnwy 21.

CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)

DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in

** these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) Transmissometer cmsnd. (11-21)

GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop for reconst of rnwy and installing rnwy lgts. (8-20)

HANOVER-RADIO: H fac bearings unreliable beyond 25 n mi in shadow area of Pikes Peak.

NUCLA ARPT: Clsd. Const. (10-23)

PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)

PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)

PUEBLO-RADIO: VOR out of tolerance from 010° to 070°- hvy scalloping. (12-16)

PUEBLO MEMORIAL ARPT: 2600' N end rnwy 17-35 clsd to hvy acft. Men & equip. on fld daylgt hrs. Ctc ctl twr for current fld conditions. (9-4)

CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)

SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev 420'; 2 rnwys-E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)

SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.

WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)

WINDSOR LOCKS-BRADLEY FLD: Const work in progress hi-intensity apch lgts rnwy 6.

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution- NNE/SSW and NNW/SSE rnwys rough. Men & equip. on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)

NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only.(5-22)

**WILMINGTON-DUPONT ARPT: Rotating bcn perm discontd Jan 1. (12-23)

WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83, in Flight Information Manual Vol. 11, dated Aug 15, 1957, for Washington, D.C. High Density Air Traffic Zone. (2) Caution- dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) Nov 14, fixed white 60 inch searchlight of high intensity operg near south bank of Potomac river near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt operd only during hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (11-14)

DIST. OF COLUMBIA: WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.

WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9, 318.2, 362.3, 378.8, 385.4 mc only in Washington Metropolitan Area.

WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000''; 345°-55°, 2000' at 40 mi. (10-28) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights rqrg customs and immigration service. (d) Navy and CG logistic support flights. (CG logistic flights not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Hvy const equip. operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10) On or about January 8, 1958, sequenced flashing lgt system serving rnwy 36 will be cmsnd to oper in conjunction with the existing configuration A apch lgt system. System consists of twenty flashing lgts spaced at 100' intervals along extended rnwy centerline, starting at 3000' & ending 1100' from end of rnwy. (12-6)

FLORIDA: ATLANTIC BEACH-BULL ARPT: 315' (325'MSL) lgtd twr being erected 1 n mi WSW(244°T) at lat 30-19-30, long. 81-25-42. (11-29)

**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Rnwy 10-28 clsd - indications of drag races. (4-29)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution on E end. (10-14)

CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)

CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. (9-12)

**CROSS CITY ARPT, 58, MEM-TPA: 175'(215'MSL) lgtd water tank erected 2.8 n mi W (283°T) at lat 29-39-00, long. 83-09-00. (12-10) Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (12-27)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DAYTONA BEACH ARPT: 178' twr erected 3 mi NE has been dismantled and re-erected 3.5 n mi NNE(26°T) at lat 29-13-30, long. 81-01-30. Twr is now 161'. (12-6)

**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(193°T) at lat 28-56-25, long. 81-18-33. (10-3)

**FT LAUDERDALE-BROWARD CO INTNL ARPT: Unicom avail 123.0 mc. Call - Ft Lauderdale Unicom. Hours of opern 0700-2300 daily. (12-19)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

FT MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)

**JACKSONVILLE-IMESON ARPT: 996'(1003'MSL) lgtd twr erected 6.0 n mi S(187°T) at lat 30-19-22, long. 81-38-34. (9-23)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Taxi on taxiways only.

FLORIDA: Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS.

LAKE CITY ARPT: Fuel and servs unavail. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-RADIO: VOR radials 90° thru 135° out of tolerance - roughness and bends.

MARIANNA-GRAHAM AIR BASE: 241'(437'MSL) lgtd twr being erected 5 n mi SW(231°T) at lat 30-46-53, long. 85-15-56. (12-3) AF Contract Primary School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16)

**MIAMI-SPECIAL NOTICE: Miami Terminal Procedures revised predicated on relctd Gator rdo bcn (formerly Miami Marine Masters rdo bcn). Miami Intnl Arpt to Gator rdo bcn via heading 360° and then take 278° to Gator rdo bcn MEA 1500'. Gator rdo bcn to arwy Blue 1 or V-97 via take 304° from Gator rdo bcn MEA 1200'. New River Int to Gator rdo bcn direct MEA 1200'. Holding approved on Gator rdo bcn hold west, inbound take 098°, turn left, time 2 mins minimum alt 1300'. Gator Int cancelled. MIA ILS procedure #2 back course and MIA LFR procedure #2 not usable and being cancelled. Chart revisions in process. (1-1)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flights operg within an area of 10 n mi radius at night, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0 mc, inop.

**MIAMI INTNL ARPT: First battery of 126'(135'MSL) lgtd cement silos erected approx 7 mi W. (12-16) Following restrictions applicable to all jet acft operg into & out of the arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and take-offs authorized on rnwy 27 and 30 only. Take-offs & lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apchs prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. (10-24) Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect. length of rnwy now 8200'. Lndgs & take-offs shall be conducted W of adjusted threshold scpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. (10-24) Neon apch lgts decmsnd and hi-intensity centerline configuration A apch lgts cmsnd rnwy 9R. (12-12) Caution. Taxiway between SE corner 20th St term apron & E end E/W taxiway clsd, const & parked acft. Taxiways connecting N/S taxiway with W edge 20th St new term apron will be clsd as needed. (12-13) Loading pier under const at 20th St Term to point 400' S of old gates. (12-16) Caution - exten ditching, paving & const at 20th St term & ramp areas. (12-19)

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long 80-15; elev 4; 2 rnwys - lngst rnwy 2500' oiled; 80, 91/96 octane fuel. (3-28)

MILTON "T" FLD: 183'(233'MSL) lgtd twr being erected 6 n mi SSW(203°T) at lat 30-37-30, long. 87-02-54. (11-22)

OCALA-TAYLOR ARPT: 200'(240'MSL) lgtd twr erected 6 n mi ENE(70°T) at lat 29-12-30, long. 82-02-00 & being dismantled approx 25 January. (12-21) 200'(290'MSL) lgtd twr erected 19 n mi NE(51°T) at lat 29-22-00, long. 81-52-00, & being dismantled approx 25 January. (12-21)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for night lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21) Men & equip. working near S side rnwy 13-31, 2000' from NW end. Use rnwy at pilots discretion. 651' (749'MSL) lgtd twr being erected 6 n mi WSW(266°T) at lat 28-32-10, long. 81-27-00.

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. (11-21)

**PATRICK AFB-SPECIAL NOTICE: Effect Jan 16, Warning Area W-497-A will be redesignated to exclude that portion overlapping V-3E West Palm Beach VOR to the Vero Beach VOR.

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

FLORIDA: ST. PETERSBURG-PINELLAS CO. INTNL ARPT-TOWER: Rcvr 257.8 mc inop. FLD: Const. Extending N end rnwy 17-35. Lndgs must be made well clear of this area. Rnwy 13-31 open daylgt hrs only. (12-3)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor Arwys served by unusable radials. MEA remains as charted. (10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 closed to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13)

TAMPA INTNL ARPT: 306' (326' MSL) lgtd twr being erected 8.5 n mi ENE (88°T) at lat 27-58-28, long. 82-21-16. (11-8) 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi rqrd all operns rnwy 14-32. (9-6)

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (12-27)

TITUSVILLE ARPT: N/S and E/W rnwys under const - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported. 4 mi SE; lat 27-58-00, long. 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset.

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unsable to ctl Turner twr ctc Albany rdo for relay.

ALMA-RADIO: Mar 25, VOR shut down - modernization. Durg modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lotts Int MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet-caution advised. Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsn of rnwys. Completely outside fld bndry lgts. (8-6)

AMERICUS-SOUTHER FLD: NE/SW rnwy clsd for hard surfacing. E/W rnwy open for 2500' W of NE/SW rnwy. Slightly rough. (1-4)

ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.

**ATLANTA ARPT: Two 253' (1353' MSL) lgtd twrs erected 6.1 n mi NNE (43°T) at lat 33-43-03, long. 84-20-10. (12-23) Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flight plan. Acft not equipped for 2-way commun on 125.7 mc will use other avail. freq. Rnwy 15-33 clsd 0730-1730 Mon-Fri. (5-6)

ATLANTA-FULTON CO. ARPT: 515' (1374' MSL) lgtd twr being erected 8.5 n mi ENE (80° T) at lat 33-48-40, long. 84-21-50. (10-22) Const on SE side of arpt. Hvy equip. crossing appros 400' off apch end rnwy 32 daylgt hrs only. (8-29)

BAINBRIDGE-COMMODORE DECATUR ARPT: 210' (337' MSL) lgtd twr being erected 2.9 n mi E (101° T) at lat 30-54-40, long. 84-33-20. (11-20)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns. (2-15)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples.

COLUMBUS-MUSCOGEE CO. ARPT: 150' (584' MSL) unlgtd water tank being erected 4 mi SE. (10-28)

LA GRANGE-RADIO: VOR radial 227° out of tolerance - severe scalloping and roughness V-20 arwy utilizing ATL VOR radial 231° and MGM VOR radial 046° between Kent Int and LGC VOR satisfactory. MRA 3000' MSL. (12-17)

MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)

*MACON-COCHRAN FLD-TOWER: Jan 2, CAA tower cmsnd. Freq: 278 kc. 118.3, 121.5, 243.0, 257.8, 348.6 mcs. Rcvs: 3023.5 kc; 118.3, 121.5, 243.0, 122.5, 257.8, 348.6 mcs. Freq 121.7 mc for ctl of mobile gnd tfc. Class: C(g.7). Rcvd too late for ANRA page.

MOULTRIE ARPT: Caution - intensive Spence AB student training. Rgt hand tfc rnwys 4, 10, 16. (10-17)

GEORGIA: NORCROSS-RADIO: VOR courses 200°-230° out of tolerance acct scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SAVANNAH-HUNTER AFB-RADAR APCH CONTROL: About Jan 15, RAPCON will be cmsnd. Concurrently apch ctl will be decmsnd at Savannah twr & such responsibility will be assumed by RAPCON. Radar vectoring will be for trng purposes only until further advised. Apch ctl freq 363.8 , 137.88, 125.3; gds: 363.8, 137.88, 125.3 mc. Departure ctl freq: 263.0, 125.7, mc. Gds: 263.0, 125.7 mc. Freq avail: 379.4, 335.8, 289.4, 236.6, 225.4, 136.8, 134.1, 126.18, 121.1, 112.7; gds: 379.4, 335.8, 289.4, 236.6, 225.4, 136.8, 134.1, 126.18, 122.7, 121.1, mc; 3023.5 kc. Emerg freq: 243.0, 121.5 mc. (12-30)

SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000' MSL. (3-19)

STATESBORO ARPT: 320' (490' MSL) lgtd twr being erected 1.6 n mi SSW (203°T) at lat 32-27-32, long. 81-45-32. (11-7)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° acct excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

WAYCROSS-WARE CO. ARPT: 186' (304' MSL) lgtd twr being erected 29.5 n mi S (195° T) at lat 30-46-47, long. 82-32-28. (12-3)

IDAHO: BOISE-RADIO: Oct 16, VOR shut down until approx Feb 15- conversion to VORTAC. Durg this period the following arwys will be affected: V-4 Baker to Burley unusable. J-7-V Rome to Boise to Dillon, J-15-V Boise to Ogden, J-20-V Pendleton to Boise to Malad unusable. V-253 Boise to Twin Falls usable at MEA substituting Boide LFR for VOR. V-269 Twin Falls to Burley also usable at MEA substituting Burley LFR for VOR. Kuna and Glenns Ferry Ints unusable. (12-4)

BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

BURLEY-RADIO: Nov 25, VOR shut down until approx Mar 16 - conversion to VORTAC. The following V arwys will be unusable durg IFR conditions: V4 BYI-BOI, V269 BYI-TWF, BYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD. Flgts using V1500-V1502 report to Pocatello Rdo. (11-27)

COEUR D'ALENE AIR TERMINAL: 250 lgtd twr being erected 5.5 n mi SE (153° T) at lat 47-41-05, long. 116-45-55. (10-16)

GRANGEVILLE-IDAHO CO. ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution adivsed lndg & tk-off. (10-22)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance alt. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men & equip. operg vcnty. Men & equip also on & around rnwy 7-25 particularly W end.

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

AURORA ARPT: N/S rnwy clsd due const. No lgts. (8-20)

BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.

CHAMPAIGN-UNIVERSITY OF ILL. ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon thru Sat. Use caution while in area. (9-13) Men & equip. operg on SE portion of fld including SE taxiway, daylgt hrs. (12-3)

CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Ind-Ill. state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd.

CHICAGO-RADIO: Multiples NW and NE courses LF rng. (11-8)

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster geat acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

**CHICAGO-MIDWAY ARPT: 450' (1041' MSL) lgtd chimney erected 6.1 n mi NNE (43° T) at lat 41-51-02, long. 87-39-11. (12-10) 200' (790' MSL) lgtd smoke stack being erected 3 n mi NNW (359° T) at lat 41-49-30, long. 87-45-00. (8-28). 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW (349°T) at lat 41-49-23, long. 87-45-12. (9-24)

ILLINOIS: CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N term bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627' MSL) erected at 41-47N, 87-45W (NE intsxn of 55th St & Cicero Ave - adj to arpt). (7-17) Radar twr being constd in SE corner of arpt, atop intnl term bldg. Twr will be 48' AGL 658' ASL. Lctd lat 41-46-48 long 87-44-35. To be mrkd & lgtd. (10-16)

CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2, and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 118.3 mc or 348.6 mc if UHF equipped regardless of wea. Hwy const 3600' NW of fld, passing thru apch to rnwy 14 L. Included are lgt standards 70' AGL, 717' ASL lctd lat 42-00-56, long 87-55-46; 1200' N of Ravenswood Arpt, 2 mi SW of Des Plains. Not mrkd, painted or lgtd. (10-16)

CHICAGO-STINSON ARPT: Const in SE corner of arpt and on new NW/SE rnwy. New rnwy not usable. (11-21)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130°and 155°-317°, 35 n mi at 2000'. (6-12) About Jan 13, DME will be shut down until approx Feb 14 - modernization. (12-19)

DE KALB ARPT-SPECIAL NOTICE: Approx. 11 n mi WSW, Flight Test Area is designated Oct. 28, 1957 to Jan. 28, 1958 within a radius of 3 mi. centered at lat 41-52-25, long. 88-56-45. Test will be conducted durg daylgt hrs only, when visibility is 5 mi or better.

DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)

EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL.

**ELGIN ARPT: Rgt tfc rnwys 18, 22, 27. (12-20)

GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)

GILMAN ARPT: Closed. (10-11)

HIGHLAND-WINET ARPT: Caution - const. Men, equip on fld. Strip 100' in width avail W side of N/S rnwy. Use extreme caution. (5-9)

JOILET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)

KEWANEE ARPT: Men and equip. on fld intermittently - caution. (11-5)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123' not mrkd or lgtd. (11-21)

MACOMB ARPT: Unattended until approx Apr 15, 1958. (12-3)

**MARION-WILLIAMSON CO ARPT: Use rnwys & taxiways only. Unicom avail 122.8 mc.

MATTOON-COLES CO MEMORIAL ARPT: 300' S end of N/S rnwy clsd. (11-4)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-QUAD CITY ARPT: 998'(1778'MSL) lgtd twr being erected 9.8 n mi SE(138°T) at lat 41-19-40, long. 90-22-47. (8-26)

OLNEY-ULRICH ARPT: Unattended.(11-8)FLD: 360'(820'MSL) lgtd twr being erected 2.9 n mi WNW(295°T) at lat 38-45-03, long. 88-05-23. (11-11)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11) Nov 18, VOR RNG & voice shut down until approx Jan 28, - conversion to VORTAC. Durg shutdown, following temp MEAs can be utilized: V116 UIN VOR-PIA LFrng, 2000'; PIA LF rng-JOT VOR, 2000'. V48 BRL VOR-PIA LF rng, 1900'; PIA LF rng-PNT VOR, 2300'. V233 SPI VOR-PIA LF rng, 2300'; PIA LF rng-BDF VOR, 2000'. (1-3)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Comdr 126 FI Group at arpt. (4-18) 5' unlgtd fence apch end rnwy 22. (10-15) Const. NW/SE rnwy being extended 3000' at NW end. New const not usable. (12-4) FLD: 609'(1349'MSL) lgtd twr being erected 6.5 n mi ESE (106°T) at lat 40-38-03, long. 89-32-21. (10-11)

PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at min en-route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)

ROCKFORD-GREATER ROCKFORD ARPT: Rnwy 18-36 open daylgt hrs only. Lgts unavail.

SALEM-LECKRONE ARPT: Caution - const in progress. (7-27)

ILLINOIS: SPRINGFIELD-CAPITAL ARPT: Use overruns rnwys 4 & 22 in emerg only. (12-10)

TROY-RADIO: About Jan 27, VOR will be shut down until approx Mar 14 - conversion to VORTAC. (1-3)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21,87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)

COLUMBUS ARPT: Use paved surfaces only. Sod soft. (12-20)

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) Use caution while opern on first 200' rnwy 18 due to deterioration of rnwy. (12-30)

FT. WAYNE-RADIO: VOR radial 317° unusable beyond 10 n mi - excessive roughness. (12-4)

FT. WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxistrip leading to apch end of rnwy. (5-21)

GOSHEN-RADIO: DME coverage 46°-145°, 35 n mi at 2300'; 172°-310°, 35 n mi at 2100'. Dec 9, DME shut down until approx Jan 9 - modernization.

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy . Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10-31) About Jan 27, VOR will be shut down until approx Mar 14 - conversion to VORTAC. (1-3)

**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)

INDIANAPOLIS-WEIR COOK ARPT: All acft rqrd to have rdo rcvrs. Rnwy gross wt lmtd to 110,000 lbs. Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turner ramp. All mil jet acft rqrd to have transmitters and rcvrs tuned to twr freq. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of ctl twr. (2-19) All rnwys open for opern at twr discretion. Due const, soft shoulders all rnwys. Caution.

JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)

**KENDALLVILLE ARPT: N/S rnwy abandoned. (12-12)

KOKOMO-RUZICKA ARPT: New arpt reported. Lctd 4 mi SW, S5 serv, F2 fuel. (11-21)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)

LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MUNCIE ARPT: New hard surfaced rnwys temp open as follows: NE/SW & NW rnwy 3500', SE rnwy 1600' taxi only, E/W (sod) 2300', 10,000 lbs gross wt limit. Clsd ngts. (1-6)

SOUTH BEND-ST.JOSEPH COUNTY ARPT -TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TILDEN-RADIO: See Indianapolis, Ind.

WARSAW-MEMORIAL ARPT: 126'(950'MSL) lgtd twr being erected 1.8 n mi S (180°T) at lat 41-15-20, long. 85-50-49. (8-29)

IOWA: AUDUBON ARPT: Clsd for tiling and grading. (7-29)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long 91-11-04; W long. 91-14-37.

**CRESTON-HERRING FLD: Name change. Formerly carried as Creston Arpt. No storage. Land at own risk. P-line N. (12-16)

SOUTH DELOIT-BELOIT ARPT: Clsd xcpt 3000' N/S strip. (7-3)

conversion to VORTAC. Durg shutdown temp MEA's to be utilized are listed on page 34.

**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.

ELDORA ARPT: New arpt reported. 2 mi SSW; elev 1020'; 1 strip 2200'; rnwy lgts; minor repairs, 80 octane fuel; P-line S. (10-30)

HARLAN ARPT: 213'(1447'MSL) lgtd twr being erected 3.5 n mi N(10°T) at lat 41-38-42, long. 95-19-30. (12-4)

OSAGE ARPT: New arpt reported: Type "L"; lctd 0.5 mi E; elev 1150' (est); 1 rnwy(N/S) - sod - approx 5000'; F2 fuel; remarks - P-line N, trees S. (8-23)

SHELDON ARPT: Clsd for const - machinery on fld. (5-3) Bcn inop. (11-21)

SHELDON MUN ARPT: New arpt reported. Lctd 2 NNE; Elev 1422; 1 strip, NE/SW, 2350''; rnwy lgts on prior req; P-line NW; soft when wet. (10-14)

**SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and taxiway NE of Air Force hangars, and on first 1500' rnwy 22(10-24) Jet barriers installed apch ends rnwys 13 & 31. Barriers will be raised for mil acft only.

SPENCER ARPT: Caution durg snow & thaw. Soft portions near rnwy intersections. (12-4)

STORM LAKE ARPT: NW/SE and NE/SW rnwys clsd. Const. N/S rnwy open. Use extreme caution. (11-12)

**WATERLOO MUN ARPT: Two 183'(993'MSL) lgtd twrs erected 4 n mi WSW(251°T) at lat 42-32-39, long. 92-29-17. (12-14) Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY ARPT: Caution - New NW/SE rnwy 3100' usable but rough. Soft when wet. Durg snow, use N/S rnwy & asphalt taxi strip at N end of fld only. (12-10)

KANSAS: ARKANSAS CITY-STROTHER AUX #2 ARPT: P-line varying from 12' to 25' above gnd and surrounding arpt.

COFFEYVILLE-McGUGIN ARPT: NW/SE and NE/SW rnwys clsd. (11-8)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at MEA. (5-29)

EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)

ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S, 2400'; No facs. (9-20)

GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)

GARDEN CITY ARPT: 179'(3084'MSL) lgtd twr being erected 7.9 n mi W(292°T) at lat 38-01-14, long. 100-57-21. (11-26)

GARDEN CITY-NEW GARDEN CITY ARPT: 291'(3096'MSL) lgtd twr being erected 8.8 n mi SE(148°T) at lat 37-48-22, long. 100-38-58. (11-26)

GOODLAND-RADIO: Nov 4, VOR shut down until approx Jan 10 - conversion to VORTAC. Durg this period, the following MEAs can be utilized: V4-TXC VOR to Int. TXC R087 and IML R176 (Goodland Temp Int.), 10,000'; Goodland Temp Int. to HLC VOR, 10,000'. V108-HGO VOR to Int. HGO R055 and IML R176 (Goodland Temp Int.), 10,000'. V132 - AKO VOR to Abarr, Colo. Int., 5800'; Abarr Int. to Int AKO R110 and IML R176, 10,000'. Direct Routes - RSL VOR to HUT VOR, 4000'; *HLC VOR to GBD H fac, 4000'; *RSL VOR to GBD H fac, 4000'. *(Routes authorized for Continental Airlines only.)(12-17)

GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft durg this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (8-15)

HAYS ARPT: Ident bcn inop. (10-18)

HILL CITY ARPT-SPECIAL NOTICE: Airborne VOR rcvr check point 057° radial over Hill City Arpt bcn temp decmsnd. (1-2)

**IOLA ARPT: Const N/S rnwy. Use E side rnwy with caution. Unicom 122.8 mc cmsnd.

KANSAS CITY-FAIRFAX FLD-TOWER: About Jan 17, VHF/DF will be decmsnd. (12-31)

KINGMAN ARPT: 305'(1920'MSL) lgtd twr being erected 4.5 n mi SSE(169°T) at lat 37-35-38, long. 98-06-59. (11-6)

**MANHATTAN-MANKAN ARPT: Closed. (11-20)

SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)

SALINA ARPT: Const on S end rnwy 17-35. Equip 17' high lctd 400' S of rnwy 17-35. Obstn lgtd. N 4500' rnwy 17-35 usable and threshold lgtd. Sod strips clsd. (12-19)

SYRACUSE ARPT: 126'(3281'MSL) lgtd twr being erected 18.8 n mi E(108°T) at lat 37-53-25, long. 101-22-45. (11-26) About Jan 6, 1958, 216'(3693'MSL) lgtd twr will be erected

TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S, and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) Two 158'(1067'MSL) lgtd steel stacks being erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34. (6-10)

TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long 95-53-22; lctd 10 mi NW; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A & P by appointment; 80/87oct.

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. (8-7)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions. (12-4)

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & recv 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)

WINONA-GUNNELS RANCH ARPT: New arpt reported. Lat 39-07, long 101-26; lctd 2.5 mi N; elev 3480; 3 strips (sod) N/S 2300', NW/SE 2100', NE/SW 2000''. Soft when wet, use rnwy.

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable & explosive compressed gas. Acft warned to avoid flying in this vcnty.

GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: Unattended. (11-20)

HARLAN ARPT: Caution - high grass. (7-3)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

**LEXINGTON-BLUEGRASS ARPT: 553'(1624'MSL) lgtd twr erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility twr unable to ctl tfc on ramp area adj to term bldg from hangar line SE to taxi ramps NW & NE. Taxi and parking area SE end SE hangar apron unsafe. (2-24)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: About Feb 4, ASR will be shut down until approx Feb 18 - antenna modernization. (1-3) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. (9-1) Configuration B apch lgts decmsnd. (1-1)

SOMERSET-PULASKI CO. ARPT: Closed to night operation. (10-11)

YORK-RADIO: DME coverage 35 n mi at 2500' MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution - jet acft operg in vicinity. (6-26)

BATON ROUGH-RYAN ARPT: 310'(330'MSL) lgtd twr being erected 9 n mi WSW(261°T) at lat 30-30-34, long. 91-19-49. (10-18)

**DeRIDDER-BEAUREGARD PARISH ARPT: Unicom 122.8 avail. (11-19)

**LAFAYETTE ARPT: 509'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operg as H fac. only. (7-30) VOR shut down. Durg shutdown, LCH rdo bcn may be used in lieu VOR. Altitudes as charted except MEA below 1500', not authorized. (12-2)

LAKE CHARLES-McFILLEN ARPK: 199'(213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW(291°T) at lat 30-11-20, long. 93-19-45. (9-24)

LAKE CHARLES AFB-RADAR APPROACH CONTROL: About Feb 1, RAPCON radar arrival control will be cmsnd. Clearance limits Grand Lake, Singer, and Hathaway Ints, LCH rdo bcn, VOR, and LOM, LKC rdo bcn. (12-20).

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: Nov 27, VOR shut down until approx Feb 27 - conversion to VORTAC. Durg this period LFR may be substituted for VOR on adj V arwys.

NEW ORLEANS-RADIO: VOR/DME shut down - extreme scalloping and roughness. (12-6)

LOUISIANA: NEW ORLEANS ARPT-TOWER: Effect. Oct 24- Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans and rcvg: 119.5, 121.7, 121.5, 126.18, 257.8, 243.0, 348.6 and rcvg 122.5 mc. (11-26) FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.

NEW ORLEANS-MOISANT INT'L ARPT-TOWER: Soon, Radar Departure ctl will be inaugurated in conjunction with long range clear procedures. Apch ctl freq 250.4 mc gnd ctl 348.6 mc departure ctl 121.1 and 269.2 mc. (11-13) FLD: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (12-4)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'.

HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obst lgts inop. Rnwy 1-19 clsd wheel equipped acft winter months. (12-2)

JACKMAN-NEWTON FLD: New arpt reported. Lctd 0.2 E; elev 1170'; 1 strip 2100'. Caution use gravel strip only. Sod areas rough & soft. (12-9)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)

**MILLINOCKET ARPT: During winters only rnwy 11-29, apron, and entrance/exit strip plowed. Rnwy 16-34 suitable for ski equipped acft. Caution advised due high snow banks this rnwy intsxn rnwy 11-29. Contact lgts rnwy 16-34 not usable winters. New macadam apron 187 x 187 with 50' wide entrance/exit strip completed & servicable. Lctd S of W end rnwy 11-29. (12-17)

PORTLAND ARPT: Rnwy 33 clsd-avail. as taxiway as directed by twr. 20' embankment 200' from apch end rnwy 33 mrkd by obstn lgt 250' from apch end and in line with S edge rnwy 33. (11-20)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

SANFORD ARPT: Fuel and lgts unavail. (12-9)

TOPSHAM-ARPT: New arpt reported. Lctd 2.2 NW, RR & river SW; elev 120; 1 strip 1800'; S5 facs; F1 fuel; no storage. Hi-tension line S. (12-9)

MARYLAND: BALTIMORE-RADIO: About Jan 14, ASR-3 will be shutdown until approx Jan 31-modernization. (12-20) VOR out of tolerance and unusable beyond 31 n mi from 10° clockwise to 35°, 14 mi; 35°-80°, 35 mi; 80°-260° 15 mi; 260°-310° 8 mi; 310°-340° 35 mi; 340°-10° at MOCA. (12-13)

BALTIMORE-MARTIN ARPT: Two-way rdo required. (1-3)

**BALTIMORE-PIER 4 HELIPORT: 39-18N, 76-36W; lctd Pier 4, Pratt St; elev 10'; size 100' x 72'; air marked; no lgts; no services. Pier 6 heliport clsd. (10-22)

CAMBRIDGE ARPT: Arpt reported-1.5 mi SE; elev 20'; lat 38-32-02, long. 76-01-45; services minor repairs; 80/87 oct; Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 100'. (12-10) Rnwy extremely slippery when wet. Positively no ngt lndgs without rnwy lgts in opern.

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) May 10, VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730-2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U. S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. W end E/W rnwy being extended. Use Caution-const equip. operg close to end of rnwy. (9-20) 75' temp steel twr erected approx 1500' off apch end rnwy 20. (11-1)

LAYTONSVILLE-DAVIS ARPT: First 500' of rnwy at ENE end unusable. (12-13)

RISING SUN-FARMINGTON ARPT: Arpt reported-3 mi SE; elev 140'; lat 39-40, long. 76-00; services minor repairs; 80 oct; 1 rnwy (NE/SW) 2000' x 200'. (12-10)

SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)

WHITE MARSH-QUINN ARPT: Arpt reported-1 mi SW; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 oct; 1 rnwy (E/W) 2460' x 200' (12-10)

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail. by calling State Police Barracks.

**ACUSHNET ARPT: New arpt. 41-40, 70-53; lctd 1 mi SE; elev 70'; 1 rnwy (N/S)1700' sod; hangars, F2 fuel. (6-12)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14) About Feb 3, VOR/DME will be shut down until approx Feb 24-conversion to VORTAC.(12-18) See page 37 for temp MEAs during shut down.

BOSTON-BEDFORD(HANSCOM) ARPT: Tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Rnwy 11-29 under exten const. (9-13)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000';080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Tk-offs in NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs and tk-offs rnwy 4L-22R and tk-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution-seagulls on and adj to lndg areas. Non-standard apch lgtg system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42'-1142' out from end of pavement. (2-27)Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft xcpt ** emerg use. Transmissometer cmsnd.(8-19)1249'(1349'MSL)lgtd twr erected 10.8 n mi WSW(252°T) at lat 42-18-37, long. 71-14-10. (10-16)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

GARDNER-RADIO: Dec 4, VOR/DME shut down until approx Jan20-conversion to VORTAC.

HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylgt hrs. Equip. or hazards obstn lgtd at ngt. Caution. (4-15) Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (9-19)

**MANSFIELD ARPT: Unicom, 122.8 mc, avail. (12-9)

MARSHFIELD ARPT: Unattended. (11-29)

** MARTHS'S VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: Sept 30, HH fac shut down until approx Jan 31-conversion to consolan. (12-20)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

MICHIGAN: ANN ARBOR MUN ARPT: Caution last 700' NW rnwy. Only 2100' SE end usable. Some bndry lgts inop due const.

BAD AXE-HURON CO. MEML ARPT: Clsd for const. (9-16)

BATTLE CREEK-KELLOGG FLD: Const work E ramp. Mrkd days and ngts.(8-30) Men and equip. on fld days. Trees above obstn lgts on SE edge fld. (3-29)

BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)

BOYNE CITY ARPT: 207' (1422'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 45-17-58, long. 84-51-09. (10-14)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°.(2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

** DETROIT-CITY ARPT: 145' (772'MSL) lgtd twr erected 3.1 n mi WNW(300°T) at lat 42-26-10, long. 83-03-35. (12-12)

rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)

DETROIT-METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old arpt clsd to lndgs & tk-offs. Ramp & bldg const in front of and alongside main term bldg. Taxiway const left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 15. Taxiway const to rgt of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men & equip. on or adj to ramp and rnwys.

DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)

FREELAND-TRI-CITY ARPT: 305' (915' MSL) lgtd twr being erected 9 n mi NNE (28°T) at lat 43-39-58, long. 83-59-54. (10-24)

**GRAND RAPIDS-KENT CO. ARPT: Rnwy 9-27 clsd xcpt for winds exceeding 20 knots. Unlgtd acft parked W rnwy 18R-36L and intsxn rnwy 4. Rnwy 4L-22R perm clsd. Taxi only. 700' overrun rnwy 18L paved. 600' additional overrun across hwy, clsd to civil opern, avail. for emerg use on request. Longest rnwy 5700'. (12-27)

INDIANA RIVER-SAMPBELL ARPT: 308' (1174' MSL) lgtd twr being erected 5.9 n mi SE (153°T) at lat 45-19-30, long. 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

KEELER-RADIO: VOR has course deviations in all quads exceeding tolerance beyond 25 mi from stn. (12119)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) ILS glide slope shut down - relctn to 400' S of centerline E/W rnwy and 1200' from apch end. (11-7) FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 and connecting taxiway. NE/SW rnwy now 4000'.

MT. CLEMENS-MACOMB ARPT: Caution - const W end of fld. 2200' E end rnwy 9-27 open.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-CO. ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to ngt flying. 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

NILES-TYLER MEMORIAL ARPT: Unicom inop until approx Jan 1. (10-4)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)

SAGINAW-MUN. ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45, long. 83-51-45. (9-25)

SAGINAW-TRI-CITY ARPT: Caution, men and equip. on rnwys daylgt hrs. (9-12)

ST. IGNACE-MACKINAC CO. ARPT: Pilots planning winter wheel lndgs phone St. Ignace 854 prior to planning flgt. (9-9)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. All rnwys xcpt 9-27 clsd due snow. Rnwy 9-27 operative, but caution advised due snow. (12-10)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise theu 149°, 164°-194° and 338°-016°. (5-29)

AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approx 3000' WSW. Completion date Apr. 1958. Not mrkd, painted or lgtd. (2-1)

BACKUS ARPT: Not maintained for wheel equip. acft winter months. (11-6)

47-35-42, long. 95-25-00. (12-21)

BROOTEN ARPT: New arpt reported. Lat 45-30, long. 97-07; elev 1305'; 1 strip 2600', turf No fuel or serv. (12-2)

CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (4-4)

**DULUTH ARPT: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip. on fld days. Transmissometer cmsnd. (12-17)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

FAIRBAULT ARPT: NW/SE rnwy only will be plowed winter months. (12-6)

**FAIRMONT ARPT: 500' (1710' MSL) lgtd twr erected 2 n mi SW (240° T) lat 43-38, long 94-28

MINNEAPOLIS-ANOKA CO ARPT: Only N S rnwy open for wheels. (12-3)

MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men and equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area lmtd durg const. (7-22) Taxi strip to NE/SW rnwy under const. NW/SE & NE/SW rnwys open for wheels. (12-3)

MINNEAPOLIS-FLYING CLOUD ARPT: Two 263' twrs being erected 2.9 n mi N (15° T) at lat 44-52, long. 93-25. One twr completed and lgtd. Second twr not completed. (12-5) Const N/S & E/W rnwys open for wheels. (12-3)

MINNEAPOLIS-ST. PAUL INTNL (WOLD-CHAMBERLAIN) FLD: First 1000' rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Mrkd & lgtd accordance established standards. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 and 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. Const area and equip. hazard mrkd day and ngt. (10-10)

NODINE-RADIO: About Feb 13, VOR/DME will be cmsnd; relctd from La Crosse, Wis. Freq: 117.9 mc, Ident: ODI. Lctd lat 43-54-42, long. 91-28-00. Monitor. category (1). Associated ATCS La Crosse, Wis. Class: BVOR. (1-3)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6). VOR radial 313° from 10 to 36 mi at MEA out of tolerance below 3300' MSL - roughness and scalloping.

ROCHESTER-LOBB FLD: Rnwy 17 clsd ngt lndgs. (11-26) 30' cranes operg 200' SE end rnwy 2-20 - unmrkd day or ngt. (4-29) Green flashing code bcn atop ctl twr inop.

ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

ST. PAUL-LAKE ELMO ARPT: NE/SW strip clsd. Only NW/SE rnwy will be plowed.

SANDSTONE ARPT: New arpt reported. Lat 46-07, long. 92-53; elev 1088'; 1 strip, 2600' turf; no fuel or serv. (12-2)

SILVER LAKE ARPT: 315' (1325' MSL) lgtd twr being erected 17 n mi ESE (120° T) at lat 44-47-19, long. 93-54-30. (11-18)

TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lddg strip; 1045' MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)

WARROAD ARPT: 310' (1440' MSL) lgtd twr being erected 3 n mi SSW (216° T) at lat 48-53-43, long. 95-23-10. (12-23)

WILLMAR ARPT: 500' (1648' MSL) lgtd twr being erected 3.8 n mi NE (57°T) at lat 45-08, 25, long. 95-00-50.

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: COLUMBIA ARPT: Clsd due const. (8-14)

COLUMBUS-RADIO: About Jan 16, VOR will be cmsnd. Freq: 115.8 mc. Ident: UBS. Lctd lat 33-29-12, long. 88-30-32. Class: VORW. Until voice cmsnd on Columbus rdo, Tuscaloosa rdo will furnish in-flgt and emerg assistance service on standard ATCS freqs.

CORINTH ARPT, 7, MEM-TPA: Clsd. Const. (12-11)

GREENVILLE AFB: Caution all alts, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: Frew 3023.5 kc unreliable due to excessive interference. (8-1)

GULFPORT-RADIO: About Jan 16, VOR will be cmsnd. Freq: 108.8 mc. Ident: GPT. Lctd lat 30-24-24, long. 89-04-37. Monitor. category (1). Class: BVOR. Monitored by Mobile, Alabama. (1-2)

GULFPORT ARPT: All traffic left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for takeoff on rnwy 32 and 36. (6-11)

MISSISSIPPI: INDIANOLA-SPECIAL NOTICE: Inten jet tk-off & lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 330°- 352° out of tolerance due to roughness. (10-2) About Feb 1, VOR will be shut down - conversion to VORTAC and relctn. During shut down, VOR flgts are authorized to JAN LFR in lieu VOR. Ints and Alts as charted. (12-18)

JACKSON-HAWKINS ARPT: 185' AGL derrick boom being erected 1.8 n mi N (12°T) at lat 32-21-22, long. 90-12-45. (12-18)

LAUREL ARPT: 491' (781'MSL) lgtd twr being erected 4.2 n mi NE (66°T) at lat 31-41-48, long. 89-05-50. (11-21)

MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)

McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)

MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4. Lctd: lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints based on Birmingham and Meridian VORs are not usable for navigational purposes until the stns are cmsnd. (7-5) LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published.

MERIDIAN-KEY FLD-RADIO: Apr 29, ILS glide slope inop until approx April 1, 1958 - relctn. (12-17)

MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. Rnwy 9-27 clsd. (11-1) Men & equip. on fld days. (7-5)

**NATCHEZ AIRPARK: 130' drilling derrick erected on fld. Obstn lgtd. (12-23)

NATCHEZ AIRPARK: 266' (557'MSL) lgtd twr being erected 3.2 n mi SSW (222°T) at lat 31-32-35, long. 91-25-33. (11-24)

RIPLEY ARPT: Clsd - construction. (5-16)

MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

DE SOTO ARPT: New arpt reported: 38-08, 90-33; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd. 929' (1773'MSL) lgtd twr being erected 6.8 n mi NNE (35°T) at lat 38-41-28, long. 92-05-43.

KANSAS CITY RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)

KANSAS CITY ARPT-TOWER: About Jan 24, freq 122.5 mc will be decmsnd and 122.7 will be cmsnd. (12-19) FLD: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod - areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. Taxiway on W side of fld bgng at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution. (9-12)

KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (11-9)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

POPLAR BLUFF-FIELDS MEMORIAL ARPT: Bcn & rnwy lgts inop due const. (11-21)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

MISSOURI: ST. JOSEPH-RADIO: Dec 16, VOR shut down until approx Mar 2, conversion to VORTAC. Durg shutdown following temp MEA's can be utilized: V77 TOP VOR - Int. MKC R331 and R021 TOP - 2500'; Int MKC R331 and R021 TOP - LMN VOR, 2500'. V15 OMA St. VOR - Int. LMN R221 and OMA R144 (St. Joseph Temp. Int.), 2500'; St. Joseph Temp. Int. - Camden, Mo. Int., 2800'; Camden, Mo. Int. - MKC VOR, 2400'. (12-15)

ST. JOSEPH-ROSECRANS MEML ARPT-TOWER: ILS lclzr and glide slope shut down until approx Feb 15, 1958 - relctn of lclzr. (10-17) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260' SE from the center intsxn of the diagonals on rnwy 13, for a dist of 340' and beginning 300' SW from the center intsxn of the diagonals on rnwy 22 for a dist of 560'. (10-22) Rnwy 17-35 and 1600' apch end rnwy 22 clsd - const. All const areas flagged and lgtd day and night. Caution. (9-27) Apch lgts rnwy 35 inop. (12-6)

ST LOUIS-LAMBERT FLD: Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution - men and equip. Shoulders soft. Rnwy apchs rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. Hi-intensity apch lgt system undergoing modernization. Number of lgts operg will vary as work progresses. (1-3) 1152' (1649'MSL) lgtd twr being erected 10.5 n mi SSE (169°T) at lat 38-34-08, long. 90-19-51. (8-30)

ST LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling & visibility exceed 5000' and 5 mi between 2500' and 5500'MSL. (4-22)

ST LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)

**ST LOUIS-SOUTHWEST ARPT: Abandoned. (12-7)

**SEYMOUR-OWEN FLD: Fuel avail. 91 oct only. (12-17)

**SPRINGFIELD ARPT: Unicom unavail. (12-20)

SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (11-12)

VICHY-RADIO: Nov 28, VOR shut down until approx Jan 11, - concersion to VORTAC. Durg this period the following MEAs can be utilized: V14 SGF VOR to *Conway, Mo. Int. 2500' (*MRA 4700' to rcv intsxn); Conway, Mo. Int. to Int. CBI R155 and SGF R051 (Vichy Temp Int.) 7800'; Vichy Temp Int. to STL VOR 4800'. When SW or NE bnd on STL VOR R229 or SGF R051 climb should be made to 7800' prior to crossing CMI R155 in order intsxn can be rcvd. V174, V14S Int. CMI R155 and TOY R241 (Vicht Temp. Int.) to Meramec, Mo. Int. 9000'; Meramec, Mo. Int. to TOY VOR 2200'. SGF VOR to VIH H fac 2600'; VIH H fac to STL VOR 2200'; VIH H fac to TOY VOR 2200'. V-174, V-14S Vichy rdo bcn, Int STL R-214 and Vichy rdo bcn brg 060° (St. Clair, Mo. temp Int), 2200' Temp St. Clair, Mo. Int, St. Louis, Mo. VOR, 2200'. (11-26)

MONTANA: BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°- 185°, 40 n mi at 12,000'; 185°- 250°, 40 n mi at 11,000'; 250°- 340°, 40 n mi at 9000'; 340°- 10°, 30 n mi at 11,000'. (7-23)

BUTTE-RADIO: VOR/DME coverage 317° - 352°, 35 n mi at 9000'; 352° - 20°, 35 n mi at 10,500'; 20°- 68°, 26 n mi at 10,500'; 68°- 80°, 35 n mi at 10,500'; 80°- 118°, 43 n mi at 10,500'; 118° - 135°, 35 n mi at 11,000'; 135°- 157°, 43 n mi at 11,500'; 157°- 164°, 35 n mi at 11,000'; 164°- 176°, 26 n mi - 11,000'; 176°- 198°, 17 n mi -10,500'; 198°- 220°, 26 n mi at 11,000'; 220°- 248°, 35 n mi at 11,000'; 248°- 264°, 26 n mi at 11,000'; 264°- 317°, 35 n mi at 11,000'. (11-20)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°- 55°, 17 n mi; 55°- 70°, 26 n mi; 70°- 110°, 35 n mi at 9000'; 110°- 150°, 17 n mi; 150°- 260°, 26 n mi at 10,000'; 260°- 290° 17 n mi at 9000'; 290°- 320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000';85°-200°, 9 n mi at 11,000';200°-230°, 26 n mi at 11,000';230°-250°, 35 n mi at 10,000';250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000';40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,5000'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: BRUNING-STATE ARPT: Bcn inop.(12-5) NE/SW taxiway clsd. (12-27)

CENTRAL CITY-SILVER T ARPT: Two 349'(2049' MSL) lgtd twrs being erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860' MSL) lgtd twr being erected 9.8 n mi E(100° T) at lat 41-12-31, long. 96-54-57. (9-3)

HAY SPRINGS ARPT: 583'(4578' MSL) lgtd twr being erected 2.1 n mi S(180°T) at lat 42-38-25, long. 102-42-04. (11-11)

**LORENZO ARPT: Perm clsd. (12-26)

NORTH PLATTE-RADIO: Soon, VOR will be shut down until approx Feb 16, conversion to VORTAC. Durg shutdown, following temp MEA's can be utilized: V6 SNY VOR to *Int. R077 SNY and IML-R335 (Ogallala Temp. Int.), 10,000' *(Descent to 6100' authorized after passing Int. W-bound). Ogallala Temp. Int. to Int. R077 SNY and IML R035 (North Platte Temp. Int.), 10,000'; North Platte Temp. Int. to GRI VOR, 10,000'. V148 IML VOR to *Int. R035 IML and R077 SNY (North Platte Temp Int.), 10,000'; *(Descent to 4500' authorized after passing Int. SW bound). Direct Routes: SNY VOR - LBF LFR, 6100'; LBF LFR - GRI VOR, 4800'; IML VOR - LBF LFR, 4500'; SUX VOR - LBF LFR, 10,000'.(11-8)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern.(9-11)

ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution. Rough spots S edge rnwy 23 from NE end to intsxn. Use center rnwy. (12-10)FLD: 677'(5144' MSL) lgtd twr being erected 8.5 n mi NNW(339°T) at lat 41-59-58, long. 103-39-55. (12-10)

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used. (10-29)

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Frequent violations have reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'. (11-6)

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'.

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110° 180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'.

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel. Capital 5-6-151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075, 35 n mi at 4000'; 075-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)

CONCORD ARPT: Rnwy lgts on rnwy 12-30 inop. (6-17)

**ERROL ARPT: Longest rnwy avail 1800'. (12-19)

LEBANON ARPT: E/W rnwy not maintained winter mos. (12-12)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: **BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11) Only 91 oct fuel avail.

BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension resumed. Men & equip on fld. (12-30)

CALDWELL-RADIO: VOR out of tolerance 071° beyond 12 n mi; 204° beyond 10 n mi; 238° 6 n mi; 259°, 10 n mi; 290°, 13 n mi; 303°, 6 n mi and 356°, 13 n mi at MOCA. Usable from 090° clockwise to 180° 32 n mi. MRA from CDW VOR to Captain Int at 5000' MSL. along V251 and 8000' MSL from CDW VOR to Bellemeade Int along V3. (12-17)

FLORENCE ARPT: Clsd. (8-1)

MILLVILLE ARPT: Non-military glidder opern wk-ends & holidays. Eng testing by acft parked N end rnwy 18, day & ngt. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.

NEWARK ARPT: MILITARY Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45, & C-47 type acft based at Newark Arpt. ALL ACFT Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs, Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Const taxiway B from Taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway & E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men & equip. on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A serving rnwy 22 will be cmsnd. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SCOTLAND LIGHTSHIP-RADIO: Marine rdo bcn operg 294 kc - careful tuning required.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: May 10, VOR monitor, category temp changed to (3). (5-10)

**TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to runway 6-24 E side N of intsxn NW/SE taxiway designated as runway 14-32 for civil and mil acft

NEW JERSEY: of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special req. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) Amber lenses installed on last 2000' rnwys 6 & 24. 200' x 400' mrkd sod area N of center taxiway & 350' E of west taxiway restricted to lndgs & take-offs of helicopters having prior permission of Arpt Mgr. Daylgt opern only. (12-18)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.

TUCKERTON-MATHIS ARPT: Clsd. (8-1)

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone on freq 137.88 or 121.5 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (12-19)

NEW MEXICO: ★ALBUQUERQUE-KIRTLAND AFB-RADIO: Effect. Jan 6, Departure Control inaugurated. Normal clearance limits will be: VOR ranges Albuquerque and Grants. Rdo bcns: Alameda and Belen, N. Mex. VOR Int: Aden, Arroyo, LaJoya, Pipeline, & Suwanee.

★ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF coverage 40 n mi at min enroute alt

** xcpt 25 n mi at min 15,000' from inbound heading 185° thru 335°. (12-19) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)

CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000. Coverage in Mexico not checked.

DEMING ARPT: Rnwy 17-35 clsd. (11-20)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (12-10)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)

TAOS-ZIA ARPT: Fuel unavail. until Apr. 15.

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing this area constitutes as extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: **ACCORD ARPT: 154' lgtd twr erected 12 n mi NE (46° T) at lat 41-56-17, long. 74-01-45 removed. (12-7)

ALBANY-RADIO: LFR has multiples N and W courses. (6-15) About Feb 10, VOR will be shut down until approx Mar 4 - conversion to VORTAC. (1-2)

ALBANY ARPT-TOWER: ILS glide slope unusable beyond MM, inbound. (11-22) FLD: 1356'

** (2176) MSL) lgtd twr erected 25.4 n mi NW (316° T) at lat 43-03-36, long. 74-12-42.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME CO. ARPT-TOWER: Roughness vicinity MM.

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14) About Jan 16, VOR/DME will be shut down until approx Feb 6 - conversion to VORTAC. See page 34 for temp MEAs during shutdown.

BUFFALO ARPT-TOWER: VHF/DF coverage 40 mi from stn 105° clockwise to 136°, 3000'; 136°-155°, 3500'; 155°-198°, 4200'; 198°-215°, 3300'; 215°-250°, 2500'; 250°-105°, 2100'. ILS lndg mins straight in rnwy 23 will be 300-3/4 until obstns are removed in apch area.

** FLD: Rnwy 9-27 abandoned. Use as taxiway only.

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution - men and equip. all rnwys 0800-1600 Mon-Fri. (6-27)

**EAST AURORA-PRONER ARPT: Water twr NW. (1-3)

**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Close to all except [illegible]

NEW YORK: and adequate crash facs. Fuel unavail. transient acft.

GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)

**GOUVERNEUR ARPT: Perm clsd. (9-25)

**HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. May 10, VOR monitor. category temp changed to (3). (5-10) About Jan 20, VOR will be shut down until approx Feb 11 - conversion to VORTAC. (12-19) See page 37 for temp MEAs during shutdown.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14) Nov 26, DME shut down until approx Jan 10 - stn modification preparatory furture VORTAC installation. About Jan 10, VOR freq will be changed from 117.2 mc to 115.9 mc. (12-19)

ITHACA-TOMPKINS CO. ARPT: Rnwy 1-19 clsd to all tfc. Acft may contact MOH on 129.7 130.0; ELM twr; or ELM rdo for lndg info. (12-5)

LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane available at Lake Placid Arpt. (7-22)

MASSENA-RADIO: Sept. 19, J fac temp converted to BMH indef. Freq: 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (10-24)

MIDDLETOWN-RANDALL ARPT-SEPECIAL NOTICE: Extensive fliding and soaring oprations conducted during daylgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt. Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floud Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or La Guardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; LaGuardia Fld, N.Y., and Newark Arpt., N.J.

NEW YORK INTNL (IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR-holding E one min left turn pattern, Lido rdo bcn holding SW on SW course of HEM rng 1 min left turn pattern when ILS apchs are being conducted to rnwy 22.

NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230°-

** 055°, 2000' at 40 n mi. (9-9) FLD: Clsd to fighter type, motorless, and jet propelled acft. Clsd to mil acft xcpt on ofl bus. or flag rank or higher. Caution - use paved surface only. Rnwy 1R-19L perm clsd for lndgs & take-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp marked by delineatoes and/or taxiway lgts irregularly spaced. Unstable shoulders. (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft enroute to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR - holding SE one min left turn pattern in lieu of the Oradell Holding Pattern. (9-27) VOR rcvr check point signal 108.6 mc shut down. (11-5)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad.. All inbound acft shall make initial contact with La Guardia apch control on 119.9 mc regardless of weather.

type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take offs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip. mrkd-flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Caution- use paved surface only. Sod areas unsuitable for acft operns.(12-3)

NEW YORK-STATEN ISLAND ARPT: No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

**NEW YORK-WEST 30TH STREET HELIPORT: Open daylgt hrs only on 30 min advance notice. (tel. Longacre 4-2073). Direct commun by two-way rdo on 122.8 mc rqrd before apch and takeoff. Caution -ship tfc in area. (9-27)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. (4-25) VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (6-22) FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate seperation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft shall let down to pat alt. (10-31)

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: Soon, CAA will assume jurisdiction of RAPCON and implement radar apch ctl serv at Griffiss AFB and Oneida Co. Arpt. (10-2)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution-lndg jet acft using left hand pat. at 1879' MSL. (5-17)

SPITFIRE LAKE: No seaplane facillties avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes.

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi.(3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT-TOWER: About Jan 20, ILS lclzr and glide slope will be shut down until approx Jan 25 - antenna modernization. (1-3)FLD: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" clsd. (10-21)

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ASHVILLE-RADIO: About Jan 10, VOR will be shut down until approx April 10-conversion to VORTAC. During shutdown, following temp MEAs will apply: V35 and V53 Roan Mountain Int to AVL via TRI VOR radial 187° and 100° bearing AVL Rbn, 8500'; V53 SPA to AVL via SPA radial 324° and 100° bearing AVL Rbn, 6000'; V35 Clemson Int to AVL via RYN VOR radial 033° and 100° bearing AVL Rbn, 6000'; V185 W unusable Tigersville Int to AVL; V185 Piedmont Int to AVL VOR unusable. V185E Ottway Int to AVL VOR unusable. CLT-AVL direct route redesignated CLT LFR-AVL Rbn. (11-19)

qulred to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

ELIZABETH CITY-RADIO: VOR/DME operg test basis-relctd to lat 36-15-27, long. 76-10-33. (9-25)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

KINSTON-STALLINGS FLD: All fld lgts operg cont, sunset to sunrise. (12-24)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks-use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution-vehicular parking and tfc W ramp. (1-10)

LUMBERTON-RADIO: Pilots are requested to contact Fayetteville rdo when reporting over LBT or SOP. (12-1)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrently with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL, V128 RDU-LaGrange 3500' MSL, V3 RDU-LBT H fac 3300' MSL, V3W RDU-SOP 3000' MSL, V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (11-5)

**RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested (8-27) Bcn relctd to top of term bldg. (12-20)

RICH SQUARE ARPT: New arpt reported: 36-15N, 77-17W; elev 78'; 1 strip, turf, 2900', NW/SE; no facs; P-line NW. (10-7)

** SALISBURY-ROWAN CO. ARPT: Name change. Formerly carried as Salisbury Mun. (12-10) Const. Clsd xcpt with prior approval during daylgt hrs. (9-12)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)

WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr letd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: BISMARCK-RADIO: VOR radials 198°-216° and 231°-247° out of alignment tolerance. (12-26)

DICKINSON-RADIO: Oct 29, VOR/DME shut down until approx Jan 15,-conversion to VORTAC. (12-12) Durg this period, the following MEAs can be utilized: Direct Routes: MLS VOR to BIS VOR, 10,000'; MLS VOR to DIK LF rng, 4500'; DIK LF rng to BIS VOR, 4100'.

FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.

FARGO-HECTOR FLD-TOWER: Oct 7, ILS glide slope and MM inop- relctn. (12-16) FLD:

** Hi-intensity configuration B apch lgt system cmsnd. Length 1500'.

** FORDVILLE ARPT: 315'(1924'MSL) lgtd twr erected 15 n mi NW(315°T) at lat 48-24-51, long. 98-04-00. (12-21)

GRAND FORKS INTN'L ARPT: 315'(1145'MSL) lgtd twr being erected 5.5 n mi NNW(350°T) at lat 48-00-25, long. 97-07-02. (12-23)

LANGDON ARPT: Caution-NW/SE rnwy rough & under const. Parallel strip usable. (12-12)

MINOT INTN'L ARPT: 1053'(3123'MSL) lgtd twr being erected 12.1 n mi S(191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440'(2200'MSL) lgtd twr being erected 2 n mi SSW(222°T) at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough-use with caution. (6-14)

OHIO ★AKRON ARPT-TOWER: Jan 6, VHF/DF and UHF/DF services discontd. (1-6) Rcvd to late for ANRA page. FLD: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36. (12-4)

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17-perm U.S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only.

CANTON-MARTIN ARPT ARPT: Clsd . (1-11)

OHIO: CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 octane gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

**CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (9-26) About Jan 22, ASR-3 will be

** shut down until approx Feb 5 - modernization. (1-3) FLD: Rnwy 14-32 restricted to NW take-offs & SE lndgs. Rnwy 9L-27R open & normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Left hand neon and flash blaze apch lgt system serving rnwy 5L decmsnd. Standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5L cmsnd. Unlgtd obstn in apch zone protruding above apch lgts as follows: 20' above between end of rnwy & 1000' marker crossbar; 40' between 1000' marker crossbar & 2000' from end of rnwy; 60'btwn 2000' & 3000' from end of rnwy. P-line 1300' from end of rnwy & 500' SE, 40' above apch lgts. Security lgts along fence 400' from end of rnwy & 400' SE, 23' above lgts. (12-11)

**COLUMBUS-SPECIAL NOTICE: Durg daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 & proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flight; (2) dives in excess of 5,000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers durg which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const. E/W rnwy clsd. Hvy equip. crossing rnwys. (12-11)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due non-visibility twr unable ctl tfc on E taxi strip btwn hangars 1 & 4. Excavation 2' deep 150' wide in extension N taxiway btwn 6500'-8000' mark. Men & equip. working 0700-1700E daily. Men & equip. also working 30' N of rnwy 12-30 0730-1600E. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 & 18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "I" approx 75' N of intsxn with rnwy 12-30.

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON-RADIO: About Feb 3, VOR/DME will be shut down until approx Feb 24 - prepara-tory to future VORTAC installation. (12-30)

*DAYTON ARPT-TOWER: Dec 26, ILS glide slope relctd to 1050' from apch end rnwy 6L and 400' NW of centerline. Glide angle 3°. All over OM 2229'; MM[illegible] rnwy 4 MM 1245'; MSL.. MM

** lctd 3540' from apch end rnwy [illegible]. All over OM 2229'; MM[illegible]; rnwy 4 MM 1245'; MSL.. MM [illegible] fluorescent street lights perpendicular to rnwy [illegible] [illegible] [illegible]

TAC. (9-23) Durg shutdown VOR flgts will be authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG) 11,000'. (12-27)

**GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.

McALESTER-RADIO: VOR shut down until approx Feb 1, - conversion to VORTAC. (9-23) Durg this period V63 to Bunch Int unusable. (11-29)

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S' end of rnwy - use extreme caution. (3-11)

MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. (12-18) Bcn inop.

NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip on fld.

OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)

**OKLAHOMA CITY-TULAKES ARPT: Unicom, 122.8 mc, avail. (12-13)

OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429' MSL) water tank being constructed W side of fld lat 35-24-04, long 97-36-58). Mrkd and lgtd. (9-13)

PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd for drag racing. Use N/S rnwy. (10-21)

PONCA CITY-RADIO: About Mar 1, VOR will be shut down - modification. During shutdown VOR flgts authorized to utilize PNC rdo bcn in lieu of VOR on all arwys. Bears and MEAs use shall remain as charted. MEA for VOR-equipped acft on V-74 from TUL to ANY 3500' V-77 OKC to ICT 7000'. (12-13)

PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)

SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.

TULSA-RADIO: DME coverage 43 n mi throughout 360° at 2800' MSL. (5-20) Dec 9, VOR shut down until approx Mar 9, - conversion to VORTAC. (12-9) During shutdown, flgts authorized to utilize LFR fac in lieu of VOR on all arwys except V-14N OKC-TUL and V-140 Crescent Int. to Tulsa unusable. Bearings and MEA's remain as charted except bearings from LFR to following intsxns: Adair 054°, Pryor 081°, Wagoner 110°, Maize 110°, Shell Lake 247°, Sand Springs 225°, Mounds 194°, Sapulpa 211°, Drumright 233°, Yale 250°, College 041°. MEA for VOR equipped acft V-14, 7500'. MEA for V-74, 7500'.

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on approaches to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multiengine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. (11-26)

OREGON: ALBANY ARPT: Caution - N/S rnwy surfaced with fresh loose gravel. Use at own risk. Hangers & buildings being moved E to edge of sod strip. (12-12)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000';125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.

BEAVER MARSH ARPT, 73, RIV-DLS: Clsd acct snow. (12-18)

BEAVERTON-BERNARD ARPT: Road const N end of rnwy. Hvy equip in motion. (11-6)

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON-SWEET ARPT: Numbers and other markings not painted on rnwy 16-34. No warm-up apron at N end or-taxiway to N end rnwy 16-34. Soft shoulders at ends and both sides rnwy 16-34.(11-6) Rnwy lgts & apch lgts rnwy 16-34 not installed. (11-20)

HAINES-BEACON SITE 42, SLC-PDT: Inop. (11-21)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when apt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)

NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (7-26)

6000'; 21° at 21 n mi 5000'; 162° at 23 n mi 6400'; 344° at 25 n mi 4500'. Coverage 300°-10°, 40 n mi at 7500'; 10°-45°, 40 n mi - 6000'; 45°-75°, 40 n mi - 6500'; 75°-110° - 40 n mi - 6000';110°,185°-40n mi-8000';185°-340° over Pacific Ocean; 340°-360°, 40 n mi - 6000'.

PENDLETON ARPT: 108' test twr-lgtd and painted-erected SW corner of arpt. Guide wires extend in four directions at 1:1 ratio. (6-7)

PORTLAND INTNL ARPT-TOWER: About Jan 6, freq 119.8 mc will be cmsnd. (1-2) FLD: S portion of East N/S taxiway striped, not lgtd. (11-25)

PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)

REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500'; 80°-110°, 32 n mi at 9000'; 228°-231°, 35 n mi at 11,000' 235°-240°, 35 n mi at 11,000';352°-354°, 35 n mi at 7500'. (10-28)

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

SILVER LAKE ARPT: New arpt reported: lat 43-07, long 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy; 3200' gravel; remarks - Caution - fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES-RADIO: About Jan 20, VOR will be shut down until approx Feb 18, - conversion to VORTAC. Following V arwys unusable durg IFR: V112 PDX-PDT, V182 PDX-BKE, V25 YKM-RDM, V25E YKM-DLS. (11-27)

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19)

BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip on fld. (9-17)

BRADFORD-HARRI-EMERY ARPT: Clsd due snow and soft fld conditions. (12-2)

BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous. (12-16)

BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S- lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.

DOWNINGTON ARPT: New arpt reported: 39-58N, 75-43W; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW, Attended week ends only. Limited services. (12-11)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT: Sod area N of intsxn of rnwy 2-20 and 10-28 clsd - const of terminal bldg. Perimeter of const area flagged, lgtd. (10-3)

FREEPORT-McVILLE ARPT: New arpt reported. Lctd 7 mi NE. Lat 40-44, long 79-36; 2 strips, turf, N/S 1550', E/W 1500'; 80-87 oc fuel avail. (11-14)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E. quad at min instr alt. (11-8)

LEESPORT-MARELLO ARPT: Closed. (11-1)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

NEW LONDON ARPT: New arpt reported. 39-47N, 75-53W; lctd 1/4 mi NW; 1 runway 2550'; S5 facs; Fl fuel. (9-20)

PENNSYLVANIA: PHILADELPHIA INTNL ARPT-TOWER: VHF/DF coverage at 40 mi from stn 10° clockwise to 50°, 2000'; 50°-130°, 1800'; 130°-170°, 2000'; 170°-260°, 1800'; 260°-300°, 2000'; 300°-10°, 2500'. About Jan 17, rcvr 122.5 mc will be decmsnd and 122.7 mc will be cmsnd. FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 & 250' of apch end rnwy 17. Twp 90' booms 3000' SW rnwys 4 & 9.- flagged days. lowered ngts. 125' pile driver approx midway between rnwys 4 & 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail., load and unload stops at Pier C only avail. for 3 min. Acft requiring customs serv use Pier C, then move to executive term for static parking.

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. Exten const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp and rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men and equip. on fld daily. (9-13) 1116' (1364' MSL) lgtd twr being erected 11 n mi WSW (257° T) at lat 40-02-38, long. 75-14-26.

PHILIPSBURG-RADIO: About Feb 1, TACAN will be cmsnd. (12-19)

PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long. 78-15; 1 strip, shale, E/W, 3650'. Fuel avail. (11-14)

** PITTSBURGH-ALLEGHENY CO. ARPT: Rnwy 12-30 double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards aroung fld boundary are unlighted and unmarked. No lgtd wind direction indicator for night operns. Due to non-visibility twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mile final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15) 842' (2042' MSL) lgtd twr erected 7.5 n mi NW (336° T) at lat 40-27-47, long. 80-00-17. (7-17)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy 28 no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi. FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold markings. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. Rnwy dist markers installed on rnwy 10-28. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)

PUNXSUTAWNEY ARPT: N/S rnwy clsd - const, grading. Caution on WNW/ESE rnwy - soft spots. Area flagged. (5-24)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported. 40-46N, 75-36W; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

SOMERSET-COUNTY ARPT: Clsd. Men and equip. on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down. (10-17)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANA ARPT: New arpt reported. Lat 41-31, Long. 77-05; lctd 3.5 mi W; elev 538'; one strip, sod, 2500'; Major repairs & F2 fuel avail.

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: 40-48N, 80-10W; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT-TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°. (1-3) FLD: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: ALLENDALE RADIO: VOR radials 185° clockwise to 195° out of tolerance -

SOUTH CAROLINA: CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx at 32-59-40, long. 79-58-00

CHARLESTON-RADIO: VOR/DME shut down. Durg shutdown the following temp flgt opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 North Int CHS- LFR 5000'; Jamestown Int - FLO 183, MYR 236; Lake Moultrie Int FLO 198, MYR 247; Holly Hill Int CAE 138; ALD 075 Flag MRA 2000, St. George Int ALD 81, CAE 144 Flag MRA 2000. Following Intsxns unusable: Bull Point, Isle of Palms Tybee and Azalea. (10-21)

CHARLESTON AFB/MUN ARPT-TOWER: About Jan 15, ILS glide slope, MM and LMM will be shut down until approx Apr. 15 - relctn. ILS lclzr back course unusable. (2- FLD: Men and equip. installing taxiway lgtg in close proximity to all taxiways. Open ditches marked days lgtd nights. Sections of taxiways clsd for short periods during const. Contact twr for current info. (9-21) Apch lgts rnwy 15 inop. Rnwy 3-21 will be clsd for resurfacing approx Jan 1 to Jan 30. 6000' SE end rnwy 15-33 open during this period. Rnwy 15-33 will be clsd from approx Feb 1 to Mar 15. 5400' NW end rnwy 15 and 5300' SW end rnwy 3 will be open approx Mar 15 to Mar 30 while main intersection is paved. Men and equip. will be in close proximity to open rnwys during entire const period. (12-23)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 265° out of tolerance - roughness and bends.

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rnw. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB.

GREENWOOD CO. ARPT: Rnwy 9-27 clsd for const. Use caution on other rnwys.

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy restricted to 12,000 lbs.

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT: 393' (4173' MSL) twr being erected 8.8 n mi W (280° T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-RADIO: Nov 18, VOR shut down until approx Jan 20 - conversion to VORTAC. During shutdown, following temp MEAs can be utilized: V-15 HON VOR - Int. HON R115 and SUX R335 (Sioux Falls Temp Int), 7000'; Sioux Falls Temp. Int. - SUX VOR, 7000'; V-181 ATY VOR - Oakwood, S. Dak. Int., 3000'; Oakwood, S. Dak. Int. - Int. ATY R160 and HON R115 (FSD Temp Int.), 7000'; V-80 RWF VOR - Int/ RWF R228 and SUX R335 (Sioux Falls Temp Int), 7000'; Direct Routes: HON VOR - FSD LFR, 3000'; FSD LFR - SUX VOR, 3000'; FSD LFR - RWF VOR, 3000'; ATY VOR - FSD LFR 3000'. (12-30)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Approach procedures and lclzr alignment not affected. (12-5)

WATERTOWN ARPT: 310' (2209' MSL) lgtd twr being erected 27.8 n mi WSW (265° T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviationa to the N course in this area often result in inflgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equip-

[illegible]-RADIO: About Jan 8, VOR will be shut down until approx April 8, conversion to VORTAC. Durg this period H fac may be substituted & the following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH to Milan Int. as charted, Milan Int. to McEwen Int. 7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints. (12-20)

KNOXVILLE-SPECIAL NOTICE: Effect Feb 1, inbound VFR flgts contact TYS apch control on 118.1 mc or 382.2 mc approx 25 mi out for lndg instructions. TYS apch ctl will specify the reporting point where flgt will change to TYS twr freq. (12-29)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE-TYSON ARPT-TOWER: ILS glide slope operg test basis only.

**KNOXVILLE-McGHEE TYSON ARPT: Rnwy lgts rnwy 18-36 inop. (6-19) Rgt tfc rnwy 4R.

MEMPHIS-RADIO: Effect Feb 1, Inbound VFR flgts contact MEM apch control on 119.1 or 291.6 mc approx 25 mi out for lndg instructions. MEM apch ctl will specify the reporting point where flgt will change to MEM twr freq. (12-27)

MEMPHIS ARPT: Caution. Const. Resurfacing rnwy 9-27. Portions of rnwy and occasionally entire rnwy will be clsd. (11-25) 200' (474'MSL) lgtd twr being erected 5.3 n mi ENE (78°T) at lat 35-04-31, long. 89-52-37. (11-16)

MORRISTOWN-MURRELL ARPT: 263' (1552'MSL) lgtd twr being erected 4 n mi NE(63°T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: Due to lmtd coverage VOR courses, use of temp MEAs and routing as follows: V-140 BNA VOR to Hartsville Int MEA 3400'; V-16 BNA VOR to Murfreesboro Int MEA 4000'; Murfreesboro Int direct Woodbury Int MEA 5000'; Woodbury Int direct Walling Int MEA 5000'; Walling Int direct Winesap Int MEA 5000'; Winesap Int direct CSV VOR MEA 5000'; Woodbury Int designated as CSV 274/CHA 320M; Walling Int CSV 274/CHA 331M; Winesap Int CSV 274/CHA 355M. (11-23)

NASHVILLE-BERRY FLD-RADIO-SPECIAL NOTICE: Effect. Feb 1, Approach ctl will utilize radar procedures to effect control and separation of departing tfc from Berry Fld. Departure routes specified individually. (12-27) Effect Feb 1, inbound VFR flgts to Berry Fld, contact Nashville apch ctl on 118.1 mc civilian, 383.8 mc military, approx 25 mi out for lndg instructions. Nashville apch ctl will specify the reporting point where flgt will change to Berry twr freq. (12-27)

NASHVILLE-BERRY FLD: Taxiway between ends of rnwy 9 and 15 clsd. (12-18)

**PARIS-HENRY CO ARPT: Unicom, 122.8 mc, avail. (12-12)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

**UNION CITY-TOM STEWART ARPT: Two antenna poles under const 1500' E of N/S rnwy, 60' AGL, 400' MSL. Will be mrkd & lgtd. (9-25) Unicom, 122.8 mc avail. (12-12)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Rnwy lgts inop. (10-22)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S. F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°- 135° from 4 s mi out. (8-27) About Jan 13, ILS glide path and MM will be shut down until approx

** Jan 1959. (12-5)FLD: Rnwy 17-35 & E/W sod strip perm discontinued. (12-23) 465'(4044' MSL) lgtd twr erected 9.5 n mi WNW (296°T) at lat 35-17-33, long. 101-50-48 hgt. being increased to 722' AGL (4295'MSL). (11-14) 834' (4295'MSL) lgtd twr being erected 8.8 n mi WNW (308°T) at lat 35-18-55, long. 101-50-03. (10-31)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: About Jan 18, arrival control will be implemented. (12-18)

AUSTIN-MUELLER ARPT TOWER: Dec 10, ILS glide slope shut down until approx Jan 19, relctn. (12-10) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: 250' (3049'MSL) lgtd twr being erected 4.2 n mi SSE (165°T) at lat 32-12-17, long. 101-26-46. (12-10) Caution all alts - intensive jet trng.

BROWNSVILLE-RADIO: Nov. 14, VOR shut down until approx Jan 13, modernization.

**BROWNWOOD ARPT: 549'(2049'MSL) lgtd twr erected 4.8 n mi SSW(214°T) at lat 31-43-33, long. 90-00-45. (5-3)

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95° - 110°, 35 n mi at 2000'; 110°- 135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: About Feb 17, VOR will be shut down - modification. During shutdown, following temp MEAs established: V20 ALI - PSX 4000'; V-68 Kingsville Int to CRP and CRP to Int of V-68 and V-163 unusable. (12-4)

DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°- 345° out of tolerance - severe scalloping. (11-19)

DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; Elev 644'; rnwys, 2, longest 4500' asphalt surface; Fuel F4; Facs S-5; Lighting BL4; Attended 24 hrs. (9-8) Use rnwy 15-33 only. NE/SW rnwy unsafe acct const. (12-13)

DALLAS-LOVE FLD: Inbound VFR flgts contact apch ctl on 121.1 or 307.2 mc approx 25 mi out for lndg instructions. Dallas Apch Ctl will specify the reporting point where flgt will change to Love Twr freq. Acft not equipped for 2-way commum on 121.1 or 307.2 mc will use other avail. freq and contact Love Twr. (12-30) Formation tk-offs not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading, and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd & lgtd. (11-14)

ELDORADO-BRUTON ARPT: 310'(2828' MSL) lgtd twr being erected 4 n mi NNW(338°T) at lat 30-57-50, long. 100-48-45. (12-1)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. High and low pressure oxygen avail. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness.

FALFURRIAS-BROOKS CO. ARPT: 268'(298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)

FORT STOCKTON-RADIO: Nov 22, shut down until approx Feb 22, conversion to VORTAC. (11-21) Durg shutdown, following arwys unusable: V198 Rock springs to Hudspeth; V211 Rocksprings to Ft. Stockton; V222 Junction to Culberson. (11-6)

FORT WORTH-CARTER FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (12-2)

FT. WORTH-MEACHAM FLD-TOWER: June 3, ILS lclzr and glide slope shut down until approx Jan 10. (12-12)

FT WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

**GALVESTON ARPT: Unicom unavail. (12-17)

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr will be erected 5 n mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000; Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80' (AGL) oil derricks erected on arpt &. adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (12-26)

HOUSTON INTNL ARPT: Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-offs to E only, no lndgs. (3-11)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

[redacted]: KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LA GRANGE-GUENTHER FLD: N/S rnwy clsd. Use rnwy 15-33 only. Use taxi strip to hangar. (11-20)

LAMESA-ADCOCK ARPT: New arpt reported. 32-48N, 101-36W; lctd 5 mi NNE; elev 3050' 1 strip N/S 2000'; Fl fuel. (8-27)

LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640, E/W 1620' 91 oct fuel. (10-7)

**LAPORTE ARPT: NW/SE rnwy clsd. Bcn operd sunset-0100. (12-19)

LAREDO - SPECIAL NOTICE: Acft operg around Laredo LFR and /or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)

LEONA-RADIO: Caution when using VOR radials 35 mi N, due to severe scalloping. (11-19) About Jan 7, VOR will be shut down for freq change from 108.4 mc to 110.8 mc. (12-23)

LEVELLAND ARPT: 388'(3958'MSL) lgtd twr being erected 3.5 n mi NNW(337°T) at lat 33-36-11, long. 102-24-05. (10-16)

LOMETA-RADIO: About Feb 17, VOR will be shut down - conversion to VORTAC. During shut down: V-163 Spring Branch Int to Mill Int, V-163W Lometa to Fredericksburg Int. unusable. Kingsland Int and Marble Falls Int unusable. Llano Int redesignated as AUS VOR 284 and JCT VOR 072, MRA 5000'. MRA Llano Int to Lake Travis Int 3800' Eastbound, 5000' Westbound. (12-9)

LONGVIEW-GREGG CO ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK ARPT-TOWER: ILS glide slope, MM, LMM shut down until approx Jan 15 -
** relctn. FLD: Rnwy 17-35 extension completed. Entire rnwy & new taxiway to rnwy 17 open. Rnwy length 8502'. Only S 6300' lgtd. (12-27) E ramp clsd until approx Apr 1. W 300' open as taxiway. (12-11)

LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 mi; 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELINA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)

MARFA-RADIO: Auto rebroadcast feature cmsnd. Rcvg: 122.1, 126.7, 135.9, 255.4 mc.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26) About Jan. 1, 1958, 150'(276'MSL) lgtd stack will be erected 9.2 n mi W(282°T) at lat 26-13-00, long. 98-24-30. (12-18)

MIAMI-CLARK ARPT: New arpt reported lat 35-45N, long 100-45W; lctd 10 mi NW; elev 3100' 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: Dec 4, VOR/DME shut down until approx Mar 4, - conversion to VORTAC. (12-4) Durg shutdown, flgts authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int. - MWL H fac by MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int. by ABI 055; to MWL H fac by MWL 262; to HTT H fac by MWL 062; to McKinney Int. by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int by ABI 085; to MWL H fac by MWL 231; to Russell Int. by MWL 091. Intsxns as follows: For Breckenridge Int. use radials ABI VOR 055, MWL H 262; Russell Int. use MWL H 091 FTW ILS; Mill Int. use ACT VOR 306, BRT VOR 255; Cisco Int. use ABI VOR 085, MWL H 231; Newark Int. use FTW VOR 128, MWL H 059; Lake Worth Int. use FTW VOR 149, DAL VOR 257; Saginaw Int. use DAL VOR 257, FTW ILS; Chapel Int. use MWL H 332, FTW VOR 239; Haslet Int. use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)

MUNDAY-LEFLAR ARPT: 433'(1939'MSL) lgtd twr being erected 9.8 n mi WSW(258°T) at lat 33-25-00, long. 99-48-16. (10-21)

**ODESSA-ECTOR CO. ARPT: Rnwy 7-25 closed. (12-18) 500'(3444'MSL) lgtd twr erected 5.5 n mi SSW(220°T) at lat 31-50-50, long. 102-27-15. (9-19) 268'(3374'MSL) lgtd twr being erected 12.1 n mi SW(227°T) at lat 31-46-45, long. 102-33-22. (11-14) 394'(3294'MSL) lgtd twr being erected 4 n mi SE(137°T) at lat 31-51-40, long. 102-19-42. (11-29)

ORANGE-BROWN ARPT: 767'(787'MSL) lgtd twr being erected 10 n mi WNW(297°T) at lat 30-08-59, long. 93-58-54. (10-3)

PALACIOS ARPT: 150' AGL oil derrick being erected 1½ statute miles [illegible] (11-15)

[redacted]: PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE (113°T) at lat 27-51-46, long. 97-51-41. (9-18)

PORT LAVACA-PEIKERT ARPT: 153'(169'MSL) lgtd twr being erected 1.2 n mi ENE(69°T) at lat 28-36-43, long. 96-37-22. (12-7)

RAYMONDVILLE-FOX ARPT: 286'(301'MSL) lgtd twr being erected 4.5 n mi SSE (177°T) at lat 26-24-13, long. 97-47-32. (10-26)

ROCKPORT-ARANSAS CO. ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SALT FLAT-RADIO: Dec 27, ATCS shut down - relctn. Concurrently voice trans on LF range and VOR permanently discontd. (12-27)

SAN ANGELO-MATHIS FLD: 133' temp lgtd drilling derrick erected 2 mi ENE. (11-13) 131' temp lgtd drilling derrick erected 2-1/3 mi NE removed and relocated 2 1/2 mi E MSL 2042'.. (12-13)

SAN ANTONIO-RADIO: Nov 25, VOR shut down until approx Feb 25, - conversion to VOR-TAC. (11-26) Durg shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163 direct to next VOR; V163W, V222 SAT LF rng 328 to Fredericksburg; V163 SAT N course and MTA 163 to MTA VOR; V17W SAT N course to Spring Branch Int.; V222 SAT LF rng direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LF rng 158 and CRP 312. MEA s remain as charted. Reporting points remain as usable with following substitution: Blanco Int. SAT LF rng 188 bearing and AUS VOR 228, Sattler and Kyle Ints. use SAT LF rng direct. CMK rbn course use CMK rbn for Bergstrom Int. (11-7)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHERMAN ARPT: 316'(1060'MSL) lgtd twr being erected 8 n mi NNE(35°T) at lat 33-44-23, long. 96-29-56. (10-29)

SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted & lgtd. (10-8)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TILDEN-TRUE RANCH ARPT: New arpt reported: 28-18N, 98-36W; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men & equip. on fld 0800-1700C every Fri. (7-31)

WEATHERFORD-GAARE ARPT: Closed. (11-28)

WHEELER-HOLT ARPT: 400'(2930'MSL) lgtd twr being erected 1.8 n mi SSW(205°T) at lat 35-25-47, long. 100-16-28. (12-19)

WICHITA FALLS-GILCHRIST ARPT: E/W rnwy clsd. Oil wells & tanks on each end. (12-11)

WICHITA FALLS-SHEPPARD AFB: 2-way rdo required. (10-25)

[redacted]: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys & taxiways. (10-15)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Oct 22, VOR shut down until approx Feb 15, - conversion to VORTAC. During this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (10-22)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL: 340°-20°, 26 n mi at 12,000' MSL. (8-10)

SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. About Jan 6, until approx Jan 23, radar departure ctl will be inop. (12-13) FLD: Stay on rnwys, taxiways, and aprons. Shoulders soft. (12-22)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40°-[illegible]

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. AeroComm(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt any time (tel. CApital 3-2376). Acft in flight call Montpelier Rdo.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW; elev 130'; 1 strip 1900'; P-line N. (10-25)

VIRGINIA: BLACKSTONE (CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21, 12-30, & 8-26 clsd & mrkd with White X. (10-16)

BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

CAPE CHARLES-RADIO: About Feb 10, VOR will be shut down until approx March 3 - conversion to VORTAC. (1-2)

COLONIAL BEACH-RENO SKYPARK ARPT: Type "L"; lat 38-13, long 77-01; lctd 3 mi SW; elev 20'; 1 rnwy; 4500' sod; rnwy lgts, major repairs, unicom; 80 octane. (4-15)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FLAT ROCK-RADIO: October 31, VOR/DME shut down until approx Feb 1 - conversion to VORTAC.

FREDERICKSBURG-SHANNON ARPT: Night opern prior req basis only. (10-24)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (7-25)

FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men & equip. on fld.

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14) About Jan 20, VOR will be shut down until approx Feb 10 - conversion to VORTAC. (12-12) See page 38 for temp MEAs during shut down.

HOT SPRINGS-INGALLS FLD: Clsd until approx April 15, 1958. Use in emerg only. (11-20)

INDEPENDENCE-COX ARPT: Closed. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flight plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, nights.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)

NEWPORT NEWS-P. HENRY ARPT: Rnwy 2-20 length 5000'; 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (6-14)

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

*RICHMOND-BYRD FLD-TOWER:

Jan 6, LOM freq 212 kc changed to 382 kc. (1-6) Rcvd too late for ILS page. FLD: Rnwy 6-24 open entire length. Last 1000' NE end open 150' width only & outlined flares night, flags days. Broken shoulders 75' wide each side NE end of rnwy. Const area mrkd

VIRGINIA: by flares night, flags days. Rnwy lgts mrk 300' width exclusive of const area. Threshold for NE end rnwy 6-24 mrkd by flares. Rnwy 15-33 clsd - const. All acft required to have operg 2-way rdo for night opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion N/S taxiway parallel to rnwy 2-20. Use paved areas only, all others soft. Lndg fees for non-sked and executive acft waived with certain servicing. (1-2)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways-caution. No 180° turns on rnwys.

WAVERLY ARPT: Unattended - no services avail - land at own risk. (4-20)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area and lakes.

BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (12-4)

**BELLINGHAM ARPT: Rnwy 2-20 abandoned. (12-10)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

BREMERTON-LEISURELAND ARPT: Land at own risk. No fuel or serv avail. (12-2)

EASTON ARPT, 5B, SEA-HLN: Clsd winter months. (12-20)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REGIONAL ARPT: W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about March 15, const in progress - use rnwys and taxiways only.

SEATTLE-AIR ROUTE TRAFFIC CONTROL CENTER: About January 7, freq 120.7 mc will be discontd and 124.9 mc will be cmsnd. (12-13)

SEATTLE-BOEING FLD-TOWER: Disregard spurious radiations 109.9 mc durg daylgt hrs lctd S end fld. FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flight Ctr. (3-15)

SEATTLE-TACOMA INTNL ARPT - SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA-INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto.apch. (3-15) VHF/DF inop. (10-19) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. (8-14)

SPOKANE-RADIO: VOR has course roughness and excursions exists at Min Instr Alts and below in all areas from 8 to 17 mi from the stn. 340° radial beyond tolerance at this dist. Apch radial 027° has roughness from 2 mi to the arpt at alt of 3200'MSL to 2700' MSL. (12-20)

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

SPOKANE-GEIGER FLD-TOWER: UHF/DF coverage 110°-260°, 50 n mi at 5000'; 261°-280°, unreliable; 281°-330°, 40 n mi at 9000'; 331°-110°, 50 n mi at 9000'. March 28, ILS lclzr and glide slope shut down for an indefinite period - relctn & rnwy extension. (3-29) June 24, ILS LOM and LMM whut down - relctn. (7-3) Soon, freq 363.8 mc, VHF/DF and UHF/DF will be decmsnd. (12-17) FLD: Caution. Soft shoulders entire length rnwy 3-21. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: 46-00-30, 121-32-00; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

WASHINGTON: YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 8000'; 195°-30°, 40 n mi at 10,000' MSL. (9-20)

WEST VIRGINIA: BECKLEY-RADIO: Dec 16, VOR placed on test-basis only. Freq: 109.8 mc. Ident: BKW. Lctd lat 37-46-49, long. 81-07-25.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS MUN ARPT: Rnwy lgts 4-22 inop.

HUNTINGTON-TRISTATE ARPT: Men, equip. S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Taxiway from civil parking ramp S to rnwy 35 clsd acct parked jet acft. Jet and other hvy acft use rnwy 8-26 regardless of wind direction. Other civil tfc land according to tfc direction indicator located adj to NE taxiway running from civil ramp to rnwy 8-26. For rnwy info call Martinsburg Rdo. Caution lndg rnwy 17-35. Watch for conflicting jet tfc.

MORGANTOWN-RADIO: LF rng has multiples and fades all courses.

WISCONSIN: EAGLE RIVER ARPT: 148' (1758' MSL) unlgtd twr being erected 3 n mi S (200° T) at lat 45-52-50, long. 89-17-26. (11-22)

EAU CLAIRE ARPT: 265' (1191' MSL) lgtd twr being erected 7.1 n mi NE (46° T) at lat 44-56-54, long. 91-22-55. (10-21)

FOND DU LAC-COUNTY ARPT: New arpt reported. Lat 43-46, long. 88-29; elev 808'; 1 rnwy N/S 3600' x 100' hard surface; facs; bcn, rnwy lgts, F4 fuel, S5 serv, Unicom. E/W rnwy under const. Equip. on fld. (11-27)

HAYWARD ARPT: 306' (1491' MSL) lgtd twr being erected 4.5 n mi WSW (244° T) at lat 45-59-03, long. 91-32-20. (11-22)

✱LA CROSSE-RADIO: About Feb 13, VOR will be decmsnd. Oct 28, DME decmsnd. Concurrent with VOR decmsng, new VOR/DME will be relctd & cmsnd at Nodine, Minn.

**LADYSMITH-RUSK CO. ARPT: NE/SW strip rolled winters. Lgtd sunset to sunrise.

**LAKE TOMAHAWK-DOLHUNS ARPT: Bcn & rnwy lgts oper prior request only. (1-6)

LODI-LAKELAND ARPT: New arpt reported. Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm closed to all acft over 10,000 lbs. Sod unsafe.

MERRILL ARPT: Clsd due const. (10-3)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500' MSL at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic approaches. FLD: Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd; itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwy 13-31 clsd to jet acft. (8-21) 4350' rnwy 7L-25R open to daylgt opern only. 630' not usable mrkd with yellow line and yellow cone. (11-20)

OSHKOSH-RADIO: About Jan 15, VOR will be cmsnd. Freq: 111.8 mc. Ident: OSH. Lctd lat 43-59-25, long. 88-33-21. Monitor. category (1). Controlled from Green Bay ATCS. Class: BVOR. (12-20)

OSHKOSH-WINNEBAGO-CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 103' (923' MSL) lgtd pole & pipe supporting an antenna being erected 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

WAUSAU ARPT: 648' (2549' MSL) lgtd twr being erected 3.1 n mi WSW (262° T) at lat 44-55-10, long. 89-41-12. (11-12)

WISCONSIN: WOODRUF-ARBOR VITAE ARPT: Attended part time until May 1. Fone Minocqua 367 for serv. (11-12)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe pat.. roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. (12-5)

GILLETTE ARPT: Rnwys open & usable as follows: S 3400' of N/S, 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft & rough. Not maintained. Emerg or overrun only. (11-5)

GREYBULL ARPT: E/W rnwy clsd. Const equip. stored E of N/S rnwy. (11-12)

JACKSON ARPT: Bcn & rnwy lgts turned off for remainder of winter. (12-19)

KEMMERER ARPT: Clsd. Unsafe for acft. Use only in extreme emerg. All lgts turned off. (11-14)

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

NEWCASTLE-MONDELL ARPT: Caution - men and equip. working on rnwy 14-32.

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. Sept. 30, VOR shut down until approx Jan 15.- conversion to VORTAC. Durg this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V4 and V4N between RKS and CKW. V6 between FBR and CKW will be usable at 11,000'.

✱SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area. Jan 6, 122.2 mc cmsnd. Rcvd too late for ANRA page.

**SHERIDAN-COUNTY ARPT: 200' (5671' MSL) lgtd twr erected 9.1 n mi SSE (169° T) at lat 44-36-31, long. 106-55-56. (12-9)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area mrkd by red flags. (8-16)

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end. New arpt and rnwy under const 1 mi E of town. Clsd to all tfc until completion approx March. (11-11)

PUERTO RICO: **SAN JUAN-ISLA GRANDE ARPT: All fld lgtg oper sunset to sunrise. Lngst usable rnwy, 9-27, 4800'. (12-30)

SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Lgtd temp steel twr, 110' MSL, lctd approx 3500' off N bndry rnwy 7-25. (5-20)

The following ATCS commissioned 120.7 mc on January 1, 1958:
(Data received too late for inclusion ANRA pages)

Evergreen, Alabama
Ft. Smith, Arkansas
La Junta, Colorado
Lamar, Colorado
Macon, Georgia
Idaho Falls, Idaho
Chanute, Kansas
Wichita, Kansas
Bowling Green, Kentucky
Nantucket, Massachusetts
Saginaw, Michigan
Alexandria, Minnesota
McComb, Mississippi
Grand Island, Nebraska
Elmira, New York
Asheville, North Carolina
Hickory, North Carolina
Wilmington, North Carolina
Dayton, Ohio
Hobart, Oklahoma
Tulsa, Oklahoma
Spartanburg, South Carolina
Chattanooga, Tennessee
Jack's Creek, Tennessee
Knoxville, Tennessee
Memphis, Tennessee
Abilene, Texas
Beaumont, Texas
Mineral Wells, Texas
Wink, Texas
Grantsburg, Wisconsin

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
S, NW, & N quadrants CLE LFR	Radar site	within 10 mi	2000	Precision approach S-dn, 5L	300-¾	300-¾	300-¾
				A-dn	600-2	600-2	600-2
S, NW, & N quadrants CLE LFR	Radar site	10-30 mi	3000	Surveillance approach			
SE quadrant CLE LFR	Radar site	within 30 mi	3000	T-dn	300-1	300-1	200-½
				C/S-dn-all	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runway 27 - climb to 2000' on W crs of Cleveland LFR and proceed to Elyria FM; Runway 9 - climb to 3000' on N side of the E crs of Cleveland LFR to Parkman Int.; All runways except 9 and 27 - make a climbing right turn and proceed on the N side of the E crs of the Cleveland LFR to the Parkman Int at 3000'
CAUTION: TV towers approximately 1970' approximately 6 mi ESE of airport.
CAUTION: Unlighted obstructions in approach zone Rnwy 5L protruding above approach lights 60' (3000' from end of runway)to 20' (between end of runway and 1000' marker crossbar).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland,Ohio	Cleveland-Hopkins 789'	Cleveland Radar	1, Amdt 4, 8 Feb 58	Amdt 3, 13 Jul 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

an instrument approach procedure of the above type is conducted at the below named rport, it shall be in accordance with the following instrument approach procedure, lless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Elyria FM	CLE-LFR (Final)	Direct	1400	T-dn	300-1	300-1	200-½
				C-dn	400-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side W crs, 276 Outbnd, 096 Inbnd, 1900 within 10 mi.
Minimum Altitude over facility on final approach crs, 1400'
Crs and distance, facility to airport, 070-0.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within .9 mi, climb to 3000' on N side of E crs of Cleveland LFR within 20 mi.
CAUTION: 1971' television towers approximately 6 mi ESE of airport.
CAUTION: Unlighted obstructions in approach zone Rnwy 5L protruding above approach lights 60' (3000' from end of runway) to 20' (between end of runway and 1000' marker crossbar).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland, Ohio	Hopkins 789'	SBRAZ CLE	1, Amdt 8, 8 Feb 58	7 17 Nov 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

Procedure CANCELLED, effective 10 December 1957.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Las Vegas,N Mex	Las Vegas 6866'	BVOR LVS	1, Amdt 1 10 Nov 1956	*

*Supersedes Form ACA-1725A, dated 11 Nov 1951.

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine or More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
→ Hempstead LFR	BBN-RBn	direct	1500	T-dn	300-1	300-1	
→ Lido RBn	BBN-RBn	direct	1500	C-dn	500-1	500-1	
Scotland RBn	BBN-RBn	direct	1500	S-dn 1&32	500-1	500-1	
St. James Int	BBN-RBn	direct	1500	A-dn	800-2	800-2	
Huntington Int	BBN-RBn	direct	1500				
Radar Terminal area transitions all directions	BBN-RBn	within 25 mi of IDL Radar	3000				

→ Procedure turn E side of crs, 167 Outbnd, 347 Inbnd, 1500 within 10 miles
Minimum Altitude over facility on final approach crs, 800'
→ Crs and distance, facility to Rnwy 1, 347-3.2; to Rnwy 32, 356-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.2 miles of Babylon RBn, climb on a crs of 350° to the NE crs of the Hempstead LFR and proceed to the
→ Hempstead Radio Range at 2500'.
→ NOTE: Final approach approved on a crs of 350° to the Babylon RBn within 10 miles as determined by surveillance radar. Procedure approved only during the hours that the control tower is in operation.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Farmingdale, N Y	Republic Aviation 82'	MHW BBN	1, Amdt 1, 8 Feb 58	Orig, 29 Jul 54

→ Int AVP VOR R-215 & 283° brng to HZL RBn	HZL RBn(Final)	Direct	2500	T-dn	300-1	300-1	
				C-d	600-1	600-1	
→ Int AVP VOR R-215 & 270° brng to HZL RBn	HZL RBn (Final)	Direct	2500	C-n	600-2	600-2	
				S-d-27	600-1	600-1	
→ Crystal Lake RBn	HZL RBn	Direct	3500	S-n-27	600-1	600-1	
				A-dn	NA	NA	

→ Procedure turn North side of crs, 103 Outbnd, 283 Inbnd, 3500' within 10 mi.
Minimum altitude over facility on final approach crs, 2500'
→ Crs and distance, facility to airport, 283-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.1 mi, make 180° left climbing turn to 4000', return to RBn and hold on 103° brng from RBn.
AIR CARRIER NOTE: NE-SW runway not authorized.
NOTES: Local weather and voice communications on 122.8 available 08:00 - Sunset.
ATC communication with Wilkes-Barre Approach Control.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Hazelton, Pa	Hazelton 1602'	MH HZL	1, Amdt 1, 8 Feb 58	Orig, 7 Dec 57

→ Zanesville VOR	ZZV-RBn	Direct	2400	T-dn	300-1	300-1	200-
				C-dn	400-1	500-1	500-
				S-dn-4	400-1	400-1	400-
				A-dn	800-2	800-2	800-

Procedure turn E side of crs, 212 Outbnd, 032 Inbnd, 2400 within 10 miles
Minimum Altitude over facility on final approach crs, 1700'
Crs and distance, facility to airport, 032-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, make right climbing turn to 2400' and return to Zanesville Rbn.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Zanesville, Ohio	Municipal 899'	BMH ZZV	1, Amdt 6, 8 Feb 58	5, 1 Apr 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine or More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	

Procedure CANCELLED, Effective 22 November 1957, due to lack of communication facilities.
Special Procedure, Effective 20 January 1958, issued.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Athens, Ga	Athens 807'	VOR AHN	TerVOR-2, Orig, 16 Nov 57 or com. of facility	None

Procedure CANCELLED, effective 22 November 1957, due to lack of communication facilities.
Special Procedure, Effective 20 January 1958, issued.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Athens, Ga	Athens 807'	VOR AHN	TerVOR-27, Orig, 16 Nov 57 or com. of facility	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
				T-dn	300-1	300-1	200-½
				C-dn	600-1½	700-1½	700-2
N RBn	ILS G.S. interception	195-1.5	2500	S-dn-19 *ILS	300-¾	300-¾	300-¾
attanooga VOR	ILS LOM	direct	2300	ADF	500-1	500-1	500-1
icamauga Int	CQN MHW	direct	2200	A-dn ILS	600-2	700-2	700-2
itwell Int	CQN MHW	direct	3400	ADF	800-2	800-2	800-2
idgeport Int	CQN MHW	direct	3400				
almont Int	CQN MHW	direct	3400				
orgetown Int	CQN MHW	direct	2900				
andall Int	CQN MHW	direct	2900				

keoff on rnys 14-32 with less than 300-1 NA
ocedure turn E side of N crs, 015 Outbnd, 195 Inbnd, 2500' within 10 mi of OM (ILS) or within 10 mi of CQN (ADF), yond 10 mi NA. (Nonstandard due to terrain west)
nimum altitude at G.S. Int. inbnd, 2500' ILS
nimum altitude inbnd ADF over CQN 2500', over OM 1900', over MM 1200'. If OM not received, descent below 1400' NA.
ide slope altitudes: CQN 2940', OM 1900", MM 890
stances to runway: CQN 7.7 mi, OM 4.1 mi, MM 0.6 mi
visual contact not established upon descent to authorized landing minimums or if landing not accomplished .....
imb to 3300' on S crs ILS or 7.7 mi after passing CQN RBn (ADF), climb to 3300' on crs of 195° within 20 mi.
TE: *500-¾ required when glide slope not utilized. No approach lights.
R CARRIER NOTE: Application of sliding scale to straight-in minima NA.

y and State Airport Name & Elev. Fac. Class & Ident. Procedure No. & Eff. Date Sup. Amdt. No. Dated
attanooga,Tenn Lovell Fld 682' ILS-ICHA, MHW-CQN ILS-19,Amdt 6, 8 Feb 58 5, 21 Sept 57
Comb ILS & ADF

ncinnati VOR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
w Baltimore Int	LOM	Direct	2300	C-dn	400-1	500-1	500-1½
ncinnati LFR	LOM	Direct	2400	*S-dn-36 ILS	200-½	200-½	200-½ ←
y Ridge Int	Union Int	Direct	2000	ADF	400-1	400-1	400-1
idgetown Int	LOM	Direct	2400	A-dn ILS	600-2	600-2	600-2
ants Lick Int	Union Int	Direct	2000	ADF	800-2	800-2	800-2
ion Int ILS	LOM (Final)	Direct	2000				
ion Int ADF	LOM (Final)	Direct	1500				

dar terminal area transition altitudes: From 022 to 105 2500' within 30 mi; from 105 through 180 to 022, 00' within 15 mi; 2500' within 30 mi.
*400-¾ required with glide slope inoperative.
ocedure turn E side of crs, 180 Outbnd, 360 Inbnd, 2000' within 10 mi
nimum altitude at glide slope int inbnd, 2000' ILS. Min. alt. inbnd final 1500' ADF.
titude of glide slope & distance to approach end of rny at OM - 1987'-3.9; at MM - 1055-.5
visual contact not established upon descent to authorized landing minimums or if landing not accomplished .....
thin 3.9 mi after passing LOM (ADF), climb to 2300' on N crs ILS to New Baltimore Int. or when directed by ATC, ke a left climbing turn, climb to 2300' on track of 285 from LMM within 15 mi.

y and State Airport Name & Elev. Fac. Class & Ident. Procedure No. & Eff. Date Sup. Amdt. No. Dated
ncinnati, Ohio Greater Cincinnati 890' ILS-CVG, LOM-CV ILS-36, Amdt 10, 8 Feb 58 9, 18 Aug 56
Comb. ILS-ADF

leveland LFR	LOM	Direct	2200	T-dn	300-1	300-1	200-½
lyria FM	LOM	Direct	2200	C-dn	400-1	500-1	500-1½
alter Int	LOM	Direct	2200	S-dn-5L *ILS	300-¾	300-¾	300-¾
lark Int	LOM (Final) ILS	Direct	2200	5L ADF	400-1	400-1	400-1
	LOM (Final) ADF	Direct	1700	A-dn ILS	600-2	600-2	600-2
leveland VOR via R-102	SW crs ILS or Int brg 054			ADF	800-2	800-2	800-2
	to LOM (Final) ILS	Direct	2200				
	(Final) ADF	Direct	1700				

400-¾ required with glide slope inoperative.
rocedure turn S side SW crs, 234 Outbnd, 054 Inbnd, 2200' within 10 miles.
inimum Altitude at G.S. int inbnd, 2200 ILS, minimum altitude over LOM inbnd final 1700 ADF
ltitude of G.S. and distance to approach end of rny at OM 2070-3.9, at MM 1020-.6
visual contact not established upon descent to authorized landing minimums or if landing not accomplished .....
ithin 3.9 mi after passing LOM (ADF) make a right climbing turn, climb to 3000' on N # side E crs Cleveland LFR ithin 20 mi. Alternate missed approach procedure (when requested by ATC)
1. Make right# climbing turn, proceed to LOM at 2600 or,
2. Climb to 2500' on NE crs ILS within 15 mi.
Caution: 1970' TV towers approximately 6 mi ESE of airport.
AUTION: Unlighted obstructions in approach zone Rnwy 5L protruding above approach lights 60' (3000' from end of unway) to 20' (between end of runway and 1000' marker crossbar).
OTE: The following radar transition altitudes are applicable to all procedures; S, NW & N, quadrants of leveland LFR within 10 mi 2000', within 30 mi 3000' in SE quadrant within 30 mi 3000' in all quadrants in ccordance with established radar patterns.

ity and State Airport Name & Elev. Fac. Class & Ident. Procedure No. & Eff. Date Sup. Amdt. No. Dated
leveland,Ohio Cleveland-Hopkins 789' ILS-CLE, LOM-CL ILS-5L, Amdt 14, 8 Feb 58 13, 18 Aug 56
Comb. ILS-ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMA			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	Mor...
Radar transition to ILS NE crs with established surveillance patterns for Runway 23R	to be conducted in accordance			T-dn	300-1	300-1	200-
				C-dn ILS	400-1	500-1	500-
				*ADF	700-1	700-1	700-
Stadium RBn	4 mile Radar fix (Final)	Direct	1600	**S-dn			
				23R-ILS	400-1	400-1	400-
				A-dn ILS & ADF	800-2	800-2	800-

Procedure turn N side NE crs, 054 Outbnd, 234 Inbnd, 2500' within 10 miles of Stadium RBn.
No glide slope or markers. *Minimum altitude over Stadium RBn inbnd final, 2000' ADF. Descend to ADF minimums after passing Stadium RBn. Minimum altitude to 4 mile fix 2000' without Stadium RBn. **Descend to landing minimums after passing 4 mile fix, as determined by surveillance radar. Without radar fix, ADF minimums apply.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4 mi after passing radar fix or 6.9 mi after RBn, climb to 2200' on SW crs ILS or 234° from Stadium RBn.
No glide slope and no altitude information given on final approach between ASR 4 mi fix and airport unless requested.
NOTE: The following radar transition altitudes are applicable to all procedures; S, NW, and N quadrants of Cleveland LFR within 10 mi 2000', within 30 mi 3000' in SE quadrant within 30 mi 3000' in all quadrants in accordance with established radar patterns.
CAUTION: 1970' TV towers approximately 6 mi ESE of airport.
→ CAUTION: Unlighted obstructions in approach zone Rnwy 5L protruding above approach lights 60' (3000' from end
→ runway) to 20' (between end of runway and 1000' marker crossbar).

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Cleveland, Ohio	Cleveland-Hopkins 789'	ILS CLE	ILS-23R, Amdt 6, 8 Feb 58	5, 4 Jan 58
			Comb. ILS-ADF	

Ontario VOR	LOM	Direct	3200*	T-dn	300-1	300-1	200-
Fontana FM	LOM	Direct	5000*	C-dn	600-1	600-1	600-
Riverside LFR	LOM	Direct	4000*	S-dnry25			
Downey RBN	LOM	Direct	3200#	ILS	300-¾	300-¾	300-
Riverside LFR	Colton RBn	Direct	4000%	ADF	600-1	600-1	600-
Corona Int	ONT VOR	Direct	6700	A-dn	800-2	800-2	800-
Colton RBn	LOM (Final)	Direct	2700**				

* must be on top with tops not above 7000' MSL for ADF approach.
# must be on top with tops not above 7000' MSL for either ILS or ADF approach.
% Must be on top with tops not above 5000' for ADF approach.
** After intercepting glide slope, descent to cross LOM at 2120' is authorized.

Procedure turn S side of crs, 075 Outbnd, 255 Inbnd, 3200' within 10 mi of LOM. Beyond 10 mi NA (Nonstandard ... to terrain)
Minimum altitude at glide slope int inbnd - 2700' ILS. Min. alt. over LOM inbnd final - 2700' ADF.
Altitude of glide slope and distance to approach end of runway at LOM, 2120-3.7; at MM, 1140-.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.7 mi of LOM, ILS: Climb to 3000' on W crs ILS not beyond Fairgrounds Int. ADF: Climb on 255° crs from
→ LOM to Fairgrounds Int, then reverse crs to left and climb to on top on 075° crs to LOM.
CAUTION: High terrain North.
NOTE: Shuttle to 4000' between LOM and Fairgrounds Int. All turns South.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Ontario, Calif	International 952'	ILS-ONT LOM-ON	ILS-25, Amdt 8, 8 Feb 58	7, 11 Jan 58
			Comb. ILS-ADF	

(7 January ...

U. S. GOVERNMENT PRINTING OFFICE ...

SPECIAL NOTICE
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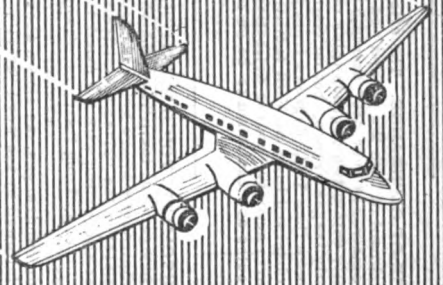
Additions & Changes. p 8

SPECIAL NOTICE
NEW ATCS FREQUENCY:
120.7mc. See page 36

AIRMAN'S GUIDE



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VOL. 12, NO. 23 **JANUARY 21, 1958**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
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NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120, CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notice to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airman: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..--.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 25 cents.

ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200'MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

HERNDON, VIRGINIA, VOR SHUT-DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 223: HRN VOR - Hampton VHF Int	Arcola LFR direct HAR VOR	3000
Victor 39: EMI VOR - Remington VHF Int	Red 33	as published
Victor 4: HRN VOR - FRR VOR	Red 18	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Sugar Loaf	MRB VOR 107 M radial; EMI VOR 245 M radial	3000
Keymar	MRB VOR 078 M radial; HAR VOR 201 M radial; EMI VOR 295 M radial;	3000
Lisbon	Use Lisbon LF Int	as published
Fairland	DCA TVOR 023 M radial; BAL VOR 244 M radial	3000
Springfield	Use Springfield LF Int	as published
Remington	Use Remington LF Int	as published
Plains	FRR VOR 118 M radial; MRB VOR 170 M radial; (Holding Pattern: NW of the substitute intsxn on the Front Royal 118 radial. Right turns. One minute pattern)	4000
Leesburg	FRR VOR 094 M radial; MRB VOR 147 M radial	4000
Manassas	Brooke VOR 003 M radial; DCA TVOR 256 M radial	3000
Quarry	SW crs of the ARV LFR; FRR VOR 118 M radial	4000

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel. See also page 58.

USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded that [illegible] with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.3(b) and 60.4(c), [illegible]

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column, amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

DES MOINES, IOWA VOR SHUTDOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V-6, V-8, V-1510		
Omaha, Nebr. VOR	*Lyman, Iowa Int	5500
*Descent to 2600 authorized westbound after passing Lyman Int.		
Lyman, Iowa Int	Int OMA R-071 and LMN R-008 (DSM Temp Int)	8000
Int OMA R-071 and LMN R-008 (DSM Temp Int) via R-262 IOW	Iowa City, Iowa VOR	8000
VOR civil arwy V-52		
Ottumwa, Iowa VOR	Int OTM R-286 and LMN R-008 (DSM Temp Int)	8000
VOR civil arwy V-13		
Lamoni, Iowa VOR	*Int LMN R-008 and OMA R-071 (DSM Temp Int)	8000
*Descent to 4000 authorized after passing intersection southbound.		
Int LMN R-008 and OMA R-071 via MCW R-182 (DSM Temp Int)	Alden, Iowa Int Mason City,	11,000
Alden, Iowa Int	Mason City, Iowa VOR	3000
VOR civil arwy V-13W		
Int FOD R-151 and OMA R-071 (DSM Temp Int)	Fort Dodge, Iowa (VOR)	8000
VOR civil arwy V-161		
Waterloo, Iowa VOR	Int ALO R-214 and OTM R-286 (DSM Temp Int)	8000
VOR civil arwy V-6N, V-172		
Int CID R-249 and LMN R-008 (DSM Temp Int)	Int R-249 CID and R-277 IOW (Grinnell Temp Int)	8000
Int R-249 CID and R-277 IOW (Grinnell Temp Int)	Cedar Rapids, Iowa VOR	2200
Omaha, Nebr. VOR	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	Cedar Rapids, Iowa VOR	2200
Lamoni, Iowa VOR	Des Moines, Iowa LFR	2300
Des Moines, Iowa LFR	Mason City, Iowa VOR	3000
Des Moines, Iowa LFR	Iowa City, Iowa VOR	2200
Des Moines, Iowa LFR	Ottumwa, Iowa VOR	2200
Des Moines, Iowa LFR	Waterloo, Iowa VOR	2700
Des Moines, Iowa LFR	Fort Dodge, Iowa VOR	5000
GREEN civil arwy 3		
Omaha, Nebr. LFR	*Van Meter, Iowa Int. (Int W crs DSM-LFR and R-355 LMN-VOR)	
*MRA 4000		2600
Van Meter, Iowa Int.	Des Moines, Iowa LFR	2600
Des Moines, Iowa LFR	*Percy, Iowa Int. (Int. E crs DSM-LFR and R-300 OTM-VOR	
*MRA 4000		2200
Des Moines, Iowa LFR	Cedar Rapids, Iowa Rbn	2200

CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulation is effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

BUFFALO, NEW YORK, VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 142: BUF VOR - Medina Int	Red airway 22	as published
Victor 2 and Victor 14: BUF VOR - ROC VOR	Green airway 2	as published
Victor 36: BUF VOR - Burns Int	Red airway 23	as published
Victor 164: BUF VOR - ELZ VOR	BUF LFR direct ELZ VOR	4500
Victor 33: BUF VOR - BFD VOR	BUF LFR direct BFD VOR	4500
Victor 142: BUF VOR - Jamestown Int	Unusable	-----
Victor 14: BUF VOR - ERI VOR	Green airway 2	as published
Victor 84: BUF VOR - Hagerstown Int	BUF LFR direct XU VOR	3000
Victor 36 South: BUF VOR - YZ VOR	Unusable	-----
Victor 36: BUF VOR - YZ VOR	Red airway 23	as published

The following VHF intsxns will be unusable during the period of shut down: Medina, Mumford, Rush, Grimsby, Avon, Warsaw, Niagara, Thorold.

WATERVILLE, OHIO VOR SHUT DOWN: During shutdown (Dec 2 through approx Dec 23) the following changes will apply to the airway structure:
V275 between VWV and CRL VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V6, V126 and 1510 between VWV and CLE VORs replaced by G3, MEA published. V30 between VWV VOR and Bellevue VHF intsxn replaced by TOL LFR 301°M brng inbnd to point of intsxn with W crs of EOW variation, MEA 2000. V92 between VWV and MFD VORs replaced by TOL LFR direct MFD VOR, MEA 2500. V45 and 1506 between VWV and APE VORs replaced by TOL LFR direct APE VOR, MEA 2500. V47 and V275 between VWV and FDY VORs replaced by FDY VOR direct CRL VOR, MEA 2500. V96 between VWV and FWA VORs replaced by TOL LFR direct FWA VOR, MEA 3000. V92, V126 and 1510S between VWV and Edgerton VHF intsxn replaced by G3, MEA published. V6 and 1510 between VWV VOR and Pioneer VHF intsxn replaced by TOL LFR 108°M inbnd to the point of intsxn with SBN VOR 092° radial, MEA 5000. V30 and 1506 between VWV and LFD VORs replaced by R57, MEA published. V47 between VWV VOR and Milan VHF intsxn replaced by B87, MEA published.

Intsxn listed below have been revised as outlined during the period of outage: (a) Carp VHF intsxn - SVM VOR 126° radial and CLE VOR 355° radial, MRA 2500'. (b) Perch VHF intsxn - SE crs RML LFR and 231°M brng inbnd from TOL LFR, MRA 2500'. (c) Ogden VHF intsxn - CRL VOR 237° radial and 135°M brng inbnd from TOL LFR, MRA 2600'. (d) McCluge VHF intsxn - FDY VOR 320° radial and the 080°M brng inbnd from TOL LFR. Holding to be accomplished on the FDY VOR 320° radial. Right turns. One min pattern. MRA 2000'.

ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

HUGUENOT, NEW YORK, VOR SHUT-DOWN: During the period of shut-down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 146: HUO VOR - Newburgh VHF Int	None	----
Victor 126: HUO VOR - ILT VOR	ILT VOR 294 M radial to the point of intsxn with DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Paterson VHF Int	None	----
Victor 249: HUO VOR - CDW VOR	CDW VOR 356 M radial to the point of intsxn with the AVP VOR 127 M radial. None beyond.	5000
Victor 126 and 146: HUO VOR - AVP VOR	AVP VOR 105 M radial to point of intsxn with the DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Herrick VHF Int	None	----
Victor 249: HUO VOR - DNY VOR	DNY VOR 171 M radial to the point of intsxn with the AVP VOR 105 M radial	5000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Central Valley	ILT VOR 288 M radial and POU VOR 234 M radial	3000
Huguenot VOR	AVP VOR 105 M radial and STW VOR 035 M radial	5000
Greenwood	POU VOR 234 M radial and ILT VOR 280 M radial (Holding Pattern: NE of the Greenwood Int on the POU VOR 234 radial. Left turns. One minute pattern)	3000

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2000' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-1/2) an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2000'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2000' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to enable [illegible]

BOSTON, MASS. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 3: BOS VOR - Hampton VHF Int	Amber 7	as published
Victor 141: BOS VOR - ACK VOR	Blue 58	as published
Victor 16: BOS VOR - Woonsocket VHF Int	Green 2	as published
Victor 3: BOS VOR - Millbury VHF Int	BOS LFR direct Worcester LOM	3000
Victor 141: BOS VOR - CON VOR	Blue 4	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Peabody	Peabody LF intsxn	as published
Revere	Revere LF intsxn	as published
Dedham	SW crs of the BOS LFR, GDM VOR 128 M radial	2000
Natick	BOS LFR 090°M bearing inbound GDM VOR 128 M radial	3000
Westboro	BOS LFR 090°M bearing inbound GDM VOR 146 M radial	3000
Lowell	SE crs of the CON LFR GDM VOR 094 M radial	2000
Franklin	Franklin LF intsxn	as published

NAVIGATIONAL WARNING: USAF jet and conventional bombers will conduct daylight VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route 8-F-I: 39-28N, 95-03W; 40-43N, 92-25W; 41-14N, 89-22W; 43-14N, 90-51W; 44-48N, 91-03W; 44-42N, 91-49W; 43-38N, 93-47W; 41-04N, 98-28W; 40-59N, 94-40W; 40-29N, 95-54W, target Peru, Nebraska.

Route 8-A-III: 43-18N, 99-02W; 43-18N, 103-25W; 44-28N, 104-44W; 44-58N, 102-55W; 44-30N, 102-01W; 44-02N, 99-28W; 43-53N, 96-04W; 43-33N, 94-58W; 42-36N, 95-11W; 42-08N, 95-25W; target Omaha, Nebraska.

Route 8-E-II: 38-55N, 94-16W; 40-17N, 91-29W; 40-26N, 87-16W; 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-45N, 92-40W; 38-21N, 93-46W; target Clinton, Missouri.

Route 8-D-I: 37-52N, 95-44W; 39-12N, 96-13W; 39-53N, 96-53W; 41-27N, 97-32W; 42-51N, 97-55W; 42-38N, 100-12W; 40-02N, 99-20W; 38-27N, 100-20W; 38-00N, 99-21W; 38-00N, 99-12W, 38-54N, 98-51W; target Russell, Kansas.

Route 8-H-II: 43-34N, 70-11W; 43-45N, 69-50W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-40N, 69-44W; 43-38N, 71-47W; 44-16N, 73-12W; 43-25N, 73-41W; 43-01N, 74-46W; 44-00N, 75-25W; 44-34N, 75-00W; 44-56N, 73-24W; 44-50N, 72-47W; target Groveton, New Hampshire.

Route 8-B-III: 38-14N, 94-50W; 38-12N, 92-38W; 38-43N, 91-26W; 37-22N, 89-25W; 37-24N, 86-02W; 37-50N, 84-42W; 37-22N, 80-47W; 38-33N, 80-15W; 39-05N, 81-55W; 39-16N, 82-08W; target Columbus, Ohio.

Route 8-G-I: 43-10N, 76-30W; 42-41N, 78-02W; 42-14N, 80-09W; 41-27N, 82-58W; 41-27N, 83-39W, 41-12N, 84-45W; 40-33N, 84-36W; 40-29N, 83-53W; 40-35N, 81-13W; 40-50N, 80-22W, 41-47N, 78-50W; 42-26N, 76-54W; 42-34N, 76-33W; target Waterville, New York.

Route 8-C-III: 41-39N, 73-56W; 41-24N, 75-15W; 40-02N, 78-21W; 37-42N, 78-38W; 37-35N, 79-35W; 40-40N, 79-26W; 41-53N, 76-30W; 42-28N, 73-55W; 42-27N, 73-51W; target Springfield, Massachusetts.

(21 January 1956)

NAVIGATIONAL WARNING - NON-STANDARD ANTI-COLLISION LIGHTS: Effective January 14, and continuing for a period of 6 months, 15 aircraft displaying non-standard anti-collision lights will operate within the continental limits of the U.S. These lights consist of 2 light units, one each mounted on the vertical fin or top of the fuselage and the other on the bottom of the fuselage. They give off a brilliant white flash, simultaneously, at approximately 55-65 flashes per minute. These lights, which are condensor discharge type anti-collision lights, will be operated in conjunction with steady burning high-intensity navigation lights on all aircraft.

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

DXX	Detroit, Mich.	(assignment)
FFN	Fallon, Nev., radio range	(assignment)
RCK	Rockdale, Texas	(assignment)
RFK	Rolling Fork, Miss.	(assignment)
SGR	Sugar Land, Texas, Hull Field	(assignment)
ZIS	Lake Ste. Anne, Quebec	(assignment)
ZPE	Pentacote, Quebec	(assignment)
ZSB	Shelter Bay, Quebec	(assignment)
ZST	Stony Rapids, Saskatchewan	(assignment)
ZTY	Trinity Bay, Newfoundland	(assignment)

MORGANTOWN, W. VA. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 106 N: MGW VOR - Scottdale VHF Int	none	----
Victor 106: MGW VOR - JST VOR	MGW LFR direct JST VOR	5000
Victor 44: MGW VOR - Keyser VHF Int	MGW LFR direct GRV VOR Victor 92 Keyser VHF Int	5000
Victor 144 and 1506 MGW VOR - FRR VOR	MGW LFR direct FRR VOR	5000
Victor 75: MGW VOR - Petersburg VHF Int	none	----
Victor 37: MGW VOR - EKN VOR	MGW LFR direct EKN VOR	5000
Victor 106: MGW VOR - Clara VHF Int	none	----
Victor 44: MGW VOR - PKB VOR	MGW LFR direct PKB VOR	4000
Victor 144 and 1506: MGW VOR - ZZV VOR	MGW LFR direct ZZV VOR	MGW LFR 5000 PKB VOR 040 M radial 3000 ZZV VOR
Victor 75: MGW VOR - HLG VOR	MGW LFR direct HLG VOR	4000
Victor 37: MGW VOR - PIT VOR	MGW LFR direct PIT VOR	MGW LFR 4000 HLG VOR 122 M radial 3000 PIT

(Continued)

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Scottdale	PIT VOR 122 M radial JST VOR 256 M radial	4500
Uniontown	unusable	----
Kingwood	JST VOR 242 M radial PIT VOR 122 M radial	5000
Farmington	JST VOR 242 M radial HLG VOR 122 M radial	5000
Swanton	unusable	----
Kits	GRV VOR 220 M radial FRR VOR direct MGW LFR	5000
Aurora	unusable	----
Petersburg	EKN VOR 087 M radial GRV VOR 191 M radial	as published
Clarksburg	unusable	----
Benson	unusable	----
Metz	EKN VOR 349 M radial PKB VOR 080 M radial	4000
Proctor	HLG VOR 187 M radial PIT VOR 228 M radial	5000
Beallsville	ZZV VOR 100 M radial PKB VOR 040 M radial	3000
Millsboro	PIT VOR 178 M radial HLG VOR 122 M radial	3000

ALBANY, N.Y. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 91 ALB VOR - PLB VOR	Blue arwy 18	as published
Victor 2 and 14 ALB VOR - Greenfield VHF Int	Red arwy 11	as published
Victor 203 ALB VOR - CTR VOR	Green arwy 2 and Red arwy 112	as published
Victor 130 ALB VOR - Colebrook VHF Int	Green arwy 2	as published
Victor 91 ALB VOR - POU VOR	Blue arwy 18	as published
Victor 91 W ALB VOR - Catskill VHF Int	none	----
Victor 72 ALB VOR - RKA VOR	ALB LFR direct RKA VOR	4500
Victor 2 S ALB VOR - Fly Creek VHF Int	Fly Creek VHF Int direct ALB LFR	5000
Victor 2 and 14 ALB VOR - Cedarville VHF Int	Green arwy 2	as published
Victor 203 ALB VOR - MSS VOR	ALB LFR direct MSS VOR	7000

(Continued)

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Glen Falls	Glen Falls LF Int	as published
Sacandaga	unusable	----
Grafton	Grafton LF Int	as published
Brainard	Brainard LF Int	as published
Hudson	S crs of the ALB LFR CTR VOR 291 M radial	5000
Catskill	unusable	----
Middleburg	RKA VOR 084 M radial POU VOR 336 M radial	4500
Starkville	unusable	
Coxsackie	S crs of the ALB LFR CTR VOR 291 M radial	5000

✓ DAYTON, OHIO VOR SHUT DOWN: The Dayton, Ohio VOR will be shut down on or about Feb 3, 1958, for approximately 21 days. During outage the following substitute route structure in effect:

(1) V275 CVG VOR to FDY VOR replaced by CVG VOR direct RID VOR direct FDY VOR, MEA 3000.

(2) V246 DAY VOR to MFD VOR replaced by SIE VOR 226 M radial from the point of Int with the W crs of the CMH LFR direct SIE VOR direct MFD VOR, MEA 3000.

(3) V12 1512 and 1514 DAY VOR to APE VOR replaced by Green arwy 4 to the APE VOR 246 M radial direct to the APE VOR, MEA as published.

(4) V12 south DAY VOR to London VHF Int, MEA - none.

(5) V12 1512 and 1514 DAY VOR to IND VOR replaced by Green arwy 4, MEA as published.

(6) V12 north DAY VOR to Cowan VHF Int, MEA - none.

(7) V55 west DAY VOR to Portland VHF Int, MEA - none.

(8) V55 DAY VOR to Coldwater VHF Int replaced by RID VOR direct radial to the Coldwater VHF Int, MEA 3000.

Following temporary non compulsory reporting points established:

Springhills, unusable; Plain City, unusable; Mason CVG VOR 045 M radial RID VOR 128 M radial, MEA 2500; Troy LF Int, MEA as published; Mechanicsburg LF Int, MEA as published; Englewood. Dayton LMM, MEA 3000; Arba LF Int, MEA as published; Union City SIE VOR 262 M radial RID VOR 025 M radial, MEA 2500; Dawn SIE VOR 263 M radial RID VOR 025 M radial, MEA 2500; Anna FDY VOR 213 M radial SIE VOR 310 M radial, MEA 2500; Coladwater FDY VOR 251 M radial FWA VOR 147 M radial, MEA 3000; Dayton SIE VOR 226 M radial W crs of the CMH LFR, MEA 2500.

✓ TROY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V4 St Louis, Mo. VOR	Int R-100 STL and R-235 VLA (Troy Int temp)	2100
Int R-100 STL and R-235 VLA (Troy Int temp)	Centralia, Ill. VOR	2000
VOR civil arwy V72 Int R-100 STL and R-235 VLA (Troy Int temp)	Vandalia, Ill. VOR	2000
VOR civil arwy V12, V14, V1512S, V1514S St Louis, Mo. VOR	*Academy, Ill. temp Int	
Academy, Ill. temp Int	*Int R-072 STL and R-300 ENL *Prairie, Ill. temp Int STL R-072 and R-187 SPI	2000
		2000

FROM	TO	MEA
*MRA 4000 (Flag) Prairie, Ill. temp Int	Vandalia, Ill. VOR	2000
VOR civil arwy V69 Springfield, Ill. VOR	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	3000
*MRA 3000 Int R-187 SPI and R-269 VLA (Gillespie Int temp)	*Int R-187 SPI and R-072 STL (Prairie Int temp)	4000
*MRA 4000 (Flag) Prairie, Ill. Int temp	Troy, Ill. temp Int	5000
VOR civil arwy V9 St Louis, Mo. VOR	*Int R-165 STL and R-276 ENL (Meramec Int temp)	2000
*MRA 3000 (Flag) Int. R-165 STL and R-276 ENL (Meramec Int temp)	*Crystal City, Mo. Int	2500
*MRA 3000 (Flag) VOR civil arwy V186 Vandalia, Ill. VOR	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	2000
*3000 MRA (Flag)		
DIRECT ROUTES:		
Vandalia, Ill. VOR	Roberts, Ill. VOR	4000
St Louis, Mo. LFR	Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	2100
Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	Int. R-265 SCT and R-191 HUF (Carlisle Int temp)	3100
Int R-265 SCT and R-191 HUF (Carlisle Int temp)	Scotland, Ind. VOR	2000
St Louis, Mo. VOR	Scotland, Ind. VOR	6000

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Vol. 12, #22, dated January 7, 1958, as follows:

(1) Page 34, under "Location Identifiers" AYS should read: Amityville, N.Y., Zahns Arpt (assignment)

(2) Page 39, under VOR Reporting Points (3) Item (k): The "Wisbon Int..." was included by error; disregard the entire item.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957, as follows:

(1) Page 25, Martinsburg, W. Va. - change CAA telephone number to AMherst 3-9353.

(2) Page 26, General Safety - Region 4 - Salt Lake City, Utah - change telephone number to ELgin 5-2951 and ELgin 5-2952.

(3) Page 48, under "Coast Guard Air Stations and Air Detachments" change the telephone number to HI 8-2674 and the address to 2610 Tigertail Avenue.

(4) Page 75, add - Huron, S. Dak. (Howes): 125.3°; approach end rnwy 12; 2300'.

(5) Page 77, Sault Ste Marie, Mich: change to read: 339°; over intsxn E/W and NW/SE rnwys.

(6) Page 81, Parkersburg, W. Va. (Wood County): change to read: Lctn #1 -- 209°; on taxiway near intsxn of rnwys 15 and 20. Lctn #2 -- 207°; run-up area N side of rnwy 27.

(7) Page 81, Reno, Nev.: change to read: 240°; lctd on the concrete run-up mat for rnwy 16.

(8) Page 76, add - Philip, S. Dak. (Site 31, CYS-HON): 085°; over circle in center of

✓ QUINCY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V116, V1512, V1514		
Macon, Mo. VOR	Warren, Mo. temp Int (MCM R-069 and IRK R-114	2000
Warren, Mo. temp Int	*Quincy, Ill. RBN	2000
*MCA V-52 2600' NW		
VOR civil arwy V116		
Quincy, Ill. RBN	Peoria, Ill. VOR	2000
VOR civil arwy V63		
Columbia, Mo. VOR	*Quincy, Ill. RBN	2000
*Quincy, Ill. RBN	Burlington, Iowa VOR	2600
*MCA 2600' V-52 NW		
VOR civil arwy V50		
Kirksville, Mo. VOR	*Quincy, Ill. RBN	2500
*MCA 2600' V-52 NW		
VOR civil arwy V50, V1512, V1514		
Quincy, Ill. RBN	Springfield, Ill. VOR	2000
VOR civil arwy V52		
Luray, Iowa Int	Quincy, Ill. RBN	2600
Quincy, Ill. RBN	*Elsberry, Ill. temp Int (STL R-325 and ULA R-269	2000
*MRA 5000		
Elsberry, Ill. temp Int	St Louis, Mo. VOR	2000

✓ SPRINGFIELD, MISSOURI VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V132		
Nashville, Mo. Int	Springfield, Mo. LFR	2600
VOR civil arwy V71		
Butler, Mo. VOR via R-132	Springfield, Mo. LFR via brng 132/312 on SGF LFR	2500
VOR civil arwy V205		
Blue Springs, Mo. VOR via R-152 BSP	Holden, Mo. temp Int BSP R-152 and BUM R-026	2400
Holden, Mo. temp Int	Springfield, Mo. LFR via brng 333/153 on SGF LFR	2500
VOR civil arwy V63		
Columbia, Mo. VOR via R-204 CBI	Wilton, Mo. temp Int CBI R-204 and R-315 VIH	2600
Wilton, Mo. temp Int	Springfield, Mo. LFR via brng 023/203 on SGF LFR	2500
VOR civil arwy V14		
Neosho, Mo. VOR via R-051	Halltown, Mo. temp Int EOS R-051 and BUM R-140	2500
Halltown, Mo. temp Int	Springfield, Mo. LFR via brng 052/232 on SGF LFR	2500

(Continued)

FROM	TO	MEA
VOR civil arwy V14, V88		
Springfield, Mo. LFR via brng 051/231 on SGF LFR	*Conway, Mo. temp Int via brng 051/231 on SGF LFR and FLP R-337	2500
*MRA 4700		
Conway, Mo. temp Int	Vichy, Mo. VOR via R-233	2600
VOR civil arwy V63		
Fayetteville, Ark. VOR via FYV R-020	*Billings, Mo. temp Int FYV R-020 and EOS R-066	2600
*MRA 2800		
Billings, Mo. temp Int	Springfield, Mo. LFR via brng 200/020 on SGF LFR	2600
VOR civil arwy V190, V1516		
Springfield, Mo. LFR via brng 074/254 on SGF LFR	Farmington, Mo. VOR via R-257 FAM	4600
DIRECT ROUTES:		
Ponca City, Okla. VOR via R-070 PNC	Springfield, Mo. LFR via brng 255/073 on SGF LFR	
Springfield, Mo. LFR via brng 315/135 on SGF LFR	Flippin, Mo. VOR via R-316 FLP	3000

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 215)

(1) Section 608.31, the Grand Marais, Minnesota, temporary area (R-187T) is added to read: Name and Location (chart): Grand Marais, Minn. temporary restricted area (R-187T) (Duluth, Lake Superior); Description by Geographical Coordinates: beginning at lat 47-04-00, long. 90-35-00; E to lat 47-06-00, long. 89-01-00; N to lat 47-47-15, long. 89-10-00; W to lat 47-50-00, long. 89-46-00; SE to lat 47-28-00, long. 89-30-00; SW to point of beginning. Designated Altitudes: surface to 70,000'. Time of Designation: continuous. Controlling Agency: Commander 343rd Fighter Group Defense Duluth, Minnesota. This amendment shall become effective January 14, 1958 through April 30, 1958.

(2) Section 608.61, the Big Delta, Alaska, temporary area (R-346T) is added to read: Name and Location (chart): Big Delta, Alaska temporary restricted area (R-346T) (WAC 77 and 117). Description by Geographical Coordinates: beginning at lat 64-03, long. 147-50; lat 64-10, long. 147-38; lat 64-06, long. 146-51; lat 63-47, long. 147-04.5; lat 63-51.5, long. 147-56. Designated Altitudes: surface to unlimited. Time of Designation: daylight hrs only. Controlling Agency: Commander 11th Air Division (Defense Ladd AFB, Alaska. This amendment shall become effective January 14, 1958 through March 15, 1958.

(Part 608 - Restricted Area - Amendment 216)
(February 21, 1958)

(1) Section 608.32, the Pearl River, Mississippi, area (R-138) amended October 31, 1955 in 16 F.R. 11066 is further amended by changing the "Designated Altitudes" column to read: "to 20,000', the "Time of Designation" column to read: "0800-1630".

(2) Section 608.39, the Melrose, New Mexico, area (R-185) amended May 25, 1956 in 21 F.R. 3497 is further amended by changing the "Controlling Agency" column to read: "Cannon AFB, New Mexico".

(3) Section 608.51, the Camp Bowie, Texas, area (R-480) amended November 10, 1954 in 19F.R.7285 is further amended bychanging the "Designated Altitudes" column to read: "Surface to 20,000'."

(4) Section 608.51, the Corpus Christi, Texas, area (R-227) amended October 31, 1951 in 16 F.R. 11066 is further amended by changing the "Designated Altitudes" column to read: "to 45,000'."

(21 January 1958)

OKLAHOMA CITY, OKLAHOMA FLIGHT ADVISORY AREA BOUNDARY CHANGES:

Oklahoma City-Fort Worth ARTC Boundary: effective 0001 EST January 16, 1958, the Oklahoma City-Ft Worth ARTC Center control and flight advisory boundary is revised as follows: from the St Louis-Ft Worth-Oklahoma City boundary at lat 35-00-50 long. 96-49-20 SW to a point 25 s mi from the Ardmore, Okla. VOR on the 360°M radial of the ArdmoreVOR, thence direct to the present boundary on the E edge of Blue arwy 6 at a point 50 s mi. NE of the Wichita Falls, Texas, low frequency rng stn.

Oklahoma City-Albuquerque ARTC Boundary: effective 0001 EST January 16, 1958, the Oklahoma City-Albuquerque ARTC Center control and flight advisory boundary is revised as follows: from the present boundary on the N edge of Victor 140N direct to a point on the 175°M radial of the Gage, Okla., VOR 30 s mi from the Gage VOR, thence counter-clockwise along an arc 30 s mi from the Gage VOR to the N edge of Red arwy 59, thence NE to the Albuquerque-Kansas City-Oklahoma City ARTC boundary at lat 36-16-40, long. 99-15-00.

TAMPA FLIGHT ADVISORY AREA: Effective 0001 EST January 21, 1958, the Tampa Flight Advisory Area is cancelled.

MIAMI-JACKSONVILLE FLIGHT ADVISORY/CONTROL AREA BOUNDARIES: Effective 0001 EST January 21, 1958, the Miami-Jacksonville Flight Advisory/Control Area Boundaries will be changed as follows: beginning at the present Miami-Jacksonville boundary at 29-00N, 81-49-30W direct 29-23N, 82-07-45W direct 29-17N, 82-23-25W direct 29-28N, 82-41W direct 28-45N, 84-00W. Remainder of the boundaries remain unchanged.

HOLDING PATTERNS: The following holding patterns have been designated, redesign ated, renamed or cancelled and shall become effective February 13, 1958:

DESIGNATED:

(1) BLACK RIVER, MISS. (LF) INTSXN - intsxn of the W crs of the Jackson, Miss. LFR and the 190°M radial of the Greenwood, Miss. VOR.

(2) BRANDON, FLA. (VHF) INTSXN - intsxn of the 320°M radial of the La Belle, Fla. VOR and the 235°M radial of the Lakeland, Fla. VOR. (MRA 4500' - depict flag)

(3) BRIGHTON, FLA. (VHF) INTSXN - intsxn of the 041°M radial of the La Belle, Fla. VOR and the 137°M radial of the Lakeland, Fla. VOR.

(4) CALHOUN, LA. (LF) INTSXN - intsxn of the W crs. of the Monroe, La. LFR and the 145°M radial of the El Dorado, Ark. VOR.

(5) CASTIAC, CALIF. (VHF) INTSXN - intsxn of the 323°M radial of the Los Angeles, Calif. VOR and the 020°M radial of the Fillmore, Calif. VOR.

(6) CATFISH, FLA. (LF) INTSXN - intsxn of the 278°M brng from the Tampa, Fla. LFR and a 320°M brng from Egmont, Fla. Rbn.

(7) CATFISH, FLA. (VHF) INTSXN - intsxn of the 275°M radial of the Tampa, Fla. VOR and a 320°M brng from Egmont, Fla. Rbn.

(8) CHATSWORTH, CALIF. (VHF) INTSXN - intsxn of the 323°M radial of the Los Angeles Calif. VOR and the 095°M radial of the Fillmore, Calif. VOR.

(9) CRABTREE, OREGON (VHF) INTSXN - intsxn of the 010°M radial of the Eugene, Ore. VOR and the SE crs of the Salem, Ore. ILS lclzr.

(10) DAYTON, MD. (VHF) INTSXN - intsxn of the 186°M radial of the West Minster, Md. VOR and the 288°M radial of the Baltimore, Md. VOR. (formerly compulsory)

(11) DODGE, WISC. (VHF) INTSXN - intsxn of the 065°M radial of the Rochester, Minn. VOR and the 188°M radial of the Eau Claire, Wisc. VOR and the 323°M radial Nodine, Minn. VOR.

(12) EEL, FLA. (LF) INTSXN - intsxn of the 283°M brng from the Egmont, Fla. Rbn and a 240°M brng from Tampa, Fla. LFR.

(13) EEL, FLA. (VHF) INTSXN - intsxn of the 222°M radial of the Tampa, Fla. VOR and a 283°M brng from Egmont, Fla. Rbn.

(14) EGMONT, FLA. Rbn

(15) EVA, FLA. (VHF) INTSXN - intsxn of the 242°M radial of the Orlando, Fla. VOR and the 022°M radial of the Lakeland, Fla. VOR.

(16) FANNIN, MISS. (LF) INTSXN - intsxn of theE crs of the Jackson, Miss. LFR and the 160°M radial of the Greenwood, Miss. VOR.

(17) FENNER, CALIF. (LF) INTSXN - intsxn of the 165°M radial of the Goffs, Calif. VOR and the W crs of the Needles, Calif. LFR.

Fla. VOR and the 053°M radial of the La Belle, Fla. VOR.

(21) FREEBURG, MINN. (VHF) INTSXN - intsxn of the 161°M radial of the Nodine, Minn. VOR and the 108°M radial of the Rochester, Minn. VOR and the 283°M radial of the Lone Rock Wisc. VOR.

(22) FULTON, KANS. (VHF) INTSXN - intsxn of the 092°M radial of the Emporia, Kans. VOR and the 199°M radial of the Butler, Mo. VOR.

(23) GORDONSBURG, TENN. (VHF) INTSXN - intsxn of the 090°M radial of the Jacks Creek, Tenn. VOR and the 178°M radial of the Graham, Tenn. VOR.

(24) GORUM, LA. (LF) INTSXN - intsxn of the SW crs of the Monroe, La. LFR and the NW crs of the Alexandria, La. LFR.

(25) GRAND LAKE, LA. (VHF) INTSXN - intsxn of the 111°M radial of the Lake Charles, La. VOR and the 248°M radial of the LaFayette, La. VOR.

(26) GRAPEVINE, CALIF. (VHF) INTSXN - intsxn of the 149°M radial of the Bakersfield, Calif. VOR and the 276°M radial of the Palmdale, Calif. VOR.

(27) HAMPSHIRE, TENN. (VHF) INTSXN - intsxn of the 090°M radial of the Jacks Creek Tenn. VOR and the 154°M radial of the Graham, Tenn. VOR.

(28) HILLSBORO, FLA. (VHF) INTSXN - intsxn of the 218°M radial of the W. Palm Beach, Fla. VOR and the 355°M radial of the Miami, Fla. VOR.

(29) HOLLYWOOD, FLA. (LF) INTSXN - intsxn of the S crs of the W Palm Beach, Fla. LFR and a 053°M brng from Miami, Fla. LFR.

(30) JACK COMB, FLA. (VHF) INTSXN - intsxn of the 290°M radial of the Tampa, Fla. VOR and the 330°M brng from Egmont, Fla. Rbn.

(31) JEROME, ARK. (VHF) INTSXN - intsxn of the 140°M radial of the Pine Bluff, Ark. VOR and the 266°M radial of the Greenwood, Miss. VOR.

(32) LAKE CITY, MINN. (VHF) INTSXN - intsxn of the front crs of the Minneapolis, Minn. ILS lclzr and the 308°M radial of the Nodine, Minn. VOR and the 006°M radial of the Rochester, Minn. VOR.

(33) LAKEVIEW, NEV. (VHF) INTSXN - intsxn of the 065°M radial of the Las Vegas, Nev. VOR and the 185°M radial of the Mormon Mesa, Nev. VOR.

(34) LEON, FLA. (VHF) INTSXN - intsxn of the 210°M brng from the Tamiami, Fla. Rbn and the 267°M brng from Perrine, Fla. LFR.

(35) LOUISA, FLA. (VHF) INTSXN - intsxn of the 257°M radial of the Orlando, Fla. VOR and the 022°M radial of the Lakeland, Fla. VOR.

(36) LUKA, MISS. (VHF) INTSXN - intsxn of the 276°M radial of the Muscle Shoals, Ala. VOR and the 165°M radial of the Jacks Creek, Tenn. VOR.

(37) LYONS, ILL. (VHF) INTSXN - intsxn of the 073°M radial of the Naperville, Ill. VOR and the NW crs of the Chicago (Midway) Ill. VOR lclzr.

(38) MAUD, ALA. (VHF) INTSXN - intsxn of the 261°M radial of the Muscle Shoals, Ala. VOR and the 165°M radial of the Jacks Creek, Tenn. VOR.

(39) McDONALD, FLA. (VHF) INTSXN - intsxn of the 305°M radial of the Orlando, Fla. VOR and the 022°M radial of the Lakeland, Fla. VOR.

(40) MONTICELLO, S. C. (VHF) INTSXN- intsxn of the 330°M radial of the Columbia, S.C. VOR and the 210°M radial of the Charlotte, N.C. VOR.

(41) MUSKY, MICH. (VHF) INTSXN - intsxn of the 091°M radial of the Northbrook, Ill. VOR and the 308°M radial of the South Bend, Ind. VOR.

(42) NORTH PERRY, OHIO (VHF) INTSXN - intsxn of the 284°M radial of the Jefferson, Ohio VOR and the 324°M radial of the Youngstown, Ohio VOR. (formerly compulsory)

(43) OAK RIDGE, MISS. (VHF) INTSXN - intsxn of the 266°M radial of the Jackson, Miss. VOR and the 190°M radial of the Greenwood, Miss. VOR.

(44) PALMTREE, T.H. (VHF) INTSXN - intsxn of the 107°M radial of the Honolulu, T.H. VOR and the 257°M radial of the Molokai, T.H. VOR.

(45) PINEAPPLE, FLA. (VHF) INTSXN - intsxn of the E crs of the Miami, Fla. ILS lclzr and the 150°M radial of the W. Palm Beach, Fla. VOR. (MRA 3000 - depict flag)

(46) PINE LOG, GA. (VHF) INTSXN - intsxn of the 150°M radial of the Chattanooga, Tenn. VOR and the 270°M radial of the Royston, Ga. VOR.

(47) PRESTON, FLA. (VHF) INTSXN - intsxn of the 138°M radial of the Orlando, Fla. VOR and the 067°M radial of the Lakeland, Fla. VOR.

(48) PUYALLUP, WASH. (LF) INTSXN - intsxn of the 200°M brng to McChord, Wash. LFR and the S crs of the Seattle-Tacoma, Wash. ILS lclzr.

(49) PUYALLUP, WASH. (VHF) INTSXN - intsxn of the 043°M radial of the Olympia, Wash. VOR and the S crs of the Seattle-Tacoma, Wash. ILS lclzr.

(50) RAYVILLE, LA. (LF) INTSXN - intsxn of the E crs of the Monroe, La. LFR and the 131°M radial of the El Dorado, Ark. VOR.

(51) REN, FLA. (VHF) INTSXN - intsxn of the 037°M radial of the Tampa, Fla. VOR and the 305°M radial of the Lakeland, Fla. VOR.

(52) ST CLOUD, FLA. (VHF) INTSXN - intsxn of the 163°M radial of the Orlando, Fla.

and the 320°M radial of the Cape Charles, Va. VOR.

(56) SHERIDAN, ORE. (VHF) INTSXN - intsxn of the 230°M radial of the Newberg, Ore VOR and the 002°M radial of the Newport, Ore. VOR.

(57) SHOP SPRING, TENN. (LF) INTSXN - intsxn of the NE crs of the Nashville, Tenn. LFR and the 294°M brng from the Smithville, Tenn. Rbn.

(58) SNAIL, FLA. (LF) INTSXN - intsxn of the SW crs of the Tampa, Fla. LFR and a 310°M brng from Ft Myers, Fla. Rbn.

(59) SOOCO, FLA. (LF) INTSXN - intsxn of the NW crs of the Miami, Fla. LFR and the 007°M brng from Tamiami, Fla. Rbn.

(60) STEPHENS, TEX. (LF) INTSXN - intsxn of the 070°M brng from Abilene, Tex. LFR and a 170°M brng from Wichita Falls, Tex. LFR. (for acft operg at 27,000'MSL or above)

(61) STEPHENS, TEX. (VHF) INTSXN - intsxn of the 069°M radial of the Abilene, Tex. VOR and the 169°M radial of the Wichita Falls, Tex. VOR. (for acft operg at 27,000'MSL or above)

(62) STONYFORK, PA. (VHF) INTSXN - intsxn of the 221°M radial of the Elmira, N.Y. VOR and the 315°M radial of the Williamsport, Pa. VOR. (formerly compulsory)

(63) SUGARLOAF, FLA. (LF) INTSXN - intsxn of the 045°M brng from Key West, Fla. LFR and a 283°M brng from Marathon, Fla. Rbn.

(64) SUNSET, S.C. (VHF) INTSXN - intsxn of the 270°M radial of the Spartanburg, S.C. VOR and the 235°M radial of the Asheville, N.C. VOR.

(65) TITUSVILLE, FLA. (VHF) INTSXN - intsxn of the 070°M radial of the Orlando, Fla. VOR and the 352°M radial of the Vero Beach, Fla. VOR.

(66) TORCH, FLA. (LF) INTSXN - intsxn of the 030°M brng from the Key West, Fla. LFR and the 283°M brng from the Marathon, Fla. Rbn.

(67) TORRINGTON, CONN. (VHF) INTSXN - intsxn of the 206°M radial of the Chester, Mass. VOR and the 092°M radial of the Poughkeepsie, N.Y. VOR.

(68) VERNON, LA. (LF) INTSXN - intsxn of the W crs of the Monroe, La. LFR and the 158°M radial of the El Dorado, Ark. VOR.

(69) WHALAN, MINN. (VHF) INTSXN - intsxn of the 108°M radial of the Rochester, Minn. VOR and the 252°M radial of the Nodine, Minn. VOR.

(70) WHITMAN, CALIF. (VHF) INTSXN - intsxn of the 133°M radial of the Bakersfield, Calif. VOR and the 011°M radial of the Gorman, Calif. VOR.

(71) WINONA, MINN. (VHF) INTSXN - intsxn of the 308°M radial of the Nodine, Minn. VOR and the 188°M radial of the Eau Claire, Wisc. VOR and the 072°M radial of the Rochester, Minn. VOR.

(72) WOODRUFF, FLA. (VHF) INTSXN - intsxn of the 353°M radial of the Orlando, Fla. VOR and the 122°M radial of the Gainesville, Fla. VOR.

RENAMED:

(1) TUXEDO, N.Y. (VHF) INTSXN - intsxn of the 234°M radial of the Poughkeepsie, N.Y. VOR and the 140°M radial of the Huguenot, N.Y. VOR. (formerly Greenwood Int)

REDESIGNATED:

(1) ARCADIA, WISC. (VHF) INTSXN - intsxn of the 065°M radial of the Rochester, Minn. VOR and the 355°M radial of the Nodine, Minn. VOR.

(2) BRADLEY, N.C. (VHF) INTSXN - intsxn of the 038°M radial of the Charlotte, N.C. VOR and the 148°M radial of the Hickory, N.C. VOR.

(3) CHICKASHA, OKLA. (VHF) INTSXN - intsxn of the 066°M radial of the Hobart, Okla VOR and the 192°M radial of the Oklahoma City, Okla. VOR.

(4) CONCORD, MD. (LF) INTSXN - intsxn of the 332°M radial of the Salisbury, Md. VOR and the 053°M brng to Dover, Del. Rbn.

(5) CYPRESS, FLA. (VHF) INTSXN - intsxn of the 317°M radial of the Miami, Fla. VOR and the 231°M radial of the W. Palm Beach, Fla. VOR.

(6) ELMO, MINN. (VHF) INTSXN - intsxn of the 186°M radial of the Grantsburg, Wisc. VOR and the 110°M radial of the Minneapolis, Minn. VOR.

(7) FULTON, GA. (VHF) INTSXN - intsxn of the 347°M radial of the Norcross, Ga. VOR and the 353°M radial of the Atlanta, Ga. VOR.

(8) GRIFFIN, GA. (VHF) INTSXN - intsxn of the 145°M radial of the Atlanta, Ga. VOR and the 075°M radial of the LaGrange, Ga. VOR

(9) HIGHROCK, N.C. (VHF) INTSXN - intsxn of the 221°M radial of the Greensboro, N.C. VOR and the 110°M radial of the Hickory, N.C. VOR.

(10) JAMESTOWN, N.Y. (VHF) INTSXN - intsxn of the 315°M radial of the Bradford, Pa. VOR and the 218°M radial of the Buffalo, N.Y. VOR.

(11) KENNESAW, GA. (VHF) INTSXN - intsxn of the 275°M radial of the Norcross, Ga. VOR and the 150°M radial of the Chattanooga, Tenn. VOR and the 353°M radial of the Atlanta, Ga. VOR.

(12) KIDS, NEV. (VHF) INTSXN - intsxn of the 065°M radial of the Las Vegas, Nev. VOR and the SE crs of the Las Vegas, Nev. LFR.

(13) LEBANON, TENN. (VHF) INTSXN - intsxn of the 056°M radial of the Nashville, Tenn. VOR and the 171°M radial of the Bowling Green, Ky. VOR.

(14) MARTELL, WISC. (VHF) INTSXN - intsxn of the 261°M radial of the Eau Claire, Wisc. VOR and the 110°M radial of the Minneapolis, Minn. VOR.

(15) MAYSVILLE, OKLA. (VHF) INTSXN - intsxn of the 144°M radial of the Oklahoma City, Okla. VOR and the 058°M radial of the Lawton, Okla, VOR.

(16) MEAD, NEV. (VHF) INTSXN - intsxn of the 065°M radial of the Las Vegas, Nev VOR and the 169°M radial of the Mormon Mesa, Nev. VOR.

(17) MOORESVILLE, N.C. (VHF) INTSXN - intsxn of the 006°M radial of the Charlotte N.C. VOR and the 241°M radial of the Greensboro, N.C. VOR.

(18) NEW BRUNSWICK, N.J. (VHF) INTSXN - intsxn of the 066°M radial of the Yardley, Pa. VOR and the 304°M radial of the Colts Neck, N.J. VOR

(19) PERRY, GA. (VHF) INTSXN - intsxn of the 204°M radial of the Macon, Ga. VOR and the 303°M radial of the Vienna, Ga. VOR.

(20) POWERSVILLE, GA. (VHF) INTSXN - intsxn of the 327°M radial of the Vienna, Ga VOR and the SW crs of the Macon, Ga. ILS lclzr

(21) RIVER FALLS, WISC. (VHF) INTSXN - intsxn of the 175°M radial of the Grantsburg, Wisc. VOR and the 110°M radial of the Minneapolis, Minn. VOR.

(22) ROBERTA, GA. (VHF) INTSXN - intsxn of the 327°M radial of the Vienna, Ga. VOR and the 266°M radial of the Macon, Ga. VOR.

(23) WALLING, TENN. (VHF) INTSXN - intsxn of the 274°M radial of the Crossville Tenn. VOR and the 149°M radial of the Bowling Green, Ky. VOR.

(24) WESLEY, PA. (VHF) INTSXN - intsxn of the 033°M radial of the Ellwood City, Pa VOR and the 105°M radial of the Youngstown, Ohio VOR.

(25) WOODBURY, TENN. (VHF) INTSXN - intsxn of the 274°M radial of the Crossville Tenn. VOR and the 160°M radial of the Bowling Green, Ky. VOR.

CANCELLED:

(1) BRIGHTON, OHIO (LF) INTSXN - intsxn of the W crs of the Wellington, Ohio VAR and the NE crs of the Columbus, Ohio LFR.

(2) CELESTE, TEX. (VHF) INTSXN - intsxn of the 040°M radial of the Dallas, Tex VOR and the 270°M radial of the Sulphur Springs, Tex. VOR.

(3) CYPRESS, FLA. (LF) INTSXN - intsxn of the NW crs of the Miami, Fla. LFR and a 218 T brng to Tamiami, Fla. Rbn.

(4) FAIRMOUNT, LA. (VHF) INTSXN - intsxn of the 176°T radial of the Shreveport, La VOR and the 089°T radial of the Lufkin, Tex. VOR.

(5) FAIRPORT, OHIO (VHF) INTSXN - intsxn of the 049°T radial of the Cleveland, Ohio VOR and the 279°T radial of the Jefferson, Ohio VOR. (changed to compulsory)

(6) FOUNTAIN CITY, WISC. (VHF) INTSXN - intsxn of the 307°M radial of the La Crosse Wisc. VOR and the 186°M radial of the Eau Claire, Wisc. VOR and the 069°M radial of the Rochester, Minn. VOR.

(7) FRANKLIN, MASS. (LF) INTSXN - intsxn of the SW crs of the Boston, Mass. LFR and the N crs of the Providence, R.I. LFR. (changed to compulsory)

(8) FRANKLIN, MASS. (VHF) INTSXN - intsxn of the 146°M radial of the Gardner, Mass. VOR and the 238°M radial of the Boston, Mass. VOR. (changed to compulsory)

(9) GATOR, FLA. (LF) INTSXN - intsxn of the N crs of the Perrine, Fla. LFR and the 126°T brng to Marine Miami, Fla. Rbn.

(10) LEBANON, TENN. (LF) INTSXN - intsxn of the NE crs of the Nashville, Tenn LFR and the 114°M brng to Smithville, Tenn. Rbn.

(11) OGDEN, ILL. (VHF) INTSXN - intsxn of the 075°T radial of the Naperville, Ill VOR and the 334°T radial of the Chicago Heights, Ill. VOR.

(12) OUACHITA, ARK. (VHF) INTSXN - intsxn of the 033°T radial of the Texarkana, Ark VOR and the 250°T radial of the Cabot, Ark. TVOR.

(13) PERRY, OHIO (VHF) INTSXN - intsxn of the 324° M radial of the Youngstown, Ohio VOR and the 067°M radial of the Cleveland, Ohio VOR.

(14) SAGINAW, TEX. (VHF) INTSXN - intsxn of the 067°M radial of the Mineral Wells, Tex. VOR and the N crs of the Ft Worth (Meacham), Tex. ILS lclzr.

(15) TITUSVILLE, PA. (VHF) INTSXN - intsxn of the 304°T radial of the Fitzgerald, Pa. VOR and the 260°T radial of the Bradford, Pa. VOR. (changed to compulsory)

(16) WABASHA, MINN. (VHF) INTSXN - intsxn of the 124°M radial of the Minneapolis, Minn. VOR and the 025°M radial of the Rochester, Minn. VOR.

✓ HOLDING PATTERNS: The following holding patterns have been designated, redesignated, or cancelled and shall become effective February 13, 1958:

DESIGNATED:

(1) SHARPS, VA. (VHF) INTSXN - direction of holding - SE on 320°M radial of the Cape Charles, Va. VOR; direction of turns - left; time - 1 min; min alt 1500'.

(2) TORRINGTON, CONN. (VHF) INTSXN - direction of holding - W on 092°M radial of the Poughkeepsie, N.Y. VOR; direction of turns - right; time - 1 min; min alt 3500'.

(3) BRANDON, FLA. (VHF) INTSXN - direction of holding - SE on 320°M radial of the LaBelle, Fla. VOR; direction of turns - right; time - 2 mins; min alt 4500'.

(4) LAKELAND, FLA. (VOR) - direction of holding - E on 090°M radial; direction of turns - right; time - 2 min; min alt 1500'.

(5) CALHOUN, LA. (LF) INTSXN - direction of holding - W on W crs of the Monroe, La LFR; direction of turns - right, time - 1 min, min alt 3500'.

(6) SALT LAKE CITY, UTAH (LFR) - direction of holding - W on W crs; direction of turns - right; time - 2 mins; min alt 12, 000'.

(7) OGDEN, UTAH (LFR) - direction of holding - W on W crs; direction of turns - right time - 1 min.

(8) OGDEN, UTAH (LFR) - direction of holding - N on N crs; direction of turns - right; time - 2 mins; min alt 11, 000'.

(9) PROMONTORY PT, UTAH (Rbn) - direction of holding - W on W crs Ogden, Utah LFR; direction of turns - left; time - 2 mins; min alt 9000'.

(10) CORINNE, UTAH (Rbn) - direction of holding - N on N crs of the Ogden, Utah LFR; direction of turns right; time - 2 mins; min alt 11, 000'.

(11) SPRING BAY, UTAH (LF) INTSXN - direction of holding - NW on 307°M outbound brng (127 inbnd); direction of turns - right; time - 2 mins; min alt 11, 000'.

(12) UTAH LAKE, UTAH (VOR) - direction of holding - SW on 187°M radial; direction of turns - right; time - 2 mins.

(13) TOOLE, UTAH (VHF) INTSXN - direction of holding - NW on 298°M radial of the Utah Lake, Utah VOR; direction of turns - right; time - 2 mins.

(14) SALT LAKE CITY, UTAH (VOR) - direction of holding - W on 248°M radial; direction of turns - right; time - w mins; min alt 12, 000'.

(15) STANSBURY, UTAH (VHF) INTSXN - direction of holding - W on 248°M radial of the Salt Lake City, Utah VOR; direction of turns - right; time - 2 mins; min alt 11, 000'.

(16) CEDAR MT, UTAH (VHF) INTSXN - direction of holding - W on 067°M radial of the Booneville, Utah VOR; direction of turns - right; time - 2 mins; min alt 11, 000'.

(17) OGDEN, UTAH (VOR) - direction of holding - W on 259°M radial; direction of turns - right; time - 1 min.

(18) OGDEN, UTAH (VOR) - direction of holding - N on 328°M radial; direction of turns - right; time - 2 mins; min alt 11, 000'.

(19) HANSEL, UTAH (VHF) INTSXN - direction of holding - NW on 299°M radial of the Ogden, Utah VOR; direction of turns - right; time - 2 mins; min alt 11, 000'.

(20) GATOR, FLA. (Rbn) - direction of holding - W on 278°M outbnd brng (098°M inbnd) direction of turns - left; time - 2 mins; min alt 1300'.

(21) PINEAPPLE, FLA. (VHF) INTSXN - direction of holding - E on E crs Miami, Fla. ILS lclzr; direction of turns - right; time - 2 mins; min alt 3000'.

(22) CRABTREE, ORE. (VHF) INTSXN - direction of holding - SE on SE crs of the Salem, Ore. ILS lclzr; direction of turns - right; time - 1 min; min alt 6000'.

(23) SOOCO, FLA. (LF) INTSXN - direction of holding - NW on NW crs of the Miami, Fla Fla. LFR; direction of turns - left; time - 2 mins; min alt 1200'.

(24) WOODRUFF, FLA. (VHF) INTSXN - direction of holding - N on 353°M radial of the Orlando, Fla. VOR; direction of turns - right; time - 1 min; min alt 4500'.

(25) LOUISA, FLA. (VHF) INTSXN - direction of holding - W on 257°M radial of the Orlando, Fla. VOR; direction of turns - left; time - 2 mins; min alt 2000'.

(26) McDONALD, FLA. (VHF) INTSXN - direction of holding - NW on 305°M radial of the Orlando, Fla. VOR; direction of turns - left; time - 2 mins; min alt 3000'.

REDESIGNATED:

(1) KENNESAW, GA. (VHF) INTSXN - direction of holding - N on 353°M radial of the Atlanta, Ga. VOR; direction of turns - right; time - 1 min; min alt 3000'.

(2) FULTON, GA. (VHF) INTSXN - direction of holding - N on 353°M radial of the Atlanta, Ga. VOR; direction of turns - right; time - 1 min; min alt 3000'.

(3) KID, NEV. (VHF) INTSXN - direction of holding - E on 065°M radial of the Las Vegas, Nev. VOR; direction of turns - right; time - 2 mins; min alt 6000'.

(4) MOORESVILLE, N.C. (VHF) INTSXN - direction of holding - NE on 241°M radial of the Greensboro, N.C. VOR; direction of turns - right; time - 1 min; min alt 2400'.

(5) WACO, N.C. (VHF) INTSXN - direction of holding - NW on 328°M radial of the Charlotte, N.C. VOR; direction of turns - right; time - 1 min; min alt 2700'.

CANCELLED:

(1) SAGINAW, TEX. (VHF) INTSXN - direction of holding - W on 067°M radial of the Mineral Wells, Tex. VOR; direction of turns - right; time - 1 min.

(2) LAKELAND, FLA. (VOR) - direction of holding - SE on 130°M radial; direction of turns - left; time - 2 mins; min alt 1500'.

(3) LAYTON, UTAH (FM) - direction of holding - S on S crs Ogden, Utah LFR; direction of turns - left; time - 2 mins; min alt 11, 000'.

(4) CORRINE, UTAH (Rbn) - direction of holding - S on N crs of the Ogden, Utah, LFR; direction of turns - left; time - 2 mins; min alt 11, 000'.

(5) RIVERTON, UTAH (FM) - direction of holding - S on 160°M radial of the Salt Lake City, Utah VOR; direction of turns - left; time 2 mins; min alt 12, 000'.

(6) TIMPIE, UTAH (VHF) INTSXN - direction of holding - W on 248°M radial of the Salt Lake City, Utah VOR; direction of turns - left; time - 2 mins.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Cleveland	Winston-Salem	WAC 359
New York	Chicago Local	WAC 360
Norfolk	Kansas City Local	RC 2215

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Des Moines	1-10-58	Salina	1-9-58	WAC 307	1-10-58
Dubuque	1-9-58	WAC 76	1-8-58	WAC 361	1-8-58
Hawaiian Islands	1-7-58	WAC 265	1-7-58	RC 2209	1-7-58
Lincoln	1-10-58	WAC 306	1-9-58	RC 2211	1-8-58

Instrument Flight Charts
released since Dec 30, 1957

AL 19 RNG	Amarillo Air Terminal, Tex.
AL 40 RNG/VOR	Ryan Arpt, La.
AL 84 RNG/ADF-2/ILS rnwy 23R	Cleveland-Hopkins Arpt, Ohio
AL 88 RNG	Columbia Arpt, Mo.
AL 140 RNG/VOR/ADF/ILS rnwy 16	Mahlon Sweet Arpt, Ore.
AL 144 ADF/ILS rnwy 35	Hector Arpt, N. Dak.
AL 154 ADF/VOR	Page Field, Fla.
AL 162 ADF/ILS rnwy 29	Fresno Air Terminal, Calif.
AL 220 VOR	Purdue University Arpt, Ind.
AL 241 VOR/ILS rnwy 35	Lubbock Arpt, Tex.
Al 249 RNG/VOR	Martinsburg Arpt, W. Va.
AL 280 ADF-1/ADF-2/VOR	Myrtle Beach AFB/Mun Arpt, S.C.
AL 330 RNG/VOR/ADF/ILS rnwy 10	Portland Intnl Arpt, Ore.
AL 407 RNG	Stockton Arpt, Calif.
AL 425 RNG	(CGAS) Mun Traverse City Arpt, Mich.
AL 459 ADF-1/ILS rnwy 34	New Hanover County Arpt, N.C.
AL 499 RNG-1	Preston Glenn Arpt, Va.
AL 521 ADF/ILS rnwy 11/ILS rnwy 29/ RNG/VOR	Jefferson County Arpt, Tex.
AL 523 RNG/VOR	Philipsburg Arpt, Pa.
AL 614 ADF/ILS rnwy 28R	(NAS) Mun Niagara Falls Arpt, N.Y.
AL 627 ADF/ILS rnwy 36	General Spaatz Field, Pa.
AL 648 ADF-3	Tri-City Arpt, Mich.
AL 666 VOR	Watertown Arpt, N.Y.
AL 693 VOR/VOR (TVOR)	San Jose Municipal Arpt, Calif.
AL 762 RNG/VOR rnwys 2 & 20	Kahului Arpt, T.H.
AL 799 ADF	Greenbrier Arpt, W. Va.
AL 860 ADF	Mansfield Arpt, Ohio
AL 874 VOR	Wausau Arpt, Wis.
AL 1234 RNG/ADF/ILS rnwy 19	Fairbanks Intnl Arpt, Alaska
AL 1500 ADF/ILS rnwy 6	Anchorage Intnl Arpt, Alaska
AL 1522 RNG	Merrill Field, Alaska

RF 35, 37, 38
RF-VOR Terminal Area - Detroit, Mobile, Tampa, Washington
RF Dates of Latest Prints

NEW CHARTS

AL 425 VOR - Traverse City, Mich. - (CGAS) Mun Traverse City Arpt.

AL 238 RNG - Louisville, Ky - Bowman Field (procedure cancelled - effective December 5, 1957)

TEST OF EXPANDED RADAR SERVICE - ANDREWS AFB AREA: Effective 0001 EST 15 Jan 1958 and continuing until 2359 EST 15 Mar 1958 a test will be conducted to gather operational experience and information concerning the practicability of providing expanded radar traffic control service (separation and/or traffic information) to aircraft operating VFR in the vicinity of Andrews AFB. Test activity will be conducted by Andrews approach control within the Andrews approach control area which generally lies between the 060° radial clockwise to the 165° radial of the Washington TVOR within a 30 mile radius E of Andrews AFB. During the test period all aircraft operating VFR in or through this area at and below 10,000 MSL are urged to contact Andrews approach control. Radar will be utilized insofar as possible to provide traffic information and/or radar separation to participating aircraft in the following manner:

1. Military aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic information and radar separation, as required, from all other observed traffic.
2. Civil aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic advisory information.
3. All aircraft operating VFR in the area above 2500 MSL and up to 10,000 MSL inclusive will be provided pertinent traffic advisory information only.
4. Military aircraft should initiate contact on 355.8 mc or 136.8 mc. Civil aircraft may call on 123.7 mc or 122.1 mc and receive on 123.7 mc. Pilots should advise approach control of their position, altitude, heading and intentions during first radio contact so that controllers may plan proper route through the area. Traffic from the east and northeast on Victor 16 or Green 5 is requested to initiate call at Kent Island or over eastern shore of Chesapeake Bay. Traffic from the southeast on Blue 56 should initiate contact in vicinity of Coles Point. Traffic landing at Washington National, Bolling or Anacostia will be advised when to change to appropriate tower frequency.
5. VFR flights departing from Washington National, Bolling or Anacostia that will penetrate test area should contact Andrews approach control as soon as practicable after leaving respective tower frequency and prior to entering area. Aircraft departing airports within the area are requested to initiate contact as soon as practicable after takeoff.
6. IFR traffic operating through the area will be handled in the normal manner by CAA traffic control facilities and should not contact Andrews approach control unless instructed to do so by ATC. There will be no change in established local traffic patterns during the test period.

The above services are designed to aid pilots in avoiding collision and should not be construed as relieving the pilot of any responsibilities and requirements governing VFR flight as established in pertinent military or Civil Air Regulations. Radar traffic information will be provided in accordance with the U.S. Standard Manual of Radar Air Traffic Control Procedures.

Comments from pilots participating in the test are solicited and will be most welcome. Please address correspondence to: Commander, 2045th AACS Group, Attention: Flight Facilities Officer, Andrews Air Force Base, Washington 25, D.C.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:
The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective February 13, 1958:

Section 610.15 Green Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Mineral Wells, Tex. LF/RBN	Ft.Worth,Tex.LFR	2500

Section 610.210 Red Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Minden INT,La. *2500 - MRA	*Vernon INT,La.	1900
Vernon INT,La. *3000 - MRA	*Calhoun INT,La.	1900
Calhoun INT,La.	Monroe,La.LFR	1900
Monroe,La.LFR *3000 - MRA	*Rayville INT,La.	1700
Rayville INT,La. *4000 - MRA	*Black River INT, Miss.	1700
Black River INT, Miss.	Jackson,Miss.LFR	1700
Jackson,Miss.LFR *4000 - MRA	*Fannin INT,Miss.	2000
Fannin INT,Miss. *4000 - MRA	*Newton INT,Miss.	2000

Section 610.614 Blue Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Los Banos INT, Calif.	Volta INT,Calif.	6000
*Volta INT,Calif. *4000 - MCA Volta INT, S-bound	Stockton,Calif.VOR	3000

Section 610.1001 Direct Routes, U. S. is amended by adding:

FROM	TO	MEA
*Honolulu TH VOR *3000 - MCA Honolulu VOR, E-bound	Molokai,TH VOR	5000
Lanai,TH VOR *6000 - MCA Southgate INT, SE-bound	*Southgate INT,TH	6000
Lanai,TH VOR	Makapuu Pt. LF/RBN	5000
Maui,TH LFR	Makapuu Pt. LF/RBN	6000
Banana INT,TH	Makapuu Pt. LF/RBN	5000
Makapuu Pt.TH LF/RBN	10 miles SW Makapuu Pt. LF/RBN SW-bound only	4000
10 miles SW Makapuu Pt. LF/RBN	Southgate INT,TH SW-bound only	2000

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Minneapolis,Minn. VOR *3000 - MRA	*Lake City INT, Minn.	2600
Lake City INT, Minn.	Nodine,Minn.VOR	2600
Nodine,Minn.VOR	Lone Rock,Wis.VOR	2600
Minneapolis,Minn. VOR Via N alter.	Elmo INT,Wis. Via N alter.	2500

VOR Civil Airway 2 - cont'd.

FROM	TO	MEA
Elmo INT,Wis. Via N alter.	Martell INT,Wis. Via N alter.	2600
Martell INT,Wis. Via N alter. *2600 - MOCA	Dodge INT,Wis. Via N alter.	*3300
Dodge INT,Wis. Via N alter.	Nodine,Minn.VOR Via N alter.	2600
Nodine,Minn.VOR Via N alter.	Lone Rock,Wis.VOR Via N alter.	2600
Muskegon,Mich.VOR Via S alter.	Caledonia INT,Mich. Via S alter.	2000
Caledonia INT, Mich. Via S alter.	Muskegon,Mich.VOR Via S alter.	2200

Section 610.6003 VOR Civil Airway 3 is amended to read in part:

FROM	TO	MEA
W.Palm Beach, Fla.VOR *3000 - MRA	*Ft.Pierce INT,Fla.	1200
Ft.Pierce INT, Fla.	Vero Beach,Fla.VOR	1200
Vero Beach,Fla. VOR *1300 - MOCA	Hopkins INT,Fla.	*1500
Hopkins INT,Fla. *1400 - MOCA	Daytona Beach,Fla. VOR	*1700
West Chester,Pa. *8000 - MCA Belle Mead INT, NE-bound	*Belle Mead INT,NJ	2000
Belle Mead INT, N.J. *8000 - MRA	*Somerset INT,N.J.	8000
Somerset INT,N.J.	Caldwell,N.J.VOR	8000

Section 610.6004 VOR Civil Airway 4 is amended to read in part:

FROM	TO	MEA
*Nunn INT,Colo. Via N alter. *12500 - MRA **13000 - MRA ***7500 - MOCA	**Gill INT,Colo. Via N alter.	***13000

Section 610.6005 VOR Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Kennesaw INT,Ga. *5000 - MRA **3500 - MOCA	*Pine Log INT,Ga.	**4000
Pine Log INT,Ga. *3500 - MOCA	Dalton INT,Ga.	*4000
Alma,Ga.VOR Via W alter. *1400 - MOCA	Vienna,Ga.VOR Via W alter.	*1500
Vienna,Ga.VOR Via W alter. *2300 - MOCA	Atlanta,Ga.VOR Via W alter.	*2500
Atlanta,Ga.VOR Via W alter.	Kennesaw INT,Ga. Via W alter.	3000

(21 January 1958)

VOR Civil Airway 5 - cont'd.

FROM	TO	MEA
Kennesaw INT,Ga.	*Pine Log INT,Ga.	
Via W alter.	Via W alter.	**4000
*5000 - MRA		
**3500 - MOCA		
Pine Log INT,Ga.	Dalton INT,Ga.	
Via W alter.	Via W alter.	*4000
*3500 - MOCA		

Section 610.6006 VOR Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Cherokee,Wyo.VOR	Rock River,Wyo. VOR	11000
Via N alter.	Via N alter.	11000

Section 610.6007 VOR Civil Airway 7 is amended to read in part:

FROM	TO	MEA
Graham,Tenn.VOR	Nashville,Tenn.VOR	3000
*Homo INT,Fla.	Cross City,Fla. VOR	**1500
*3000 - MRA		
**1300 - MOCA		

Section 610.6008 VOR Civil Airway 8 is amended by adding:

FROM	TO	MEA
Las Vegas,Nev.VOR	Lakeview INT,Nev.	
Via S alter.	Via S alter.	6000
Lakeview INT,Nev.	Mormon Mesa,Nev.VOR	
Via S alter.	Via S alter.	7000

Section 610.6009 VOR Civil Airway 9 is amended by adding:

FROM	TO	MEA
Milwaukee,Wis.VOR	Oshkosh,Wis.VOR	2600
Oshkosh,Wis.VOR	Green Bay,Wis.VOR	2100

Section 610.6010 VOR Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Naperville,Ill. VOR	Tide INT,Ill.	
Via N alter.	Via N alter.	2500
Tide INT,Ill.	Neptune INT(Lake Mich)	
Via N alter.	Via N alter.	2000
Stroudsburg,Pa. VOR	*Somerset INT,N.J.	2500
*8000 - MRA		

Section 610.6013 VOR civil airway 13 is amended to read in part:

FROM	TO	MEA
Houston,Tex.VOR	Lufkin,Tex.VOR	*1600
*1500 - MOCA		

Section 610.6016 VOR Civil Airway 16 is amended by adding:

FROM	TO	MEA
Nashville,Tenn. VOR	Lebanon INT,Tenn.	

VOR Civil Airway 16 - cont'd.

FROM	TO	MEA
Lebanon INT,Tenn.	Center Hill INT,Tenn.	
Via N alter.	Via N alter.	*4000
*3000 - MOCA		
Center Hill INT, Tenn.	Crossville,Tenn. VOR	
Via N alter.	Via N alter.	5000

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
Mineral Wells, Tex.VOR	Lake Worth INT, Tex.	2500
Mineral Wells, Tex.VOR	Haslet INT,Tex.	
Via N alter.	Via N alter.	2500
Graham,Tenn.VOR	Nashville,Tenn.VOR	3000
Nashville,Tenn. VOR	Murfreesboro INT, Tenn.	4000
Murfreesboro INT, Tenn.	Crossville,Tenn. VOR	5000
Graham,Tenn.VOR	Spring Hill INT,Tenn.	
Via S alter.	Via S alter.	2300
Spring Hill INT, Tenn.	Crossville,Tenn.VOR	
Via S alter.	Via S alter.	*5000
*4200 - MOCA		
Eudora INT,Miss.	Memphis,Tenn.VOR	
Via S alter.	Via S alter.	1500

Section 610.6018 VOR Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Monroe,La.VOR	*Oak Ridge INT,Miss	1700
*4000 - MRA		
Oak Ridge INT, Miss.	Jackson,Miss.VOR	1700
Abernant INT,Ala.	Bessemer INT,Ala.	2000
Bessemer INT,Ala.	Anniston,Ala.VOR	3000

Section 610.6020 VOR Civil Airway 20 is amended to read in part:

FROM	TO	MEA
Lake Charles,La. VOR	Lafayette,La.VOR	
Via S alter.	Via S alter.	1300

Section 610.6021 VOR Civil Airway 21 is amended to read in part:

FROM	TO	MEA
Las Vegas,Nev.VOR	*Mead INT,Nev.	
Via E alter.	Via E alter.	6000
*7000 - MCA Mead INT, N-bound		

Section 610.6024 VOR Civil Airway 24 is amended by adding:

FROM	TO	MEA
Redwood Falls, Minn.VOR	Rochester,Minn. VOR	*3600
*2800 - MOCA		
Rochester,Minn.	Whalan INT,Minn.	2600

Section 610.6035 VOR Civil Airway 35 is amended by adding:

FROM	TO	MEA
Albany,Ga.VOR	Macon,Ga.VOR	
Via W alter.	Via W alter.	*2000
*1600 - MOCA		

Section 610.6037 VOR Civil Airway 37 is amended by adding:

FROM	TO	MEA
Columbia,S.C.VOR	Charlotte,N.C.VOR	
Via W alter.	Via W alter.	*2300
*2000 - MOCA		

Section 610.6039 VOR Civil Airway 39 is amended to read in part:

FROM	TO	MEA
Herndon,Va.VOR	*Lisbon INT,Md.	2500
*3000 - MRA		
Lisbon INT,Md.	Westminster,Md.VOR	2500

Section 610.6044 VOR Civil Airway 44 is amended to read in part:

FROM	TO	MEA
Martinsburg,W.Va. VOR	*Lisbon INT,Md.	3000
*3000 - MRA		
Lisbon INT,Md.	Ellicott City INT, Md.	3000
Ellicott City INT,Md.	Baltimore,Md.VOR	2000

Section 610.6051 VOR Civil Airway 51 is amended to read in part:

FROM	TO	MEA
Kennesaw INT,Ga.	*Pine Log INT,Ga.	**4000
*5000 - MRA		
**3500 - MOCA		
Pine Log INT,Ga.	Dalton INT,Ga.	*4000
*3500 - MOCA		
Alma,Ga.VOR	Vienna,Ga.VOR	
Via W alter.	Via W alter.	*1500
*1400 - MOCA		
Vienna,Ga.VOR	Atlanta,Ga.VOR	
Via W alter.	Via W alter.	*2500
*2300 - MOCA		
Atlanta,Ga.VOR	Kennesaw INT,Ga.	
Via W alter.	Via W alter.	3000
Kennesaw INT,Ga.	*Pine Log INT,Ga.	
Via W alter.	Via W alter.	**4000
*5000 - MRA		
**3500 - MOCA		
Pine Log INT,Ga.	Dalton INT,Ga.	
Via W alter.	Via W alter.	*4000
*3500 - MOCA		
Vero Beach,Fla. VOR	Hopkins INT,Fla.	*1500
*1300 - MOCA		
Hopkins INT,Fla.	Daytona Beach, Fla.VOR	*1700
*1400 - MOCA		

Section 610.6054 VOR Civil Airway 54 is amended to read in part:

FROM	TO	MEA
Harris INT,N.C.	Sunset INT,S.C.	*8000
*7500 - MOCA		
Sunset INT,S.C.	Cleveland INT,S.C.	5000

Section 610.6070 VOR Civil Airway 70 is amended to read in part:

FROM	TO	MEA
Lafayette,La.VOR	Baton Rouge,La.VOR	1300

Section 610.6076 VOR Civil Airway 76 is amended to read in part:

FROM	TO	MEA
Sealy INT,Tex.	Houston,Tex.VOR	*2000
*1800 - MOCA		

Section 610.6077 VOR Civil Airway 77 is amended to read in part:

FROM	TO	MEA
Ft.Sill INT,Okla.	*Chichasha INT, Okla.	**2800
*4300 - MRA		
**2500 - MOCA		

Section 610.6079 VOR Civil Airway 79 is amended to read in part:

FROM	TO	MEA
Wink,Tex.VOR	Hobbs,N.Mex.VOR	5300

Section 610.6082 VOR Civil Airway 82 is amended to read in part:

FROM	TO	MEA
Rochester,Minn. VOR	Nodine,Minn.VOR	2600
Rochester,Minn. VOR	Nodine,Minn.VOR	
Via S alter.	Via S alter.	2600

Section 610.6094 VOR Civil Airway 94 is amended to read in part:

FROM	TO	MEA
*Carlsbad,N.Mex. VOR	Hobbs,N.Mex.VOR	5300
*8100 - MCA Carlsbad VOR, SW-bound		

Section 610.6097 VOR Civil Airway 97 is amended to read in part:

FROM	TO	MEA
Lone Rock,Wis.VOR	Nodine,Minn.VOR	2600
Nodine,Minn.VOR	*Lake City INT,Minn	2600
*3000 - MRA		
Lake City INT. Minn.	Diamond Bluff INT, Minn.	2600
Miami,Fla.VOR	*Cypress INT,Fla.	1300
*1500 - MRA		

Section 610.6097 VOR Civil Airway 97 is amended by adding:

FROM	TO	MEA

is amended to read in part:

FROM	TO	MEA
Salinas,Calif.VOR	Int. 032 M Salinas VOR & 295 M Coalinga VOR	*7000

*5500 - MOCA

Section 610.6116 VOR Civil Airway 116
is amended to read in part:

FROM	TO	MEA
Naperville,Ill. VOR	Tide INT,Ill.	2500
Tide INT,Ill.	Keeler,Mich.VOR	2000

Section 610.6123 VOR Civil Airway 123
is amended to read in part:

FROM	TO	MEA
Baltimore,Md.LFR	*Port Deposit INT, Md.	6000

*6000 - MCA Port Deposit INT, SW-bound

Section 610.6126 VOR Civil Airway 126
is amended to read in part:

FROM	TO	MEA
Huguenot,N.Y.VOR	Wilton,Conn.VOR	3000

Section 610.6129 VOR Civil Airway 129
is amended to read in part:

FROM	TO	MEA
Lone Rock,Wis.VOR	Nodine,Minn.VOR	2600
Nodine,Minn.VOR	Arcadia INT,Wis.	2600
Arcadia INT,Wis.	Eau Claire,Wis.VOR	2800

Section 610.6133 VOR Civil Airway 133
is amended by adding:

FROM	TO	MEA
Charlotte,N.C.VOR	Hickory,N.C.VOR	3000
Hickory,N.C.VOR	Charleston,W.Va. VOR	7200

Section 610.6140 VOR Civil Airway 140
is amended to read in part:

FROM	TO	MEA
Graham,Tenn.VOR Via S alter.	Nashville,Tenn.VOR Via S alter.	3000
Baltimore,Md.VOR	*Port Deposit INT, Md.	6000

*6000 - MCA Port Deposit INT, SW-bound

Section 610.6157 VOR Civil Airway 157
is amended to read in part:

FROM	TO	MEA
Miami,Fla.VOR	*Cypress INT,Fla.	1300

*1500 - MRA

Section 610.6159 VOR Civil Airway 159
is amended to read in part:

FROM	TO	MEA
New River INT, Fla.	*Hillsboro INT,Fla.	1200
Hillsboro INT, Fla.	W.Palm Beach,Fla. VOR	1200

VOR Civil Airway 159 - cont'd.

FROM	TO	MEA
W.Palm Beach, Fla.VOR	*Ft.Pierce INT,Fla.	1200

*3000 - MRA

Ft.Pierce INT, Fla.	Vero Beach,Fla.VOR	1200
Vero Beach,Fla. VOR	*Preston INT,Fla.	1300

*4500 - MRA

Preston INT,Fla.	Orlando,Fla.VOR	1300
Orlando,Fla.VOR	*McDonald INT,Fla.	1700

*3000 - MRA

McDonald INT,Fla.	*Leesburg INT,Fla.	1700

*2500 - MRA

Orlando,Fla.VOR Via W alter.	*McDonald INT,Fla. Via W alter.	1700

*3000 - MRA

McDonald INT,Fla. Via W alter.	*Leesburg INT,Fla. Via W alter.	1700

*2500 - MRA

Section 610.6194 VOR Civil Airway 194
is amended to read in part:

FROM	TO	MEA
Lafayette,La.VOR	Baton Rouge,La.VOR	1300

Section 610.6197 VOR Civil Airway 197
is added to read:

FROM	TO	MEA
Las Vegas,N.Mex. VOR	Pueblo,Colo.VOR	14500

Section 610.6218 VOR Civil Airway 218
is amended to read in part:

FROM	TO	MEA
Naperville,Ill. VOR	Tide INT,Ill.	2500
Tide INT,Ill.	Keeler,Mich.VOR	2000

Section 610.6222 VOR Civil Airway 222
is amended to read in part:

FROM	TO	MEA
Sealy INT,Tex.	Houston,Tex.VOR	*2000

*1800 - MOCA

Section 610.6225 VOR Civil Airway 225
is amended to read in part:

FROM	TO	MEA
LaBelle,Fla.VOR	*Brighton INT, Fla.	**1500

*5000 - MRA
**1200 - MOCA

Brighton,INT,Fla.	*Dixie Ranch INT, Fla.	**1500

*4000 - MRA
**1200 - MOCA

Section 610.6228 VOR Civil Airway 228
is amended by adding:

FROM	TO	MEA
Northbrook,Ill. VOR	*White Fish INT,Ill.	
Via N alter.	Via N alter.	2000

*3500 - MRA

FROM	TO	MEA
White Fish INT, Ill.	Musky INT,Mich.	
Via N alter.	Via N alter.	2000
Musky INT,Mich.	South Bend,Ind.VOR	
Via N alter.	Via N alter.	2100

Section 610.6251 VOR Civil Airway 251
is amended to read in part:

FROM	TO	MEA
Pottstown,Pa.VOR	*Captain INT,Pa.	2000

*5000 - MCA Captain INT, NE-bound

Section 610.6259 VOR Civil Airway 259
is amended by adding:

FROM	TO	MEA
Charlotte,N.C.VOR Via E alter.	Hickory,N.C.VOR Via E alter.	3000
Hickory,N.C.VOR Via E alter.	Tri-City,Tenn.VOR Via E alter.	8000

Section 610.6267 VOR Civil Airway 267
is amended to read in part:

FROM	TO	MEA
Kissimmee INT, Fla.	*St.Cloud INT, Fla.	**1500

*3000 - MRA
**1300 - MOCA

St.Cloud INT,Fla.	Orlando,Fla.VOR	*1500

*1300 - MOCA

Orlando,Fla.VOR	*Woodruff INT, Fla.	**3000

*4500 - MRA
**2000 - MOCA

Woodruff INT,Fla.	Barberville INT, Fla.	*3000

*2000 - MOCA

Section 610.6289 VOR Civil Airway 289
is amended to read in part:

FROM	TO	MEA
Beaumont,Tex.VOR	*Kountze INT,Tex.	**1600

*2800 - MRA
**1400 - MOCA

Kountze INT,Tex.	Lufkin,Tex.VOR	*1600

*1400 - MOCA

Beaumont,Tex.VOR Via E alter.	*Silsbee INT,Tex. Via E alter.	**1600

*2000 - MRA
**1400 - MOCA

Silsbee INT,Tex. Via E alter.	Lufkin,Tex.VOR Via E alter.	*1600

*1400 - MOCA

Section 610.6299 VOR Civil Airway 299
is added to read:

FROM	TO	MEA
*Los Angeles, Calif.VOR	**Chatsworth INT, Calif.	4000

*3000 - MCA Los Angeles VOR, N-bound
**5000 - MCA Chatsworth INT, N-bound

Chatsworth INT, Calif.	*Castaic INT,Calif.	6000

*9000 - MCA Castaic INT, N-bound

Castaic INT, Calif.	Gorman,Calif.VOR	10000
Gorman,Calif.VOR	Grapevine INT, Calif.	10000
Grapevine INT, Calif.	*Bakersfield,Calif.VOR	
	N-bound	3000
	S-bound	10000

*7000 - MCA Bakersfield VOR, S-bound

Section 610.6402 HAWAII VOR Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Pansy INT,T.H.	Lanai,T.H.VOR	
Via S alter.	Via S alter.	5000

(deletes MCA Pansy INT)

Section 610.6602 VOR Civil Airway 1502
is amended by adding:

FROM	TO	MEA
Redwood Falls, Minn.VOR	Rochester,Minn. VOR	*3600

*2800 - MOCA

Rochester,Minn. VOR	Whalan INT,Minn.	2600
Whalan INT,Minn.	Lone Rock,Wis.VOR	2800

Section 610.6606 VOR Civil Airway 1506
is amended to read in part:

FROM	TO	MEA
Cherokee,Wyo.VOR	Rock River,Wyo. VOR	11000

Section 610.6608 VOR Civil Airway 1508
is amended by adding:

FROM	TO	MEA
Milford,Utah VOR	Myton,Utah VOR	*21000

*15000 - MOCA

Myton,Utah VOR	Laramie,Wyo.VOR	*18000

*14000 - MOCA

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

★ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-70° have bends & roughness out of tolerance.
AUBURN-OPELIKA ARPT: Rnwys lgts inop. Flare pots avail on request. (1-10)
BESSEMER ARPT: Caution. Auto drag strip runs parallel to sod lndg strip with separation of 50'. Racing not done on rnwy. Drag strip ends mrkd. Racing Sun only. (8-28)
BIRMINGHAM-RADIO: Dec 12, VOR shut down until approx Feb 1 - conversion to VORTAC. Caution - all arwys and Ints based on VOR are not usable for navigational purposes until stn is recmsnd at new lctn. Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int via ADF track of 350.M from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V115 and V18N, 5000'. Caution - E crs LFR has severe multiples.
BIRMINGHAM ARPT-TOWER: ILS MM and LMM shut down - relctn. (8-7) FLD: Effect Feb 15, inbnd VFR flgts contact Birmingham Apch Ctl on 119.9 or 385.6 mc approx 25 mi out for lndg info. Birmingham Apch Ctl will specify the reporting point where flgt will change to Birmingham twr freq. (1-13) Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single eng conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt land shut down for relctn due rnwy ext. (5-1)
CLANTON-WARE ISLAND ARPT: New arpt reported. Lctd 10 mi NE on an island in Coosa River. Lat 33-57, long. 86-31; elev 360'; 1 sod strip 2500' x 150'; no service. (12-19)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Const. Clsd. (10-16)
EVERGREEN-RADIO: VOR radials 320°-360° out of tolerance acct excessive roughness & bends.
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy & threshold lgts inop. (1-7)
**FAIRHOPE-KLUMPP ARPT: 999' (1201'MSL) lgtd twr erected 9 n mi N (12°T) at lat 30-40-55, long. 87-49-41. (12-6)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
**HUNTSVILLE ARPT: 208' (848'MSL) lgtd twr erected 5 n mi N (5°T) at lat 34-45-02, long. 86-35-38. (1-14)
MOBILE-RADIO: June 19, VOR radial 018° thru 028° out of tolerance due to severe scalloping. (6-19)
MOBILE-BATES FLD-TOWER: ILS glide slope inoperative - equipment and construction in vicinity of transmitter building. (8-22) FLD: Unlighted trees penetrate approach zone all rnwys. Use caution; 200' and 1/2 mi is absolute take-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
✱MOBILE-BROOKLEY AFB-RADAR APPROACH CONTROL: RAPCON cmsnd at Brookely AFB. Concurrently Mobile apch ctl decmsnd at Mobile Bates Fld arpt. Freq: 113.3, 243.0, 118.5, 123.7, 121.5, 126.18, 125.7 mcs. Rcvs only 122.7. (12-20)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Danelly Fld ctl zones z are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
ARIZONA: AJO ARPT: Bcn and lgts inop. (10-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail ngts upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE COUNTY ARPT: Open daylgt opern only. (1-10)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
DRAKE-RADIO: About Jan 31, VOR will be cmsnd. Ident: DRK. Freq: 113.1 mc. Lctd lat 34-54-04, long. 112-25-00. Elev: 4630'MSL. Class: VORW. (12-6)
FT HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vcnty. 2-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVOR (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances Army Electronic Proving Ground reports that

ARIZONA: GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
MARANA ARPT: Reported inactive. (10-2)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of afterburners for take off xcpt prior permission arpt manager. (12-7)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx March 3 - conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int.-PHX; V105E PRC-PHX. (11-18)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)
TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted week-ends - caution. (2-15)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-075°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000'; 330°-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000'. (7-17) About Feb 3, VOR will be shut down until approx March 4 - VORTAC conversion; following Victor arwys unusable durg IFR conditions: V-16 Toltec Int-CIE, V-66 GBN-Mescal Int, V16-S TUS-Mescal Int. (12-5)
TUCSON ARPT: Perm structures in excess of 75' high being erected, 1 on E, 1 on S perimeter of fld. Clear of apchs. Lgtd at night. Obstn lgts apchs to rnwy 21 inop. (11-15)
TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'. (6-20)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB-SPECIAL NOTICE: Night weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of light and some of them explode a small marker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
FT SMITH-RADIO: About March 15, VOR will be shut down, modification. During shut down VOR flights are authorized to use FSM BMH fac in lieu of FSM VOR on all arwys. Bears. and MEAs used shall remain as charted except bear. from FSM BMH to Int of 295° radial Little Rock VOR on V-74 shall be 97°. Paris Int. redesignated as 97° from FSM BMH and FYV 160°. On V13, use 192° from FYV VOR to FSM BMH. MEA for VOR-equipped acft on V-74 from TUL to FSM 7500' and on V-13 from FYV to FSM 5500'. (12-13)
LITTLE ROCK-ADAMS FLD: Trenches 6" wide, 30" deep, being dug and back filled approx 12' either side rnwy 14-32. (12-3)
PINE BLUFF-GRIDER FLD: Rnwy 8-26 clsd. Soft from rains. (12-7)
SEARCY ARPT: Clsd until approx March 30. Const. (12-30)
TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)
California: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)
ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)
**ARCATA ARPT: Right tfc rnwys 13 & 19. (12-10)
BAKERSFIELD-KERN CO. ARPT-TOWER: About Feb 1, 119.9 mc will be decmsnd and 119.8 mc cmsnd. (12-26)
BASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)
BLUE CANYON ARPT, 13, SFO-SLC: Closed due to snow. (12-18)

CALIFORNIA: BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Feb 20, radar departure control will be placed in effect - freq 118.4 clearance limits El Monte Int-Newhall LFR Saugus Int Fillmore VOR Camarillo LFR Burbank OM. About January 27, ASR will be shut down until approx Feb 10 - equip. modification. (1-8)

★CAMARILLO-RADIO: All courses have multiples. (6-17) January 7, auto ident LFR perm discontd. (1-7)

**CORONA-THURSBY ARPT: To be abandoned Feb 28. (12-11)

CRESCENT CITY-RADIO: VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flight-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution-glider activity week-ends. Squirrel holes S edge of lndg area.

EL TORO MCAS-RADIO: VOR coverage restriction at and below 10,000' MSL beyond 25 mi from 360° clockwise to 070°. (12-13)

FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT JONES-RADIO: VOR coverage 250°-090°, 30 mi; 090°-120°, 15 mi; 150°-250°, 20 mi at min en route alt. (12-2)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

**FRESNO AIR TERM: Extreme caution advised in vicinity of arpt. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N & E of arpt. Jet barriers operd by ctl twr, avail. to mil acft on request only. Barriers installed 150' from both ends rnwy 11-29. First 1000' pavement rnwy 29 is overrun area behind barrier not to be used as rnwy. Longest rnwy avail 7168'. (1-3)

GLENDALE-GRAND CENTRAL ARPT: Extensive const. Fld clsd to all acft at sunset.

GOFFS-RADIO: VOR coverage 265°-310°, 25 n mi MEA. Below 9500' this area beyond tolerance.

**HALF MOON BAY ARPT: Unicom cmsnd 122.8 mc. (1-20)

LONG BEACH-RADIO: DME shut down until approx Feb 4 - relctn. VOR auto ident inop.

LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. VHF/DF bearings unreliable below 12,000' MSL SW quad between 200°and 230°. About Jan 20, ASR will be shut down until approx Feb 3. (1-4) FLD:

Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of & roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1700P week-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd, const; 6200' avail. Rnwy 12 clsd. Straight in ILS lndg min rnwy 30 daylgt hours only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) FLD: New lgtd rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd - avail 30 min req thru twr. Equip. crossing rnwy. During VFR wea conditions: civil acft ctc twr on 118.9 mc or listen 118.9 mc, trans 122.7 at least 10 mi out. During IFR wea: civil acft ctc Apch Ctl on 118.1 or 119.3 or listen 118.1 or 119.3 and trans 122.7 mc. USAF, NAVY, CG: VHF equipped acft ctc Apch Ctl on 118.1 or 119.3 mc. UHF equipped acft ctc Apch Ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off shore W of arpt. All jet acft departing rnwys 25L & 25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding E bound from Malibu or Pt. Dume intsxns in VFR conditions making a track which approx extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni, unless otherwise cleared by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt & E of arpt btwn Downey

CALIFORNIA: rbn and arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' 3000', ctc Los Angeles Apch Ctl before crossing. Recommended cross tfc plan crossing crs at 3000' or above, ceiling permitting, directly over arpt or between LFR and arpt. Avoid shoreline W due hi-performance jet acft. Due non-visibility twr unable ctl tfc last 2400' rnwy 34. Transmissometer cmsnd. Apch lgt lane sequence flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' end rnwy 25L (7-11)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MARTINEZ ARPT: Clsd until approx June. (11-27)

MENDOTA ARPT: New arpt reported: Lctd 1/4 mi E; elev 174'; 1 rnwy - (15-33) - 2300' x 90' (dirt & sand compact); remarks - 6' fence at each end. (7-23)

MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy . (10-21)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18) . .

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30° - 60°, 26 n mi at 5000'; 60° - 80°, 35 n mi at 5000': 280° - 290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350° -030°, 17 n mi at 4000'.

★OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF commissioned Freqs: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 121.5, 122.1, 124.3, 124.9, 126.18 mc. Coverage 40 n mi at MEA xcpt 020° - 050°, 8000' MSL. (10-14)

OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340° - 030°, 6500'; 030° - 040°, 8000'; 040° - 060°, 7000' MSL. Jan 13, freq 120.7 mc discontd and 123.9 mc cmsnd.

**OAKLAND-METROPOLITAN OAKLAND INTNL ARPT: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd. (8-22)

★OCEANSIDE-RADIO: Jan 16, VOR flgt-checked and recmsnd. Elev: 49' MSL. Monitoring category (3). Coverage 310° - 020°, 35 n mi at MEA. (1-16)

ONTARIO-RADIO: VOR/DME coverage 135° - 150°, 26 n mi at 7000'; 150° - 200°, 17 n mi at 7000'; 200° - 280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350° - 360°, 35 n mi at 13,000'. (7-30)

★ONTARIO INT'L ARPT-TOWER: Jan 1, freq 120.7 mc decmsnd and 118.6 mc cmsnd. (1-16) FLD: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13)

PALMDALE-RADIO: VOR coverage 120° - 150°, 35 n mi at 10,000'; 150° - 180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220° - 235°, 35 n mi at 6000'; 235° - 245°, 26 n mi at 6000'; 245° - 270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W-adj to Pomona Heliport. (9-20)

CALIFORNIA: POMONA-BRACKETT FLD: Operative durg reconst. Caution - men and equip.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30) Jan 13, VOR shut down until approx Feb 13 - conversion to VORTAC. Durg this period, the following V arwys will be unusable IFR conditions: V23 FJS-Sutter Buttes Int., V25 Geyserville Int. LMT, V195 ILA-FOT. V107 UKI-RBL usable substituting RBL LF rng for VOR. (11-27)
REDDING ARPT: 330' lgtd twr being erected 3.2 n mi WNW (309° T) at lat 40-32-25, long. 122-21-11. (11-21)
RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)
RIVERSIDE-MARCH AFB-RADAR APPROACH CONTROL: Radar ctl exercised over mil acft only. (10-30)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simultated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95°, and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310°-330°.
★SAN DIEGO-LINDBERGH ARPT-TOWER: Jan 10, trans & rcvr 119.0 mc cmsnd. (1-11)
SAN DIEGO-MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight durg apch. Fld unattended sunset-sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)
★SAN FRANCISCO-RADIO: LF rng perm discontd. (1-16)
SAN FRANCISCO INTNL ARPT-TOWER: About Feb 17, ILS LMM and twr freq will be chgd from 201 kc to 379 kc. (1-15) FLD: Const in progress continuously on various sections of fld. Caution advised. (11-4)
SAN FRANCISCO BAY-SPECIAL NOTICE: A moored balloon (silver with black stripes) 8' x 25' is flown 500' MSL on an irregular scheduled from U.S, Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR consitions, (10-14)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN JOSE-RADIO: TVOR has scalloping beyond tolerance, 230° thru 240°. (11-12)
SAN JOSE ARPT-TOWER: About Jan 25, trans & rcvr 119.9 mc will be changed to 119.5 mc; freq 287 kc will be chgd to 227 kc. (1-10)
SAN RAFAEL-SAN FRANCISCO BAY ARPT: Caution - 60' crane and trucks operg daylight hrs W end rnwy. Road embankments both ends rnwy. Fld soft when wet. (11-29)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Extreme caution advised durg ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
SANTA PAULA ARPT: Grading & paving operns in progress all areas. Use extreme caution.
SHOSHONE ARPT: Strip clsd for paving. (8-9)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175 thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi: 305°-355°, at 6500'MSL; 355°-60°, at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun adter 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lngd on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25) Depressions along edges of East N/S taxiway. Taxi with caution. (1-14)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'

COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' MSL 154° to 180° and below 16,000' MSL 181° thru 243°. VHF/DF bearings reliable in
** these areas. (5-8) FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. Durg hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) Transmissometer cmsnd. (11-21)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop. for reconst of rnwy and installing rnwy lgts. (8-20)
HANOVER-RADIO: H fac bearings unreliable beyond 25 n mi in shadow area of Pikes Peak.
NUCLA ARPT: Closed - construction. (10-23)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E long. 104-21-22; S lat 38-18-00; W long. 104-22-50. (4-30)
PUEBLO-RADIO: VOR out of tolerance from 010° to 070° - hvy scalloping. (12-16)
PUEBLO MEMORIAL ARPT: Hvy acft normally use rnwy 12-30. Rnwys 8-26 & 17-35 clsd to DC-3 and heavier acft daylgt hrs xcpt under hi-wind and instr apch conditions. Middle 1/3 rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas. (1-15)
**TRINIDAD-NEWCOMBS RANCH ARPT: Soft when wet. Cattle on fld. (1-8)
CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
SALEM ARPT: Reported reactivated. 41-30N, 72-14W; lctd 2.4 mi E; elev: 420'; 2 rnwys - E/W 2200', NW/SE 1950'; remarks - windsock left of end SE rnwy. (7-27)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea. days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-14)
WINDSOR LOCKS-BRADLEY FLD: Const work in progress hi-intensity apch lgts rnwy 6.
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip. on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)
NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwy and taxi strip only.
**WILMINGTON-DUPONT ARPT: Rotating bcn perm discontd Jan 1. (12-23)
WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES; (1) See page 83 in Flight Information Manual, Vol. 11, dated Aug 15, 1957 for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) Nov 14, fixed white 60 inch searchlight of high intensity operg near S bank of Potomac River near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt operd only durg hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac River departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (11-14)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar serv will be provided UHF equip. acft on 353.9, 318.2, 362.3, 378.8, 385.4 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 n mi. (10-28) FLD: USAF, NAVY CG: Closed to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flights rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval

DIST. OF COLUMBIA: Hvy const equip. operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10) Soon sequenced flashing lgt system serving rnwy 36 will be cmsnd to oper in conjunction with the existing configuration A apch lgt system. System consists of twenty flashing lgts spaced at 100' intervals along extended rnwy centerline, starting at 3000' & ending 11,000' from end of rnwy. (12-6)

FLORIDA: ATLANTIC BEACH-BULL ARPT: 315'(325'MSL) lgtd twr being erected 1 n mi WSW(244°T) at lat 30-19-30, long. 81-25-42. (11-29)

**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. (4-26) Arpt will be partially clsd Feb 10-13 daylgt hrs and Feb 15-22 night hours for drag racing. (1-5)

COCOA ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution on E end. (10-14)

CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)

CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF-equip acft while VOR unusable. (9-12)

CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylight hours - caution. (12-27)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commum. feature usable thru out entire service area. (2-13) DME operg test-basis only. (2-14)

**DE LAND ARPT: 1000'(1034'MSL) lgtd twr erected 7.8 n mi S(194°T) at lat 28-56-25, long. 81-18-33. (10-3)

**FT LAUDERDALE-BROWARD CO INTNL ARPT: Unicom avail 123.0 mc. Call - Ft Lauderdale Unicom. Hours of opern 0700-2300 daily. (12-19)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

FT MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

**INVERNESS ARPT: Reactivated. Unattended. (7-26)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)

**JACKSONVILLE-IMESON ARPT: 996'(1003' MSL) lgtd twr erected 6.0 n mi S(187°T) at lat 30-19-22, long. 81-38-34. (9-23)

**KEY WEST-SPECIAL NOTICE: That portion of Warning Areas W-174 and W-465 which provides a 20 mi route width from the Santa Fe, Havana, Cuba H fac to both Key West & Marathon, within the Cuban controlled airspace south of the 24th parallel is rescinded.

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Taxi on taxiways only. Large or fast acft taking off from rnwy 9 proceed straight out and pass S & E of Boca Chica NAS.

LAKE CITY ARPT: Fuel and servs unavail. (9-23)

LONGWOOD-SLADE RANCH ARPT: 300'(318'MSL) lgtd concrete stack being erected 9 n mi N(13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA-RADIO: VOR radials 90° thru 150° out of tolerance - roughness and bends.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, holidays, & other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16) 241'(437'MSL) lgtd twr being erected 5 n mi SW(231°T) at lat 30-46-53, long 85-15-56. (12-3)

FLORIDA: **MEXICO BEACH ARPT: Abandoned. (1-9)

**MIAMI-SPECIAL NOTICE: Miami Terminal Procedures revised predicated on relctd Gator rdo bcn (formerly Miami Marine Masters rdo bcn). Miami Intnl arpt to Gator rdo bcn via heading 360° and then take 278° to Gator rdo bcn MEA 1500'. Gator rdo bcn to arwy Blue 1 or V-97 via take 304° from Gator rdo bcn MEA 1200'. New River Int to Gator rdo bcn direct MEA 1200'. Holding approved on Gator rdo bcn hold west, inbound take 098°, turn left, time 2 mins minimum alt 1300'. Gator Int cancelled. MIA ILS procedure #2 back course and MIA LFR procedure #2 not usable and being cancelled. Chart revisions in process. (1-1)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flights operg within an area of 10 n mi radius at night, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter, air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flights.

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0 mc inop.

**MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into and out of arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and take-offs authorized on rnwy 27 & 30 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practive IFR apch prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. Due to non-visibility, twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect length of rnwy now 8200'. Lndgs & take-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Taxiways connecting N/S taxiway with W edge 20th St new term apron will be clsd as needed. Loading pier. under const at 20th St term to point 400' S of old gates. Caution - exten ditching, paving & const at 20th St term & ramp areas. Neon apch lgts decmsnd and hi-intensity centerline configuration A apch lgts cmsnd rnwy 9R. (1-17)

MIAMI-OCEAN REEF ARPT: New arpt: Type "L"; 30 mi S; lat 25-19, long 80-15; elev 4'; 2 rnwys - lngst rnwy 2500' oiled; 80, 91/96 octane fuel. (3-28)

OCALA-TAYLOR ARPT: 200'(240'MSL) lgtd twr erected 6 n mi ENE(70°T) at lat 29-12-30, long. 82-02-00 & being dismantled approx 25 Jan. (12-21) 200'(290'MSL) lgtd twr erected 19 n mi NE(51°T) at lat 29-22-00, long 81-52-00, and being dismantled approx 25 Jan. (12-21)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for night lndgs and take-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21) Men and equip. working near S side rnwy 13-31, 2000' from NW end. Use rnwy at pilots discretion. (1-6) 651'(749'MSL) lgtd twr being erected 6 n mi WSW(266°T) at latitude 28-32-10, longitude 81-27-00. (10-22)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. (11-21)

PANAMA CITY-TYNDALL AFB-SPECIAL NOTICE: Effective Feb. 8, 1958, Warning Area W-470 boundaries revised as follows: beginning at lat 29-37-00, long. 85-22-00, to lat 28-10-00, long. 84-30-00; lat 28-56-00, long. 83-31-00; lat 29-42-30, long. 84-00-00; lat 29-42-30, long. 84-40-00; thence along the shoreline to point of beginning. Controlling Agency: Tyndall AFB, Fal. Effective Altitude: Unlimited. Time Used: Continuous. The East boundary of W-151 a straight line beginning at lat 29-37-00, long. 85-22-00, to lat 28-10-00, long. 84-30-00, to conform with West boundary of W-470. (12-4)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

ST. PETERSBURG-PINELLAS CO INTNL ARPT-TOWER: Rcvr 257.8 mc inop. (11-4) FLD: Const. Extending N end rnwy 17-35. Lndgs must be made well clear of this area. (11-4) Rnwy 13-31 open daylight hours only. (12-3)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier night operns. (10-7)

FLORIDA: TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)
TAMPA-RADIO: VOR courses 95° - 105° out of tolerance acct scalloping. (8-13)
TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32. 306' (326'MSL) lgtd twr being erected 8.5 n mi ENE(88°T) at lat 27-58-28, long. 82-21-16.
TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (12-27)
TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)
VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)
WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel repairs; operg 0900-sunset.

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay.
ALMA-RADIO: Mar 25, VOR shut down - modernization. Durg modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000', Augusta 170° radial usable at Lott's Int MRA 5000'.
ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet-caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)
AMERICUS-SOUTHER FLD: NE/SW rnwy clsd for hard surfacing. E/W rnwy open for 2500' W of NE/SW rnwy. Slightly rough. (1-4)
ALANTA-RADIO: VOR courses 060° - 090° out of tolerance acct bends and roughness.
**ATLANTA ARPT: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flgt plan. Acft not equipped for 2 way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730 Mon-Fri. (5-6) Rnwys 9L-27R and 15L-33R perm discontinued. (1-3)
ATLANTA-FULTON CO. ARPT: Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29) 515' (1374'MSL) lgtd twr being erected 8.5 n mi ENE (80°T) at lat 33-48-40, long. 84-21-50. (10-22)
BAINBRIDGE-COMMODORE DECATUR ARPT: 210' (337' MSL) lgtd twr being erected 2.9 n mi E (101°T) at lat 30-54-40, long. 84-33-20. (11-20)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns . (2-15)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples.
COLUMBUS-MUSCOGEE CO. ARPT: 150' (584'MSL) unlgtd water tank being erected 4 mi SE.
LA GRANGE-RADIO: VOR rad 227° out of tolerance - severe scalloping and roughness. V-20 arwy utilizing ATL VOR radial 231° and MGM VOR radial 046° between Kent Int and LGC VOR satisfactory. MRA 3000' MSL. (12-17)
MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)
**MILLEDGEVILLE ARPT: Abandoned. (1-10)
MOULTRIE ARPT: Caution - int Spence AB student trng. Right hand tfc rnwys 4,10,16.
**MOULTRIE-SPENCE AIR BASE: Air Force primary Contract School. Intensive student training within 25 mi radius. Clsd to civil acft xcpt by prior approval. Clsd mil acft week-ends and holidays xcpt by prior approval. 2-way rdo required. (1-7)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
SAVANNAH-HUNTER AFB-RADAR APCH CONTROL: About Jan 22, RAPCON will be cmsnd. Concurrently apch ctl will be decmsnd at Savannah twr & such responsibility will be assumed by RAPCON. Radar vectoring will be for training purposes only until further advised. Apch ctl freq: 363.9, 127.89, 125.3; gds: 363.8, 137.88, 125.3 mc. Departure ctl freq: 263.0,

GEORGIA: STATESBORO ARPT: 320' (490'MSL) lgtd twr being erected 1.6 n mi SSW (203°T) at lat 32-27-32, long. 81-45-32. (11-7)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)

IDAHO: BOISE-RADIO: Oct 16, VOR shut down until approx Feb 15, for VORTAC conversion. During this period the following arwys will be affected: V-4 Baker to Burley unusable. J-7-V Rome to Boise to Dillon, J-15-V Boise to Ogden, J-20-V Pendleton to Boise to Malad unusable. V-253 Boise to Twin Falls usable at MEA substituting Boise LFR for VOR. V-269 Twin Falls to Burley also usable at MEA substituting Burley LFR for VOR. Kuna and Glenns Ferry Ints unusable. (12-4)
BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: Nov 25, VOR shut down until approx Mar 16, conversion to VORTAC. The following V arwys will be unusable durg IFR conditions: V4 BYI-BOI, V 269 BYI-TWF, BYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD, Flgts using V1500-V1502 report to Pocatello Rdo. (11-22)
COEUR D' ALENE AIR TERMINAL: 240' lgtd twr being erected 5.5 n mi SE (153°T) at lat 47-41-05, long. 116-45-55. (10-16)
GRANGEVILLE-IDAHO CO ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg & tk-off. (10-22)
MALAD CITY-RADIO: VOR coverage 360° - 20° and 60° - 60°, 35 n mi at 12,000'.
rrMOUNTAIN HOME AFB-RADIO: H fac class changed to HWZ. Bear. & dist: 117°, 4.7 mi. Lctn: lat 43-06-40, long. 115-57-34. (1-16)
TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (10-31) Men & equip. also on & around rnwy 7-25, particularly W end. (11-19)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT - SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
AURORA ARPT: N/S rnwy clsd due const. No lgts. (1-11)
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon thru Sat. Use caution while in area. (9-13) Men & equip. operg on SE portion of fld including SE taxiway, daylgt hrs. (12-3)
CHICAGO AREA - SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. Thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill, and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW and NE courses LF rng. (11-8)
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT: Due to distance and non-visibility acct of parked and moving acft twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N term bldg - must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St &

ILLINOIS: CHICAGO-MIDWAY ARPT: [illegible] lgtd obstr [illegible]
NNW (359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.(n mi NNW (349°T) at lat 41-49-23, long. 87-45-12. (9-24)

CHICAGO-O'HARE INTNL ARPT: 120' (780'MSL) lgtd twr being erected 3.5 n mi WNW (312° T) lat 42-01-38, long. 87-57-34. (1-10) Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbnd acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 119.0 mc or 363.8 mc if UHF equipped regardless of wea. Hwy const 3600' NW of fld, passing thru apch to rnwy 14L Included are lgt standards 70' AGL, 717' ASL lctd lat 42-00-56, long. 87-55-46; 1200' N of Ravenswood Arpt, 2 mi SW of Des Plains. Not mrkd, painted or lgtd. (10-16)

CHICAGO-STINSON ARPT: Const in SE corner of arpt and on new NW/SE rnwy. New rnwy not usable. (11-21)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12) Soon DME will be shut down until approx Feb 17 - modernization.

DE KALB ARPT-SPECIAL NOTICE: Approx 11 n mi WSW, Flight Test Area is designated Oct 28, 1957 to Jan 28, 1958 within a radius of 3 mi. centered at lat 41-52-25, long. 88-56-45. Test will be conducted during daylgt hrs only, when visibility is 5 mi or better. (10-28)

DIXON ARPT: NE/SW rnwy clsd for const - men and equip on fld daylgt hrs. (4-18)

EAST ST LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' - 5500'MSL.

**ELGIN ARPT: Rgt tfc rnwys 18, 22, 27. (12-20)

**FAIRFIELD ARPT: 273' (723'MSL) lgtd twr erected 1.5 n mi E (109°T) at lat 38-22-30, long. 88-23-30. (1-6)

GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)

**GILMAN ARPT: Perm clsd. (1-11)

**HIGHLAND-WINET ARPT: NE/SW and NW/SE rnwys perm clsd. N/S rnwy, 2600' x 225', turf, under const. Strip 100' side avail W Side N/S rnwy. Men & equip. on fld. Soft when wet or thawing. Use extreme caution. (1-17)

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)

KEWANEE ARPT: Men and equip on fld intermittently - caution. (11-5)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. (Height of twrs, 123', not mrkd or lgtd. (11-21)

MACOMB ARPT: Unattended until approx Apr 15. (12-3)

**MARION-WILLIAMSON CO ARPT: Use rnwys & taxiways only. Unicom avail 122.8 mc.

MATTOON-COLES CO MEMORIAL ARPT: 300' S end of N/S rnwy clsd. (11-4)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

MOLINE-QUAD CITY ARPT: 998' (1778'MSL) lgtd twr being erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (8-26)

OLNEY-ULRICH ARPT: Unattended. (11-8) 360' (820'MSL) lgtd twr being erected 2.9 n mi WNW (295°T) at lat 38-45-03, long. 88-05-23. (11-11)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11) Nov 18, VOR shut down until approx Jan 28 - conversion to VORTAC. During shutdown, following temp MEAs can be utilized: V116 UIN VOR-PIA LFR, 2000'; PIA LFR-JOT VOR, 2000'. V48 BRL VOR-PIA LFR, 1900'; PIA LFR-PNT-VOR, 2300'. V233 SPI VOR-PIA LFR, 2300'; PIA LFR-BDF VOR, 2000'. (1-3)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land without prior coordination with and approval by Cmdr 126 FI Group at arpt. (4-16) 5' unlgtd fence apch end rnwy 22. (10-15) Const NW/SE rnwy being extended 3000' at NW end. New const not usable. (12-4) 609' (1349'MSL) lgtd twr being erected 6.5 n mi ESE (106(T) at lat 40-38-03, long. 89-32-21. (10-11)

PEOTONE-RADIO: VOR coverage lmtd between 39 - 43 n mi at most azimuths at MEA.

POLO-RADIO: VOR coverage 280°-350°, 39 - 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: About Feb 10, VOR will be shut down until approx Mar 24 - conversion to VORTAC. See page 9 for temp MEAs to be utilized durg shutdown period. (1-16)

ROCKFORD-GREATER ROCKFORD ARPT: Rnwy 18-36 open daylgt hrs only. Lgts unavail. About Jan 27, rotating bcn will be shut down until approx Feb 6 for relctn. (1-20)

SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)

SPRINGFIELD-CAPITAL ARPT: Use overruns rnwys 4 and 22 in emerg only. (12-10)

TROY-RADIO: About Jan 27, VOR will be shut down until approx Mar 14 - conversion to VORTAC. (1-3) See page 8 for temp MEAs to be utilized during shutdown period.

County. (12-20)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is lctd approx 29 s mi N of the Terre Haute LFR between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

CEDAR LAKE ARPT: Clsd to all operns for indefinite period. (7-15)

COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)

COLUMBUS ARPT: Use paved surfaces only. Sod soft. (12-20)

EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) Use caution while opern on first 200' rnwy 18 due to deterioration of rnwy. (12-30)

FT WAYNE-RADIO: VOR radial 317° unusable beyond 10 n mi - excessive roughness. (2-14)

FT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxi strip leading to apch end of rnwy. (5-21)

GOSHEN-RADIO: DME operg test basis only. (1-14)

GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)

INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 1 3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10-31) TACAN facs operg exper basis only. (1-14)

**INDIANAPOLIS-SHANK ARPT: 1022' (1846'MSL) lgtd twr erected 7.1 n mi NNE (23°T) at lat 39-55-43, long. 86-10-55. (7-20)

**INDIANAPOLIS-WEIR COOK ARPT: Due non-visibility twr unable ctl tfc on taxiway from SE hangar to Turners Ramp. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of Arpt Superintendent. Caution - soft shoulders all rnwys due const. Rdo rcvr rqrd. Fee multi-eng acft. (1-8)

JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)

**KENDALLVILLE ARPT: N/S rnwy abandoned. (12-12)

KOKOMO-RUZICKA ARPT: New arpt reported. Lctd 4 mi SW, S5, Serv, F2 Fuel. (11-21)

LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.

LA PORTE ARPT: 150' (922.9'MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)

LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)

MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.

MISHAWAKA-SPORTSMAN FLD: 649' (1524'MSL) lgtd twr being erected 6.1 n mi SSW (212°T) at lat 41-36-58, long. 86-11-32. (12-30)

MUNCIE ARPT: New hard surfaced rnwys temp open as follows: NE/SW & NW rnwy 3500'. SE rnwy 1600', taxi only, E/W (sod) 2300', 10,000 lbs gross wt limit. Clsd ngts. (1-6)

PORTLAND-BRIGHAM FLD: Clsd commercial opern. N/S strip avail emerg use. Unattended.

SOUTH BEND-ST. JOSEPH CO ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.

TILDEN-RADIO: See Indianapolis, Ind.

IOWA: **ANAMOSA-DA ENBROOK ARPT: To be clsd permanently Mar 1. (1-16)

AUDUBON ARPT: Clsd for tiling and grading. (7-29)

BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 min daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long 91-11-04; W long. 91-14-37.

CLARINDA ARPT: 368' (1535'MSL) lgtd twr being erected 6.5 n mi S (202°T) at lat 40-36-30, long. 95-04-21. (12-25)

COUNCIL BLUFFS ARPT: 230 1/2' (1448'MSL) lgtd twr being erected 9 n mi ESE (122°T) at lat 41-08-42, long. 95-39-00. (1-14)

**CRESTON-HERRING FLD: Name change. Formerly carried as Creston Arpt. No storage. Land at own risk. P-line N. (12-16)

IOWA: DES MOINES-RADIO: Nov 18, VOR/DME shut down until approx. Jan 29-conversion to VORTAC. Durg shutdown temp MEA's to be utilized are listed on page 5. (12-28)

**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.

ELDORA ARPT: New arpt reported. 2 mi SSW; elev 1020'; 1 strip 2200'; rnwy lgts; minor repairs, 80 oct fuel; P-line S. (10-30)

HARLAN ARPT: 213'(1447'MSL) lgtd twr being erected 3.5 n mi N(10°T) at lat 41-38-42, long. 95-19-30. (12-4)

MASON CITY-RADIO: About Feb 10, VOR will be shut down until approx Mar 24-conversion to VORTAC. (1-16) Durg shutdown, following temp MEAs may be used: V13 Des Moines, Iowa VOR-*Ames, Iowa Int., 5000'; (*Descent to 3000' authorized after passing Ames Int. S-bound). Ames, Iowa Int.-Int DSM R001 and FOD R085 (Alden Temp. Int.), 8000'; Alden Temp. Int.-Int DSM R001 and ALO R303 (Mason City Temp Int), 8000'; Mason City Temp Int.-Hope Min. (Int via MSP R173), 8000'. V67 Int. ALO R303 & RST 210(Mason City Temp Int)-RST VOR, 5000'; Int ALO R303 & RST R210-ALO VOR, 5000'. V13 FOD VOR-Int. FOD R048 & ALO R303 (Mason City Temp. Int.), 5000'. V100, V1605-08 Temp Alden Int.-FOD R085 and DSM R001, 8000'. (1-15)

OSAGE ARPT: New arpt reported: Type "L"; lctd 0.5 mi E; elev 1150'(est); 1 rnwy(N/S) - sod- approx 5000'; F2 fuel; remarks-P-line N, trees S. (8-23)

SHELDON ARPT: Clsd for const -machinery on field. (5-3) Bcn inop. (11-21)

SHELDON MUN ARPT: New arpt reported. Lctd 2 NNE; Elev 1422; 1 strip, NE/SW, 2350'; rnwy lgts on prior req; P-line NW; soft when wet. (10-14)

**SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg. on portions of ramp and taxiway NE of Air Force hangars, and on first 1500' rnwy 22. Jet barriers installed apch ends rnwys 13 & 31. Barriers will be raised for mil acft only.

SPENCER ARPT: Caution during snow & thaw. Soft portions near rnwy intersections. (12-4)

STORM LAKE ARPT: NW/SE and NE/SW rnwys clsd. Const. N/S rnwy open. Use extreme caution. (11-12)

WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)

WEBSTER CITY ARPT: Caution-New NW/SE rnwy 3100' usable but rough. Soft when wet. During snow, use N/S rnwy & asphalt taxi strip at N end of fld only. (12-10)

KANSAS: **COLBY ARPT: Unicom 122.8 mc cmsnd. (1-9)

EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at MEA. (5-29)

EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)

ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S, 2400'; No facilities. (9-20)

GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)

GARDEN CITY ARPT: 179'(3084'MSL) lgtd twr being erected 7.9 n mi W(292°T) at lat 38-01-14, long. 100-57-21. (11-26)

GARDEN CITY-NEW GARDEN CITY ARPT: 291'(3096'MSL) lgtd twr being erected 8.8 n mi SE(148°T) at lat 37-48-22, long. 100-38-58. (11-26)

GOODLAND-RADIO: DME shut down until approx. Jan 30. (1-15)

GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600'AGL; hvy acft 1000' AGL.

HILL CITY ARPT-SPECIAL NOTICE: Airborne VOR rcvr check point 057° radial over Hill City Arpt bcn temp decmsnd. (1-2)

**IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution. (9-5) Unicom 122.8 mc cmsnd. (1-2)

KANSAS CITY-FAIRFAX FLD-TOWER: Soon, VHF/DF will be decmsnd. (12-31)

KINGMAN ARPT: 305'(1920'MSL) lgtd twr being erected 4.5 n mi SSE(169°T) at lat 37-35-38, long. 98-06-59. (11-6)

**MANHATTAN-MANKAN ARPT: Closed. (11-20)

KANSAS: **TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) Two 158'(1067'MSL) lgtd steel stacks being erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34. (6-10)

TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A & P by appointment; 80/87 oct. (4-9)

WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)

WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. (8-7)

WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions. (12-4)

WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads. Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & recv 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)

WINONA-GUNNELS RANCH ARPT: New arpt reported. Lat 39-07, long. 101-26; lctd 2.5 mi N; elev 3480; 3 strips (sod) N/S 2300', NW/SE 2100', NE/SW 2000'. Soft when wet, use rnwy. (12-4)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW(4.3 n mi E Brandenburg, Kentucky) plant is processing highly imflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.

GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: Unattended. (11-20)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23)

**LEXINGTON-BLUE GRASS ARPT: 553'(1624'MSL) lgtd twr erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility, twr unable to ctl tfc on ramp area adj ot terminal bldg from hangar line SE to taxi ramps NW and NE. Transient acft load at gate No. 4, limit 15 minutes. Helicopters land SE end NW/SE taxiway. Unicom 123.0 mc avail. Hi-intensity rnwy lgts cmsnd rnwy 4-22. (1-7)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of field.

LOUISVILLE-STANDIFORD FLD-TOWER: About Feb 4, ASR will be shut down until approx. ** Feb 18 - antenna modernization. (1-3) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. (9-1) Configuration B apch lgts decmsnd. (1-1)

SOMERSET-PULASKI CO. ARPT: Closed to night operation. (10-11)

YORK-RADIO: DME coverage 35 n mi at 2500'MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution-jet acft operating in vicinity. (6-26)

BATON ROUGE-RYAN ARPT: 310'(330'MSL) lgtd twr being erected 9 n mi WSW(261°T) at lat 30-30-34, long. 91-19-49. (10-18)

**DERIDDER-BEAUREGARD PARISH ARPT: Unicom 122.8 available. (11-19)

**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NE(330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operating as H facility only. (7-30) VOR shut down. During shutdown, LCH radio beacon may be used in lieu VOR. Altitudes as charted except MEA below 1500', not authorized. (12-2)

LAKE CHARLES AFB-RADAR APPROACH CONTROL: About Feb 1, RAPCON radar arrival control will be commissioned. Clearance limits Grand Lake, Singer, and Hathaway Intersections; LCH radio beacon, VOR, and LOM, LKC radio beacon. (12-20)

LAKE CHARLES-McFILLEN ARPK: 199'(213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW(291°T) at lat 30-11-20, long. 93-19-45. (9-24)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S(188°T) within an area 4.3 nautical miles in radius centered at latitude 32-34-10, when ceiling is at least

VORTAC. Durg this period LFR may be substituted for VOR on adj V arwys. (11-21)
NEW ORLEANS-RADIO: VOR/DME shut down - extreme scalloping and roughness.
NEW ORLEANS ARPT-TOWER: Effect Oct 24 - Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans and rcvg: 119.5, 121.7, 121.5, 126.18, 257.8, 243.0, 348.6 and rcvg 122.5 mc. FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
★NEW ORLEANS-MOISANT INTNL ARPT-TOWER: Dec 20, radar departure ctl inaugurated in conjunction with long range clearance procedures. Apch ctl freq 250.4 mc, gnd ctl 348.6 mc; departure ctl 121.1 and 269.2 mc. (1-16) FLD: Caution - stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (12-4)
MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.
BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)
HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obstn lgts inop. Rnwy 1-19 clsd wheel equipped acft winter months. (12-2)
JACKMAN-NEWTON FLD: New arpt reported. Lctd 0.2 E; elev: 1170'; 1 strip 2100'. Caution use gravel strip only. Sod areas rough and soft. (12-9)
LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag course. (5-27)
**MILLINOCKET ARPT: During winters only rnwy 11-29, apron, and entrance/exit strip plowed. Rnwy 16-34 suitable for ski equipped acft. Caution advised due high snow banks this rnwy intsxn rnwy 11-29. Contact lgts rnwy 16-34 not usable winters.
OLD TOWN ARPT: Rnwy 4-22 clsd acct snow. (1-15)
**PORTLAND ARPT: First 1000' rnwy 33 clsd to lndgs and take-offs. Avail. as taxiway. Rnwy marked at 1000' lctn. 20' embankment 200' from apch end rnwy 33. Marked by obstn lgt 250' from apch end and in line with S edge rnwy 33. (1-14)
PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)
PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.
SANFORD ARPT: Fuel and lgts unavail. (12-9)
TOPSHAM ARPT: New arpt reported. Lctd 2.2 mi NW, RR & river SW; elev: 120'; 1 strip 1800'; S5 facs; F1 fuel; no storage. Hi-tension line S. (12-9)
MARYLAND: BALTIMORE-RADIO: VOR out of tolerance and unusable beyond 31 n mi from 10° clockwise to 35°; 14 mi 35°-80°; 35 mi 80°-260°; 15 mi 260°-310°; 8 mi 310°-340°; 35 n mi 340°-10° at MOCA. (12-13)
BALTIMORE-FRIENDSHIP INTNL ARPT-TOWER: Jan 15, ASR-3 shut down until approx Jan 31 - modernization. (1-15)
★BALTIMORE-MARTIN ARPT-TOWER: Hrs of opern: 0800-1700 Mon, Fri, Sat and Sun;
** 0800-2330, Tues, Wed and Thurs. (1-3) FLD: Two-way radio required. (1-3) Rnwy lgts prior request.
**BALTIMORE-PIER 4 HELIPORT: 39-18N, 76-36W; lctd Pier 4, Pratt St; elev: 10'; size 100' x 72'; air marked; no lgts; no service. Pier 6 heliport clsd. (10-22)
CAMBRIDGE ARPT: New arpt. Type "P". 2 mi SE; elev 20'; lat 38-33, long. 76-02; services minor repairs; 80 octane. Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 250'. Rnwy extremely slippery when wet. Positively no ngt lndgs without rnwy lgts in opern.
FARMINGTON ARPT: New arpt, Type "P" - 2 mi SE; elev: 400'; lat 39-41, long. 76-02; services major repairs; 80 octane; 2 rnwys - lngst 1700'. (sod).
GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. VOR temp operg monitor category (3). (5110)
HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730 - 2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. W end E/W rnwy being extended. Use caution- Const equip. operg close to end of rnwy (9-20) 75' temp steel twr erected approx 1500' off apch end rnwy 20. (11-1)
LAYTONSVILLE-DAVIS ARPT: First 500' of rnwy at ENE end unusable. (12-13)
SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)

MARYLAND: **SALISBURY-DELMARVA ARPT: Permanently closed. (1-2)
WHITE MARSH-QUINN ARPT: New arpt Type "P" - 1.4 NE; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 1800' x 200'.
MASSACHUSETTS: SPECIAL NOTICE: Airport condition information available by calling State Police Barracks.
**ACUSHNET ARPT: New arpt 41-40-35, 70-53-35; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 1700' sod; hangars, F2 fuel. (1-12)
★BOSTON-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 13, trans & rcvrs 121.5 mc and 243.0 mc cmsnd.
BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14) About Feb 14, VOR/DME will be shut down until approx Mar 18 - conversion to VORTAC. (1-17) See page 6 for temp MEAs durg shutdown.
BOSTON-BEDFORD (HANSCOM) ARPT: Tfc pat procedures: All act with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. Rnwy 11-29 under exten const. (9-13)
BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°
** 025°, 2500'. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs to NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs & takeoffs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution -- seagulls on and adj to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft, xcpt emerg use. Transmissometer cmsnd. (1-16) 1249' (1349' MSL) lgtd twr erected 10.8 n mi WSW (252° T) at lat 42-18-37, long. 71-14-10. (10-16)
BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylight hours. Const of highway near apch ends of rnwys 13 and 15.
**EDGARTOWN-KATANA AIRPARK: Unicom avail. 122.8 mc. (1-13)
FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)
GARDNER-RADIO: Dec 4, VOR/DME shut down until approx Jan 27 - conversion to VORTAC.
HYANNIS-BARNSTABLE ARPT: Major const in progress. Men and equip. on all fld areas during daylight hours. Equip. or hazards obstn lgtd at ngt. Caution. Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (1-15)
**MANSFIELD ARPT: Unicom, 122.8 mc, avail. (12-9)
MARSHFIELD ARPT: Unattended. (11-29)
**MARHTA'S VINEYARD ARPT: 640' (700' MSL) lgtd twr erected 7.8 n mi WSW (251° T) at lat 41-20-01, long. 70-48-44. (7-16)
NANTUCKET-RADIO: Sept. 30, HH fac shut down until approx Jan 30 - conversion to consolan. (12-20)
NANTUCKET-MEMORIAL ARPT: Two flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)
MICHIGAN: ANN ARBOR MUN ARPT: Caution last 700' NW rnwy. Only 2100' SE end usable. Some bndry lgts inop due const. 104' (945' MSL) lgtd water tank being erected 1 n mi SSW (212° T) at lat 42-12-30, long. 83-44-40. (12-20)
BAD AXE-HURON CO. MEML ARPT: Clsd for const. (9-16)
BATTLE CREEK-KELLOGG FLD: Construction work E ramp; marked days and nights. (8-30) Men and equipment on field days. Trees above obstruction lights on SE edge oof field. (3-29)
BELLAIRE-ANTRIM COUNTY ARPT: Closed - due rnwy construction. Old N/S strip on E side usable. (10-1)
BENTON HARBOR-ROSS FLD: Embankment all approaches. Use rnwys. Entire 5100' E/W rnwy usable day operation. 1450' E end not lighted. Use 3650' lighted section for night operations. (9-28)
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3)

MICHIGAN: BIG BEAVER ARPT: 306'(956'MSL) twr being erected 1 n mi SW(232°T) at lat 42-32-33, long 83-07-46. (12-29)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
BOYNE CITY ARPT: 207'(1422'MSL) lgtd twr being erected 8.9 n mi NE(47°T) at lat 45-17-58, long. 84-51-09. (10-14)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.
**DETROIT-CITY ARPT: 145'(772'MSL) lgtd twr erected 3.1 n mi WNW(300°T) at lat 42-26-10, long. 83-03-35. (12-12) Due to non-visibility, twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27) Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)
DETROIT-METROPOLITAN WAYNE CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old arpt clsd to lndgs & take-offs. Ramp & bldg const in front of and alongside main term bldg. Taxiway const left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 15. Taxiway const to right of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men & equip. on or adj to ramp and rnwys.
DETROIT-WILLOW RUN ARPT-TOWER: About Feb 10, radar departure control will be cmsnd. Freqs 118.4, 126.18 and 355.8 mcs will be cmsnd for IFR departures from Metropolitan Wayne Co. & Grosse Ile NAS arpts. (1-9) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)
FREELAND-TRI-CITY ARPT: 305'(915'MSL) lgtd twr being erected 9 n mi NNE(28°T) at lat 43-39-58, long 83-59-54. (10-24)
**GRAND RAPIDS-KENT CO ARPT: Rnwy 9-27 clsd xcpt for winds exceeding 20 knots. Unlgtd acft parked W rnwy 18R-36L and intsxn rnwy 4. Rnwy 4L-22R perm clsd. Taxi only. 700' overrun rnwy 18L paved. 600' additional overrun across hwy, clsd to civil opern, avail for emerg use on request. Longest runway 5700'. (12-27)
INDIAN RIVER-CAMPBELL ARPT: 308'(1174'MSL) lgtd twr being erected 5.9 n mi SE (153°T) at lat 45-19-30, long. 84-32-43. (8-24)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)
KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)
KEELER-RADIO: VOR has course deviations in all quads exceeding tolerance beyond 25 mi from stn. (12-19)
LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) ILS glide slope shut down until approx Jan 22 - relctn to 400' S of centerline E/W rnwy and 1200' from apch end. (1-16) FLD: Acft parked W side fld E of apron. Const on 800' ext NE rnwy 6-24 and connecting taxiway. NE/SW rnwy now 4000'. (10-8)
MT CLEMENS-MACOMB ARPT: Caution-const W end of fld. 2200' E end rnwy 9-27 open.
MT CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075° clockwise at MEA. (4-29)
MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying.(11-14)
60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

MICHIGAN: ROGERS CITY-PRESQUE ISLE CO ARPT: W end E/W rnwy clsd due soft spots.
SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45, long 83-51-45. (9-25)
SAGINAW-TRI-CITY ARPT: Caution - men & equip on rnwys daylgt hrs. (9-12)
ST IGNACE-MAKINAC CO ARPT: Pilots planning winter wheel lndgs phone St Ignace 854 prior to planning flight. (9-9)
SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10) All rnwys xcpt 9-27 clsd due snow. Rnwy 9-27 operative, but caution advised due snow. (12-10)
WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150'(1362'MSL) church bldg being erected approx 3000' WSW. Completion date April. Not mrkd, painted or lgtd. (2-1)
BACKUS ARPT: Not maintained for wheel equip acft winter months. (11-6)
BEMIDJI-RADIO: TVOR voice fac out of service. (1-9)
BROOTEN ARPT: New arpt reported. Lat 45-30, long 97-07; elev 1305'; 1 strip 2600', turf; no fuel or serv. (12-2)
CLARISSA ARPT: New fld. Open all operns. Lctd 1.7 s mi SE at lat 46-07, long 94-55. Strip 2500' x 200'. (4-4)
**DULUTH ARPT: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip on fld days. Transmissometer cmsnd. (12-17)
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
FAIRBAULT ARPT: NW/SE rnwy only will be plowed winter months. (12-6)
**FAIRMONT ARPT: 500'(1710'MSL)) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)
MINNEAPOLIS-ANOKA CO ARPT: Only N/S rnwy open for wheels. (12-3)
MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited durg const. (7-22) Taxi strip to NE/SW rnwy under const. NW/SE & NE/SW rnwys open for wheels. (12-3)
MINNEAPOLIS-FLYING CLOUD ARPT: Const. N/S & E/W rnwys open for for wheels. (12-3) Two 263' twrs being erected 2.9 n mi N(15°T) at lat 44-52, long 93-25. One twr completed and lgtd. Second twr not completed. (12-5)
MINNEAPOLIS-ST PAUL INTNL (WOLD-CHAMBERLAIN) FLD: First 1000' rnwy 22 clsd to non-mil acft. Take-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Due to non-visibility, twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. Const area & equip. hazard mrkd day & night. (10-10)
NODINE-RADIO: About February 13, VOR/DME will be cmsnd; relctd from La Crosse, Wis. Freq: 117.9 mc. Ident: ODI. Lctd lat 43-54-42, long. 91-28-00. Monitor. category (1). Associated ATCS La Crosse, Wis. Class: BVOR. (1-3)
PARK RAPIDS-SKY MANOR FLD: New arpt reported. Lat 47-03, long 95-07; elev 1482'; 1 rnwy, 3200', turf; no serv. (12-24)
**REDWOOD FALLS ARPT: 453'(1458'MSL) lgtd twr erected 4.8 n mi ENE(85°T) at lat 44-33-15, long. 94-58-02. (12-31)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6) VOR radial 313° from 10 to 36 mi at MEA out of tolerance below 3300'MSL-roughness and scalloping.(12-23)
ROCHESTER-LOBB FLD: Rnwy 17 clsd night lndgs. (11-26) 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or night.(4-29) Green flashing code bcn atop ctl twr inop. (12-7)
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST PAUL-LAKE ELMO ARPT: NE/SW strip clsd. Only NW/SE rnwy will be plowed. (12-3)
SANDSTONE ARPT: New arpt reported. Lat 46-07, long 92-53; elev 1088'; 1 strip, 2600', turf; no fuel or serv. (12-2)
SILVER LAKE ARPT: 315'(1325'MSL) lgtd twr being erected 17 n mi ESE(120°T) at lat 44-47-19, long 93-54-30. (11-18)

MISSISSIPPI: COLUMBIA ARPT: Clsd due construction. (8-14)
COLUMBUS-RADIO: Soon, VOR will be cmsnd. Freq: 115.8 mc. Ident: UBS. Lctd: lat 33-29-12, long. 88-30-32. Class: VORW. Until voice cmsnd on Columbus rdo, Tuscaloosa rdo will furnish in-flgt and emerg assistance serv on standard ATCS freqs. (12-19)
CORINTH ARPT, 7, MEM-TPA: Clsd. Const. (12-11)
GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)
GULFPORT-RADIO: Soon, VOR will be cmsnd. Freq: 108.8 mc. Ident: GPT. Lctd lat 30-24-24, long 89-04-37. Monitor. category (l) Class: BVOR. Monitored by Mobile, Ala. (1-2)
GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for takeoff on rnwy 32 and 36. (9-11)
INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR radials 120°-249° and 285°-352° out of tolerance due to roughness. Scalloping and bends. About Feb 1, VOR will be shut down - conversion to VORTAC and relctn. Durg this period, VOR flgts are authorized to JAN LFR in lieu VOR. Ints. and Alts as charted. (12-18)
JACKSON-HAWKINS ARPT: 185' AGL derrick boom being erected 1.8 n mi N(12°T) at lat 32-21-22, long. 90-12-45. (12-18)
LAUREL ARPT: 491'(781'MSL) lgtd twr being erected 4.2 n mi NE(66°T) at lat 31-41-48, long. 89-05-50. (11-21)
MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4 mc. Lctd lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints. based on VOR are not usable for navigational purposes until stn is cmsnd. LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published. (8-23)
MERIDIAN-KEY FLD-RADIO: ILS glide slope inop until approx Apr 1- relctn. (12-17)
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. (7-5) Rnwy 9-27 clsd. (11-1). Men & equip. on fld days. (7-5)
**NATCHEZ AIRPARK: 130' drilling derrick erected on fld. Obstn lgtd. (12-23) 206'(557'MSL) lgtd twr being erected 3.2 n mi SSW(222°T) at lat 31-32-35, long. 91-25-33. (11-24)
RIPLEY ARPT: Clsd - construction. (5-18)
MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: New Arpt reported: Lat 38-08, long 90-33; lctd ENE; elev 675'; 1 rnwy - 2500' - turf; fuel avail. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
**GRAIN VALLEY ARPT: Unicom avail. E/W rnwy 2500' with rnwy lgts sunset to sunrise.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd. 929'(1773'MSL) lgtd twr being erected 6.8 n mi NNE(35°T) at lat 38-41-28, long 92-05-43.
★KANSAS CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 10, trans & rcvr 125.8 mc cmsnd at Mason City, Iowa peripheral site.
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)
KANSAS CITY ARPT-TOWER: About Jan 24, freq 122.5 mc will be decmsnd and 122.7 will be cmsnd. (12-19) Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. Taxiway on W side of fld bgng at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution. (9-12)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (11-9)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
MARYVILLE MEM'L ARPT: 243'(1383'MSL) lgtd twr being erectec 7.5 n mi ESE(113°T) at lat 40-18-24, long. 94-45-57. (12-24)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
POLAR BLUFF-FIELDS MEMORIAL ARPT: Bcn & rnwy lgts inop due const. (1-16)
PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long 92-48; letd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-8)
ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)
ST. CHARLES ARPT: Two 177'(627'MSL) lgtd twrs being erected 2.2 n mi ESE(119°T) at lat 38-50-05, long. 90-28-12. (1-3)
ST. JOSEPH-RADIO: Dec 16, VOR shut down until approx Mar 2 - conversion to VORTAC. Durg shutdown following temp MEAs can be utilized: V77 TOP VOR - Int MKC R331 and R021 TOP, 2500'; Int MKC R331 and R021 TOP-LMN VOR, 2500'; V 15 OMA VOR - Int. LMN R221 and OMA R144 (St. Joseph Temp. Int.), 2500'; St Joseph Temp Int. - Camden, Mo. Int., 2800'; Camden, Mo. Int - MKC VOR, 2400'. (12-15)
ST. JOSEPH-KING'S EASTSIDE ARPT: 243'(1306'MSL) lgtd twr being erected 11.8 n mi NE(45°T) at lat 39-55-21, long. 94-37-05. (12-24)
ST. JOSEPH-ROSECRANS MEML ARPT-TOWER: ILS lclzr and glide slope shut down until approx Feb 15, - relctn of lclzr. (10-17) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260° SE from the center intsxn of the diagonals on rnwy 13, for a dist of 340' and beginning 300° SW from the center intsxn of the diagonals on rnwy 22 for a dist of 560'. (10-22) Rnwy 17-35 and 1600' apch end rnwy 22 clsd - const. All const areas flagged and lgtd day and night. Caution (9-27) Apch lgts rnwy 35 inop. (12-6) 268'(1328'MSL) lgtd twr being erected 16 n mi SE(150°T) at lat 39-32-29, long. 94-44-53. (12-24)
ST LOUIS-LAMBERT FLD: Taxiway lgtg installation alongside all taxiway in progress. Open ditches parallel to and 10' from taxiway. Caution - men and equip. Shoulders soft. Rnwy apchs rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. Hi-intensity apch lgt system undergoing modernization. Number of lgts operg will vary as work progresses. (1-3) 1152'(1649MSL) lgtd twr being erected 10.5 n mi SSE(169°T) at lat 38-34-08, long. 90-19-51. (8-30)
ST LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)
ST LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
**ST LOUIS-SOUTHWEST ARPT: Abandoned. (12-7)
SEDALIA-MEMORIAL ARPT: Caution - hvy equip. in opern, new rnwy const. Use NE/SW rnwy only. (1-4)
**SEYMOUR-OWEN FLD: Fuel avail. 91 oct only. (112-17)
SPRINGFIELD-RADIO: About Feb 17 VOR will be shut down until approx Apr 3 - conversion to VORTAC. See page 9 for temp MEAs to be utilized durg shutdown period. (1-17)
**SPRINGFIELD ARPT: Unicom unavail. (12-20) Caution - Const in progress near apch end rnwy 19. Use paved rnwy only. (1-8)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (11-12)
VICHY-RADIO: Nov 28, VOR shut down until approx Feb 1 - conversion to VORTAC. Durg this period the following MEAs can be utilized: V14SGF VOR to *Conway, Mo. Int. 2500' (*MRA 4700' to rcv intsxn); Conway, Mo. Int. to Int. CBI R155 and SGF R051(Vichy Temp Int.) 7800'; Vichy Temp Int. to STL VOR 4800'. When SW or NE bnd on STL VOR R229 or SGF R051 climb should be made to 7800' prior to crossing CMI R155 in order intsxn can be rcvd. V174, V14S Int. CMI R155 and TOY R241 (Vichy Temp. Int.) to Meramec, Mo. Int. 9000'; Meramec, Mo. Int. to TOY VOR 2200'. VOR to VIH H fac 2600'; VIH H fac to STL VOR 2200'; VIH H fac to TOY VOR 2200. V-174, V-14S Vichy rdo bcn, Int STL R-214 and Vichy rdo bcn brg 060° (St. Clair, Mo temp Int), 2200' Temporary St. Clair, Missouri Int, St Louis, Mo. VOR, 2200'. (11-26)

MONTANA: BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000';90°-145°, 30 n mi at 12,000';145°-185°, 40 n mi at 12,000';185°-250°, 40 n mi at 11,000';250°-340°, 40 n mi at 9000';340°-10°, 30 n mi at 11,000'. (7-23)

BUTTE-RADIO: VOR/DME coverage 317°-352°, 35 n mi at 9000';352°-20°, 35 n mi at 10,500' 20°-68°, 26 n mi at 10,500';68°-80°, 35 n mi-10,500';80°-118°, 43 n mi-10,500';118°-135°, 35 n mi-11,000';135°-157°, 43 n mi-11,500';157°-164°, 35 n mi at 11,000';164°-176°, 26 n mi-11,000';176°-198°, 17 n mi-10,500';198°-220°, 26 n mi at 11,000';220°-248°, 35 n mi-11,000';248°-264°, 26 n mi -11,000';264°-317°, 35 n mi -11,000'. (11-20)

**BUTTE ARPT: Bcn changed to rotating green & white. Code bcn decmsnd. (1-9)

DILLON-RADIO: VOR radial 146° usable to 39 n mi.

DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi;55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000';110°-150°, 17 n mi;150°-260°, 26 n mi at 10,000';260°-290°, 17 n mi at 9000';290°-320°, 26 n mi at 10,000'.

HELENA-RADIO: VOR flgt-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTON-RADIO: VOR flgt-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000';15°-85°, 43 n mi at 9000';85°-200°, 9 n mi at 11,000';200°-230°, 26 n mi at 11,000';230°-250°, 35 n mi at 10,000';250°-280°, 35 n mi at 11,000'. (6-16)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000';40°-70°, 26 n mi at 11,000';70°-110°, 17 n mi at 9000';110°-125°, 26 n mi at 11,000';125°-160°, 35 n mi at 11,000';160°-175°, 26 n mi at 9000';175°-195°, 17 n mi at 9000';195°-220°, 26 n mi at 11,000';220°-235°, 17 n mi at 9000';235°-270°, 26 n mi at 11,000';270°-290°, 35 n mi at 9000';290°-355°, 26 n mi at 11,000'.

MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 26,000 lbs gross wt. Last 1500' rnwy 11-29 unusable for over 26,000 lbs. (9-4)

MULLAN PASS-RADIO: Caution-E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500';360°-47°, 26 n mi at 11,000';47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-119°, 26 n mi at 11,000';118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000';277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: BRUNING-STATE ARPT: Bcn inop. (12-5) NE/SW taxiway closed. (12-27)

CENTRAL CITY-SILVER T ARPT: Two 349'(2049'MSL) lgtd twrs being erected 2.8 n mi SSE (171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E(100°T) at lat 41-12-31, long. 96-54-57. (9-3)

HAY SPRINGS ARPT: 583'(4578'MSL) lgtd twr being erected 2.1 n mi S(180°T) at lat 42-38-25, long. 102-42-04. (11-11)

**LORENZO ARPT: Perm clsd. (12-26)

NORTH PLATTE-RADIO: Dec 12, VOR shut down until approx Feb 16-conversion to VORTAC Durg shutdown, following temp MEA's can be utilized: V6 SNY VOR to *Int. R077 SNY and IML R335 (Ogallala Temp. Int.), 10,000'. *(Descent to 6100' authorized after passing Int. W-bound). Ogallala Temp. Int. to Int. R077 SNY and IML R035 (North Platte Temp. Int.), 10,000'; North Platte Temp. Int. to GRI VOR, 10,000'. V148 IML VOR to *Int. R035 IML and R077 SNY (North Platte Temp. Int.), 10,000'; *(Descent to 4500' authorized after passing Int. SW bound). Direct Routes: SNY VOR-LBF LFR, 6100'; LBF LFR-GRI VOR, 4800'; IML VOR-LBF LFR, 4500'; SUX VOR-LBF LFR, 10,000'. (1-16)

OMAHA-RADIO: About Feb 10, VOR/DME will be shut down until approx. Mar 24-conversion to VORTAC. (1-17) Durg shutdown following temp MEAs can br utilized: V6, V8, V1510 GRI VOR-Int. SUX R151 and GRI R073 (Omaha Temp. Int), 7800'; Omaha Temp Int. to *Int DSM R254 and Neola R148 (Kimberly Temp. Int), 7800' *(Effective on cmsng Neola, Iowa VOR 3/13/58); Kimberly Temp. Int.-**Middle River Int., 7800'(**MRA 3000); Middle River Int-DSM VOR, 2600'. Direct Route: - STJ VOR via R325-#Int. GRI 073 and STJ R325 (Omaha Temp. Int.), 7800'; #Omaha Temp. Int.-SUX VOR, 7800' (#After passing intsxn S-bound, descent can be made to 4500'. Descent to 5400' authorized after passing intsxn N-bound). SUX VOR via R166 - Int SUX R166 and Omaha ILS lclzr course 315/135 (Blair Temp Int.), 2500'; Blair Temp. Int. - Omaha LOM, 2700'; Omaha LOM - OMA LFR, 2700', OMA LFR (bear 138/318) - STJ VOR via 102°, 2700'. (1-15)

NEBRASKA: OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd ngt opern (9-11)

ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips Caution. Rough spots S edge rnwy 23 from NE end to intsxn. Use center rnwy. (12-10) 677'(5144'MSL) lgtd twr being erected 8.5 n mi NNW(339°T) at lat 41-59-58, long. 103-39-55

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY-RADIO: About Feb 10, VOR will be shut down until approx. Feb 24-freq change from 113.1 mc to 108.2 mc. (1-17)

SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi;125°-170°, 17 n mi;170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12,000'.

BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used. (10-29)

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance altitude. (5-18)

*FALLON-RADIO: LF rng ident changed to FFN. (1-8)

LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'.

LOVELOCK-RADIO: VOR coverage 40,-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5,-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000';160°-240°, 43 n mi at 10,000';240°-05°, 35 n mi at 12,000'. About Feb 5, DME will be shut down-relctn. About Feb. 15, VOR will be shut down until approx Mar 16-relctn and conversion to VORTAC. Durg VOR shutdown following V arwys will be unusable IFR conditions: V-6 1502, 1504 between Battle Mountain and Reno, Nevada. (1-16)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000';130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000';110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000';280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'.

RENO-SKY RANCH ARPT: Perm closed. (1-7)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable in inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000';50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14)

NEW HAMPSHIRE: SPECIAL NOTICE: Airport condition information is available by calling the New Hampshire Aeronautics Commission 0830-1700, Monday-Friday, (telephone Concord, Capital 5-6611, extension 211 or aircraft in flight call Concord Airport on 122.8 mc) or CAA Communications Station, Concord Municipal Airport anytime (telephone Capital 5-6151 or aircraft in flight call Concord Radio).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000';350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500';100°-120°, 26 n mi at 2000'. (9-28)

**CONCORD ARPT: Const South end runway 17-35, extending runway. Lights runway 12-30 discontinued. (1-20)

**FRPOL ARPT: Longest rnwy avail 1800'. (12-19)

LEBANON ARPT: E/W rnwy not maintained winter mos. (12-12)

NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylight hours-spray equipment testing. Safety strips SW side of runway unsafe. Caution - nights - green lights are set so touchdown area is 300' beyond range lights SE end runway. (12-5)

** PEMBROKE ARPT: Abandoned. (10-16)

WOLFEBORO-LAKES REGION ARPT: Closed - construction. (4-2)

NEW JERSEY: **BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylight hours. Field closed during these operations. (11-11) Only 91 octane fuel available. (12-16)

BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Construction work NW extension resumed. Men & equip on field. (12-30)

NEW JERSEY: CALDWELL-RADIO: VOR out of tolerance 071° beyond 12 n mi; 204° beyond 10 n mi; 238°, 6 n mi; 259°, 10 n mi; 290°, 13 n mi; 303°, 6 n mi and 356°, 13 n mi at MOCA. Usable from 090° clockwise to 180°, 32 n mi. MRA from CDW VOR to Captain Int at 5000'MSL along V251 and 8000'MSL from CDW VOR to Bellemeade Int along V3. (12-17)
FLORENCE ARPT: Clsd. (8-1)
MILLVILLE ARPT: Non-military glider opern wk-ends and holidays. Eng testing by acft parked N end rnwy 18, day and ngt. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LFR, vcnty New York Metropolitan Area.
NEWARK-RADIO: LFR has strong multiples 3 - 4° SW of SE crs. Lgt multiples other courses.
NEWARK ARPT: MILITARY: Clsd to mil acft xcpt ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrictions are not applicable to N.J. National Guard T-6, F-51, C-45 and C-47 type acft based at Newark Arpt. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Const taxiway B from taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway btwn warm up block on NE taxiway and E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men and equip on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A serving rnwy 22 will be cmsnd. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' - 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25)
PRINCETON-NASSAU AIR PARK: Clsd until approx Mar 15. (1-10)
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-11)
SCOTLAND LIGHTSHIP-RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle right turn as soon as practicable followed by wide left-hand pat.
STILLWATER-RADIO: VOR monitor category temp changed to (3). (5-10)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-off. Rnwy 14 clsd for lndg. Rnwy 14-32 avail ngts only on special request. Equip on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) 200' x 400' mrkd sod area N of center taxiway and 350' E of W taxiway restricted to lndg and tk-off of STOL type acft having prior permission of arpt mgr. Daylgt opern only.
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 - 17 n mi. (6-14)
TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on tk-off cont straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod.
TUCKERTON-MATHIS ARPT: Clsd. (8-1)
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone on freq 137.88 or 121.5 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (12-19)
NEW MEXICO: ★ALBUQUERQUE-KIRTLAND AFB-RADAR APPROACH CONTROL: Jan 10, trans and rcvr 120.7 mc decmsnd; trans and rcvr 124.3 mc cmsnd.
ALBUQUERQUE-KIRTLAND AFB-TOWER: UHS/DF coverage 40 n mi at min en route alt xcpt 25 n mi at min 15,000' from inbnd heading 185°-335°. (12-19) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area & taxiing across barrier will be held to a min. (11-30) Jet barrier rnwy 21
** cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216°-360° to 79°, 43 n mi at 10,000'. Coverage in Mexico
NEW MEXICO: not checked.
DEMING ARPT: Rnwy 17-35 clsd. (11-20)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (12-10)
OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)
RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)
SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)
TAOS-ZIA ARPT: Fuel unavail until Apr 15. (10-8)
**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)
NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15) About Feb 21, VOR/DME will be shut down until approx Mar 25 - conversion to VORTAC. (1-17) See pages 7 and 8 for substitute route structure and MEAs.
ALBANY ARPT-TOWER: ILS glide slope unusable beyond MM, inbnd. (11-22) FLD:
** 1356' (2176'MSL) lgtd twr erected 25.4 n mi NW (316°T) at lat 43-03-36, long. 74-12-42. (11-16)
BINGHAMTON-RADIO: Erratic ADF action 4 - 13 n mi SSE of fac at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vcnty MM. (10-19)
BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14) Jan 16, VOR/DME shut down until approx Feb 20 - conversion to VORTAC. See page 5 for temp MEAs during shutdown. (1-17)
★BUFFALO-ARPT-TOWER: VHF/DF coverage 40 n mi from stn 105° clockwise to 136°, 3000'; 136°-155°, 3500'; 155°-198°, 4200'; 198°-215°, 3300'; 215°-250°, 2500'; 250°-105°,
** 2100'. (12-18) VHF/DF operates 123.7 mc and 126.5 mc. (1-14) FLD: ILS landing mins straight in rnwy 23 will be 300-3/4 until obstructions are removed in approach area. (9-9) Rnwy 9-27 abandoned. Use as taxiway only. (12-18)
DOLGEVILLE ARPT: Clsd. (12-31)
DUNKIRK ARPT: Caution - men and equip all rnwys 0800-1600 Mon-Fri. (5-27)
**EAST AURORA-PRONER ARPT: Water twr NW. (1-3)
**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)
GLEN FALLS-WARREN CO ARPT: 91 oct not avail. (6-11)
**GOUVERNEUR ARPT: Perm clsd. (9-25)
**HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor category temp changed to (3). (5-10) Jan 20, VOR shut down until approx Feb 14 - conversion to VORTAC. (1-19) See page 6 for temp MEAs during shutdown.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14) Nov 26, DME shut down until approx Jan 30 - stn modification preparatory future VORTAC installation. About Jan 30, VOR frequency will be changed from 117.2 mc to 115.9 mc. (1-17)
ITHACA-TOMPKINS CO ARPT: Rnwy 1-19 clsd to all tfc. Acft may ctc MOH on 129.7, 130.0 ELM twr; or ELM rdo for lndg info. (12-5)
LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)
MASSENA-RADIO: J fac temp converted to BMH indef. Freq: 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (10-24)
MIDDLETOWN-RANDALL ARPT-SPECIAL NOTICE: Extensive gliding and soaring operns conducted during daylgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK: NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from W or S remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or La Guardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pattern at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N.Y., and Newark, Arpt., N.J.

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: Jan 20, freq 326.2 mc cmsnd.

NEW YORK INTNL (IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR-holding E one min left turn pattern, Lido rdo bcn holding SW on SW course of HEM rng 1 min left turn pattern when ILS apchs are being conducted to rnwy 22. (12-23)

NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230°-
** 055°, 2000' at 40 n mi. (9-9) FLD: Closed to fighter type, motorless, and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surface only. Rnwy 1R-19L perm clsd for lndgs & tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - marked. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft enroute to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR - holding S one min left turn pattern in lieu of the Oradell Holding Pattern. (9-27) VOR rcvr check point signal 108.6 mc shut down. (1-8)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with LaGuardia apch ctl on 119.9 mc regardless
** of wea. FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and takeoffs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 mc. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip., mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Caution - use paved surface only. Sod areas unsuitable for acft operns. (12-3)

NEW YORK-STATEN ISLAND ARPT: No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

NEW YORK HELIPORT: Lctd W 30th St. & Hudson River. Two concrete landing pads, 80 x 80. Elev 7'. 91-115 oct fuel. Two-way rdo (unicom) reqrd with 30 min advance notice. Caution - ship traffic. (12-31)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down until approx Jan 24. VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. FLD: Local flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara Riv as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. (11-16) 1000' W end rnwy 10L-28R clsd for lndg and tk-off. Hi-voltage cable crossing rnwy and 2' excavation at W end. (6-24)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: E/W rnwy clsd due obstn. (1-17)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in area S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution - taxiing in these areas. No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3)

★ROME-GRIFFISS AFB-RADAR APPROACH CONTROL: CAA assumed jurisdiction of RAPCON apch ctl serv at Griffiss AFB and Oneida Co. Arpt.

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat at 1879' MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylight hours. (10-22)

WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes.

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable west quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from control twr. Taxiway "D" clsd. (10-21) Rnwy 5 clsd ngt opern. (1-15)

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ASHEVILLE-RADIO: About Feb 25, VOR will be shut down - conversion to VORTAC. Durg shutdown, following temp MEAs will apply: V35 and V53 Roan Mountain Int. to AVL via TRI VOR radial 187° and 100° bearing AVL Rbn, 8500'; V53 SPA to AVL via SPA radial 324° and 100° bearing AVL Rbn, 6000'; V35 Clemson Int to AVL via RYN VOR radial 033° and 100° bearing AVL Rbn, 6000'; V185 W unusable Tigersville Int to AVL; V185 Piedmont Int to AVL VOR unusable. V185 E Ottway Int to AVL VOR unusable. CLT-AVL direct route redesignated CLT LFR-AVL Rbn. (1-17)

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt reqrd to have operg transmitter and rcvr on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

COFIELD-RADIO: About Mar 15, VOR will be shut down for conversion to VORTAC. The following MEAs will apply durg shutdown period: V194 RMT to intsxn of ECG VOR radial 288°, 2000'; V194 RMT - Corapeake Int., 3000'; V282 ECG to intsxn RMT VOR 063°, 2000'; V229 EWN to intsxn ECG VOR radial 288°, 5000'; V1 unusable LaGrange Int - Cofield.

ELIZABETH CITY-RADIO: VOR/DME operg test basis new lctn, lat 36-15-27, long. 76-10-33

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)

KINSTON-STALLINGS FLD: 185' (292' MSL) lgtd twr being erected 19 n mi W (282° T) at lat 35-23-03, long. 77-59-32. (12-31)

LAURINBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vcnty arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

LUMBERTON-RADIO: Pilots are requested to contact Fayetteville rdo when reporting over LBT or SOP. (12-1)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) Concurrentlu with VOR shutdown for modernization the following temp MEAs are established: V155 RDU-LVL 2800' MSL, V194 RDU-CVI 3000' MSL; V128 RDU-LaGrange 3500' MSL; V3 RDU-LBT H fac 3300' MSL; V3W RDU-SOP 3000' MSL; V194 RDU-Norwood 4000' MSL. Holding at Moncure rqrs alt separation from V3W and V128S. All other holding at designated fixes to be MEA indicated above. (11-5)

NORTH CAROLINA: RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

RICH SQUARE ARPT: New arpt reported: 36-15N, 77-17W; elev 78', 1 strip, turf, 2900', NW/SE; no facs; P-line NW. (10-7)

**SALISBURY-ROWAN CO ARPT: Name change. Formerly carried as Salisbury Mun. (12-10) Const. Clsd xcpt with prior approval during daylight hrs. (9-12)

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hanger on taxi strip from term ramp to rnwy 9. (10-8)

WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: BISMARCH-RADIO: VOR radials 198° - 216° & 231° - 247° out of alignment tolerance. (12-26)

DICKINSON-RADIO: Oct 29, VOR/DME shut down until approx Feb 1, conversion to VORTAC. Durg this period, the following MEAs can be utilized: Direct Routes: MLS VOR to BIS VOR, 10,000'; MLS VOR to DIK LF rng, 4500'; DIK LF rng to BIS VOR, 4100'. (1-15)

FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.

★ FARGO-HECTOR FLD-TOWER: ILS glide slope relctd 500' W of centerline N/S rnwy and 850' from apch end excluding 1000' overrun. Glide slope angle: 2.66°. Alt over MM 1100' MSL; over OM 2090' MSL. MM relctd 0.68 s mi from apch end rnwy excluding 1000' over-
** run. OM lctd 4.72 s mi from end rnwy, excluding 1000' overrun. (1-14) FLD: Hi-intensity configuration B apch lgt system cmsnd. Length 1500'. (12-18)

GRAND FORKS INTN'L ARPT: 315'(1145'MSL) lgtd twr being erected 5.5 n mi NNW (350°T) at lat 48-00-25, long. 97-07-02. (12-23)

LANGDON ARPT: Caution - NW/SE rnwy rough & under const. Parallel strip usable.

MINOT INTN'L ARPT: 1053'(3123' MSL) lgtd twr being erected 12.1 n mi S (191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440' (2200' MSL) lgtd twr being erected 2 n mi SSW (222° T) at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON-CANTON ARPT: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17- perm U. S. NAS Akron, Ohio acrobatic-camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Clsd. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P"; 40-30N, 82-52W; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CINCINNATI-RADIO: DME coverage 60° - 150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

**CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60° - 100°, 43 n mi at 2900'; 100° - 145°, 35 n mi at 2500'; 170° - 190°, 35 n mi at 2500'; 245° - 310°, 35 n mi at 2000'; 310° - 060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50° - 180°, 2500'; 180° - 50°, 3000' at 40 mi. (9-26) About Jan 22, ASR-3 will be
** shut down until approx Feb 5, - modernization. (1-3) FLD: Rnwy 14-32 restricted to NW take offs & SE lndgs. Rnwy 9L-27R open & normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Neon apch lgt system rnwy 5L decmsnd. Standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5L cmsnd. Unlgtd obstns from 20' to 60' protruding above apch lgts within apch zone rnwy 5L. (12-11)

**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and SE bndry Amber 6 & proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Arwy V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5,000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const. E/W rnwy clsd. Hvy equip. crossing rnwys. (12-11)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

COLUMBUS-PORT COLUMBUS ARPT: Due non-visibility twr unable ctl tfc on E taxi strip btwn hangars 1 & 4 Excavation 2' deep 150' wide in extension N taxiway btwn 6500'-8000' mark. Men & equip. working 0700-1700E daily. Men & equip. also working 30' N of rnwy 12-30 0730-1600E. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 & 18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "T" approx 75' N of intsxn with rnwy 12-30.

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON-RADIO: About Feb 14, VOR/DME will be shut down until approx Mar. 18, - preparatory to future VORTAC installation. (12-30) See page 8 for substitute route structure and temp non-compulsory reporting points durg shut down period. (1-17)

**DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxi strip. No grass opern. (12-31) Neon apch lgt decmsnd. Standard 3000' configuration A hi-intensity apch lgt system serving rnwy 6 cmsnd. Unlgtd obstns from 40' to 60' protruding above apch lgts within apch zone rnwy 6. (12-26)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295° - 305°; below 2500', 306° - 294°.

**DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy perm clsd. (12-17)

**DELAWARE ARPT: E/W rnwy now 2100' x 40' concrete. Over all length 2500' x 200' sod.

FINDLAY-RADIO: DME coverage 220° - 140°, 44 n mi; 140° - 220°, 35 n mi at MOCA.

**FREMONT-JENKINS ARPT: New arpt. Type P. Lctd 2 mi S; lat 41-19, long. 83-07; elev 650'; 1 rnwy-1800' sod; 80 oct avail.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (12-12)

GROVE CITY-REAVER ARPT: E/W rnwy closed. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. (12-13) VOR monitor. category temp changed to (3). (5-10)

LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet.

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

**MANSFIELD ARPT: Four 60' lgtd antennas erected 3200' NNW from center of arpt & 700' NE of apch end of rnwy 14. (12-19) 320' lgtd twr erected 5 mi SW of apch end rnwy 4.

**MARION ARPT: Use hard surfaces at all times. Holes of various depths alongside. All fld lgts and bcn on and optg normally.

MARION-COUNTY ARPT: Avoid fresh dirt fill on NE/SW rnwy. Mrkd by flags. (12-30)

MIDDLETOWN-RADIO: H fac operating test basis. Freq: 236 kc. Ident: MWO. Lctd: lat 39-29-54 long. 84-26-52. Class: MHW. (6-6)

OHIO: **MT. VERNON-WYNKOOP ARPT: Caution. Paved automobile race strip 1/2 mi NW of arpt. Unsafe for acft opern. (11-22)
NAVARRE-RADIO: Dec 4, VOR test site, experimental basis. Freq: 109.0 mc. Ident: CAK. Lctd lat 40-44-24, long. 81-25-50. (12-4)
NEWCOMERSTOWN-RADIO: About Mar 13, VOR will be cmsnd. Monitoring category (3).
PORT CLINTON ARPT: Const. Men & equip. on fld. N end N/S rnwy unusable. Contact fld unicom for conditions prior lndg. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)
PUT-IN-BAY ARPT: Caution blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Contact Port Clinton Unicom for fld conditions. (7-16)
**SHELBY-AMERICAN TOWER COMPANY ARPT: Name change. Formerly carried as Shelby Airstrip. (3-18)
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Rnwy 7-25 usable length 6050', 850' extension NE end and adj taxiway opened and lgtd. 950' extension SW end not yet opened. (11-20).
WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5) VOR/DME shut down until approx Jan 24 - conversion to VORTAC. Durg this period, arwy structure changes listed on page 5 .
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (12-18)
YOUNGSTOWN-ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030°, below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
BEAVER CITY ARPT: Clsd due men & equip. on fld and rnwys unsafe. (7-10)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maintained - use at own discretion.
DURANT-EAKER FLD: 1000' NW end NW/SE rnwy clsd. 3500' avail. (12-18)
GAGE-RADIO: Jan 2, VOR shut down until approx Feb 15 - conversion to VORTAC. (9-23) Durg shutdown VOR flgts will be authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG), 11,000'. (12-27)
**GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to aircarrier and ngt operns.
McALESTER-RADIO: VOR shut down until approx Feb 1 - conversion to VORTAC. (9-23) Durg this period V63 MLC-Bunch Int. unusable. (11-29)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW and NW/SE rnwys clsd due extensions. Bcn inop.
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)
**OKLAHOMA CITY-TULAKES ARPT: Unicom, 122.8 mc, avail. (12-13)
**OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429' MSL) lgtd water tank erected approx 1 n mi NNE (25° T) at lat 35-24-04, long. 97-36-58. (12-31)
rrOKMULGEE-RADIO: Jan 8, voice commun on 108.2 mc cmsnd. Ctld by Tulsa ATCS. Class: BVOR. Monitoring category (1). (1-17)
PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd for drag racing. Use N/S rnw
PONCA CITY-RADIO: About Mar 1, VOR will be shut down - modification. During shutdown VOR flgts authorized to utilize PNC rdo bcn in lieu of VOR on all arwys. Bears. and MEAs used shall remain as charted. MEA for VOR-equipped acft on V74 from TUL to ANY 3500'. V77 OKC to ICT 7000'. (12-13)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn marked and lighted. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
TULSA-RADIO: DME coverage 43 n mi throughout 360° at 2800' MSL. (5-20) Dec 9, VOR shut down until approx Mar 9 - conversion to VORTAC. (12-9) During shutdown, flights authorized to utilize LFR fac in lieu of VOR on all arwys xcpt V14N OKC-TUL and V140 Crescent Int. to Tulsa unusable. Bearings and MEAs remain as charted xcpt bearings from LFR to following intsxns: Adair 054°, Pryor 081°, Wagoner 110°, Maxie 110°, Shell Lake 247°, Ben Springs 225°, Mounds 194°, Bapulpa 211°, Drumright 233°, Yale 260°, College

OKLAHOMA: 041°—MEA for VOR equipped acft V14, 7500'. MEA for V74, 7500'. (10-3)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs tk-off weight. Rnwy lgts inop. (11-26)
OREGON: ALBANY ARPT: Caution - N/S rnwy surfaced with fresh loose gravel. Use at own risk. Hangars & buildings being moved E to edge of sod strip. (12-12)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'.
BEAVER MARSH ARPT, 73, RIV-DLS: Clsd acct snow. (12-18)
BEAVERTON-BERNARD ARPT: Road const N end of rnwy. Hvy equip in motion. (11-6)
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON SWEET ARPT: Numbers and other markings not painted on rnwy 16-34. No warm-up apron at N end or taxiway to N end rnwy 16-34. Sodt shoulders at ends and both sides rnwy 16-34. (11-6) Rnwy lgts & apch lgts rnwy 16-34 not installed. (11-20)
HAINES-BEACON SITE 42, SLC-PDT: Inop. (11-21)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N lat 45-51-50; E long 119-29-20; S lat 45-49-40; W long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction-Pelon Dan. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway NE side of fld. These acft use right tfc pattern when arpt tfc is NW or W, left pattern when arpt tfc is SE or E. (4-16)
NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'.
NEWPORT ARPT: Severe washout on arpt surface-lctd 21' W of ctr intsxn, max depth 100'.
NORTH BEND-RADIO: The following radials are beyond tolerance: 003° at 30 n mi 6000'; 21° at 21 n mi 5000'; 162° at 23 n mi 6400'; 344° at 25 n mi 4500'. Coverage 360°-10°, 40 n mi at 7500'; 10°-45°, 40 n mi at 6000'; 45°-75°, 40 n mi at 6500'; 75°-110°, 40 n mi at 6000'; 110°-185°, 40 n mi at 8000'; 185°-340° over Pacific Ocean; 340°-360°, 40 n mi at 6000'. (11-23)
PORTLAND INTNL ARPT-TOWER: Jan 6, freq 119.8 mc cmsnd. FLD: S portion of E N/S taxiway striped, not lgtd. (11-25)
PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flight-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500'; 80°-110°, 32 n mi at 9000'; 228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000'; 352°-354°, 35 n mi at 7500'. (10-28)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in the signal shadow areas due to terrain.
SILVER LAKE ARPT: New arpt reported: lat 43-07, long. 121-04; lctd 2-1/2 mi SW; elev 4475'; 1 rnwy 3200' gravel; remarks - Caution fence across both ends of fld.
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On tk-off to W, make 45° turn to rgt at 400'. (11-23)
THE DALLES-RADIO: About Feb 11, VOR will be shut down until approx Mar 10 - conversion to VORTAC. Following V arwys unusable durg IFR: V112, V112N, PDX-PDT; V182 V182N PDX-BKE; V25 YKM-RDM; V25E YKM-DLS. (1-9)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility twr unable to ctl tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees & p-line between MM and rnwy 6.
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from bndry entire fld. Not mrkd. Use rnwys only. (8-19)
BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men and equip. on fld. (9-17)
BRADFORD-HARRI-EMERY ARPT: Clsd due snow and soft fld conditions. (12-2)

BUTLER-RADIO: H fac usable dist 17 n mi to 26 n mi-due heavy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW-Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

DOWNINGTON ARPT: New arpt reported: 39-58N, 75-43W;elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; Attended week ends only. Limited services. (12-11)

**EMPORIUM-KEYSTONE PARK ARPT: Emerg use only. No services. (1-8)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

**ERIE-PORT ERIE ARPT: Sod area 300' around new term bldg clsd. Flagged. Unlgtd. Rotating bcn now operg on ctl twr at new term bldg. (1-8)

FREEPORT-MCVILLE ARPT: New arpt reported. Lctd 7 mi NE. Lat 40-44, long. 79-36; 2 strips, turf, N/S 1550', E/W 1500'; 80-87 oct fuel avail. (11-14)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

GREENVILLE ARPT: Closed, due soft turf. (1-6)

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000';210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500';310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'.

HARRISBURG-STATE ARPT: Due to non-visibil8ty twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25) 3 obstn lgts on warehouse S side of arpt inop. (1-14)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

**LEESPORT-MARELLO ARPT: Abandoned. (12-27)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

NEW LONDON ARPT: New arpt reported. Lat 39-47, long. 75-53; lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; F1 fuel. (9-20)

★PHILADELPHIA INTNL ARPT-TOWER: VHF/DF coverage at 40 n mi from stn 10° clockwise to 50°, 2000';50°-130°, 1800';130°-170°, 2000'; 170°-260°, 1800';260°-300°, 2000'; 300°-10°, 2500'. Rcvr 122.5 mc decmsnd and 122.7 mc cmsnd. FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 & 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 & 9 flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 & 35 on rover's edge-flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail, load and unload stops at Pier C only avail for 3 min. Acft requiring customs serv use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 1116'(1364'MSL) lgtd twr being erected 11 n mi WSW(257°T) at lat 40-02-38, long. 75-14-26. (9-13) 40' unlgtd p-line 950' W of apch end rnwy 10. (7-12) Exten const adj rnwy 15-33 parallel to taxiway. New taxiway under const between ramp & rnwy 33 opposite twr. Excavations all areas. Use paved surfaces only. Men & equip. on field daily. (9-13)

PHILIPSBURG-RADIO: About Mar 1, TACAN will be cmsnd. (1-17)

PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long. 78-15; 1 strip, shale, E/W, 3650'. Fuel avail. (11-14)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842'(2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30-double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx center line. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution-non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy to touchdown. VHF/DF coverage 45°-180°, 4000';180°-45°, 2500', 40 mi. (9-11) FLD: Extensive civil air carrier tfc. Steep dropoff on apch end rnwy 28. First 500' rnwy 28 overrun; do not land short of threshold mrkgs. Vehicular tfc crosses apch end rnwy 28. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat. 2700' MSL. (12-7) Const work in progress in area bounded by taxiway Y, the E parking apron and the taxiway between them. (10-27)

PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80 clockwise to 115°. (6-14)

PENNSYLVANIA: POTTSVILLE-TROPP ARPT: New arpt reported. 40-43N, 76-13W; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5, -100°, 35 n mi at 4000';100°-120°, 26 n mi at 4000';120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000';305°-335°, 35 n mi at 4000';335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported: lat 40-46, long. 75-36; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

SOMERSET-COUNTY ARPT: Clsd. Men & equip. on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down.

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANA ARPT: New arpt reported. Lat 41-13, long. 77-05; lctd 3.5 mi W; elev 538'; one strip, sod, 2500'; Major repairs & F2 fuel avail.

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: lat 40-48, long. 80-10; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT-TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°. (1-3) FLD: Caution-exten const-turf areas clsd. Jet and transient mil practice operns prohibited. (5-20)

SOUTH CAROLINA: ALLENDALE-RADIO: VOR radials 165° clockwise to 189° out of tolerance-scalloping. (11-22)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: VOR/DME shut down. Durg shutdown the following temp flgt opern procedures are estab: MEA V-1 SAV to MYR 3000'; V-3 FLO to CHS-LFR direct 2000'; V-18 North Int CHS-LFR 5000'; Jamestown Int FLO 183, MYR 236; Lake Moultrie Int FLO 198, MYR 247; Holly Hill Int CAE 138, ALD 075 Flag MRA 2000, St. George Int ALD 81, CAE 144 Flag MRA 2000. Following Intsxns unusable: Bull Point, Isle of Palms, Tybee and Azalea. (10-21)

CHARLESTON AFB/MUN ARPT-TOWER: About Feb 12, ILS glide slope, MM and LMM will be shut down until approx May 12- relctn. ILS lclzr back course unusable. (12-23) FLD: Men & equip. installing taxiway lgtg in close proximity to all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods during const. (9-21) lgts rnwy 15 inop. (12-23) Rnwy 3-21 clsd. Rnwy 15-33 open xcpt first 1000' rnwy 15 which is clsd. Rnwy lgts and green threshold lgts indicate usable portion of rnwy ngts. Rnwy 15-33 will be clsd from approx. Feb 1 to Mar 15. 5400' NW end rnwy 15 and 5300' SW end rnwy 3 will be open approx Mar 15 to Mar 30 while main intersection is paved. Men & equip. will be in close proximity to open rnwys during entire const period. (12-23)

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 265° out of tolerance-roughness and bends.

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SOUTH DAKOTA: EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion.(4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips marked. Taxi strips across highway construction. Caution. (9-13)

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

SOUTH DAKOTA: RAPID CITY ARPT: 393' (4173'MSL) twr being erected 8.8 n mi W (280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-RADIO: Nov 18, VOR shut down until approx Jan 20 - conversion to VORTAC During shutdown, following temp MEA's can be utilized: V15 HON VOR - Int HON R115 and SUX R335 (Sioux Falls temp Int), 7000'; Sioux Falls temp Int - SUX VOR, 7000'. V181 ATY VOR - Oakwood, S. Dak. Int, 3000'; Oakwood, S. Dak. Int - Int ATY R160 and HON R115 (FSD temp Int), 7000'; V80 RWF VOR - Int RWF R228 and SUX R335 (Sioux Falls temp Int), 7000'. Direct Routes: HON VOR - FSD LFR, 3000'; FSD LFR - SUX VOR, 3000'; FSD LFR - RWF VOR, 3000'; ATY VOR - FSD LFR, 3000'. (12-30)

SIOUX FALLS-FOSS FLD-TOWER: Audio interference may be noted lclzr SE thru SW. Apch procedures and lclzr alignment not affected. (12-5)

WATERTOWN-RADIO: About Feb 3, VOR will be shut down until approx May 18 - conversion to VORTAC. Simultaneously temp VORW will be cmsnd. Freq: 117.4 mc. Lctd at lat 44-58-51, long. 97-08-33; 500' from regular VOR at azimuth 336°T. Monitor category (I). (1-16)

WATERTOWN ARPT: 310' (2209'MSL) lgtd twr being erected 27.8 n mi WSW (265°T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green arwy #5 via Knoxville is invited to the proximity of the W crs of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N crs in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

BRISTOL-TRI-CITY ARPT: Hangar const in progress 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-28)

CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitted and rdo rcvr capable of rcvg instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a rcvr capable of rcvg instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23)

CROSSVILLE, 9A, BNA-DCA ARPT: About Jan 25, until approx Feb 1, 300' (2244'MSL) lgtd temp twr will be erected 6.4 n mi NE (52°T) at lat 36-01-19, long. 84-58-21. (1-16) About Jan 27 until approx Feb 3, 300' (2023'MSL) lgtd temp twr will be erected 35.9 n mi N (20°T) at lat 36-30-12, long. 84-50-30. (1-16)

DAYTON-SHAVER ARPT: About Jan 22 until approx Feb 1, 300' (2334'MSL) lgtd temp-twr will be erected 11 n mi W (289°T) at lat 35-34-54, long. 84-07-32. (1-16)

DYERSBURG-RADIO: Jan 14, VOR shut down until approx Mar 1, conversion to VORTAC. During this period H fac may be substituted and the following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH to Milan Int as charted, Milan Int to McEwen Int 7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable. V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints. (1-14)

KNOXVILLE-SPECIAL NOTICE: Effect Feb 1, inbnd VFR flgts ctc TYS apch ctl on 118.1 mc or 382.2 mc approx 25 mi out for lndg instructions. TYS apch ctl will specify the reporting point where flgt will change to TYS twr freq. (12-29)

KNOXVILLE-RADIO: LFR has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary crs disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis only. FLD:
** Rnwy lgts rnwy 18-36 inop. (6-19) Rgt tfc rnwy 4R. (12-22)

MEMPHIS-RADIO-SPECIAL NOTICE: Effect Feb 1, inbnd VFR flgts ctc MEM apch ctl on 119.1 or 291.6 mc approx 25 mi out for lndg instructions. MEM apch ctl will specify the reporting point where flgt will change to MEM twr freq. (12-27)

MEMPHIS ARPT: 200'(474'MSL) lgtd twr being erected 5.3 n mi ENE (78°T) at lat 35-04-31,
** long. 89-52-37. (11-16) 210' twr erected 3.5 n mi W (274°T) at lat 35-03-55, long. 90-03-17 dismantled. (12-2) Caution. Const. Resurfacing rnwy 9-27. Portions of rnwy and occasionally entire rnwy will be clsd. (11-25) Effect Feb 1, inbnd VFR flgts ctc MEM apch ctl on 119.1 or 291.6 mc approx 25 mi out for lndg instructions. MEM apch ctl will specify the reporting point where flgt will change to MEM twr freq. (12-27)

MORRISTOWN-MURRELL ARPT: 263' (1552'MSL) lgtd twr being erected 4 n mi NE (63°T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 180°-270°, 35 n mi at MEA.

NASHVILLE-BERRY FLD-TOWER: Effect Feb 1, apch ctl will utilize radar procedures to effect ctl and separation of departing tfc from Berry Fld. Departure routes specified

TENNESSEE: individually. (12-27) FLD: Effect Feb 1, inbnd VFR flgts to Berry Fld ctc Nashville apch ctl on 118.1 mc civilian, 383.3 mc military, approx 25 mi out for lndg instructions. Nashville apch ctl will specify the reporting point where flgt will change to Berry twr freq. (12-27) Taxiway between ends of rnwy 9 and 15 clsd. (12-18)

**PARIS-HENRY CO ARPT: Unicom, 122.8 mc, avail. (12-12)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

**UNION CITY-TOM STEWART ARPT: Two antenna poles constd 1500' E of N/S rnwy, 60' AGL, 200' MSL, mrkd and lgtd. (9-25)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to ctl tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Rnwy lgts inop. (10-22)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) Jan 13, ILS glide path and MM shut down until approx Jan 1959. (12-5)

** FLD: Rnwy 17-35 and E/W sod strip perm discontinued. (12-23) Due to proximity of hvy const equip, the ILS crs structure may be affected beyond the systems monitor area. ILS apchs to rnwy 3 and 21 are cancelled. (1-16) 465' (4044'MSL) lgtd twr erected 9.5 n mi WNW (296°T) at lat 35-17-33, long. 101-50-48, height being increased to 722'AGL (4295'MSL). (11-14) 834' (4295'MSL) lgtd b twr being erected 8.8 n mi WNW (308°T) at lat 35-18-55, long. 101-50-03. (10-31)

AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: Soon arrival control will be implemented. (12-18)

AUSTIN MUELLER ARPT-TOWER: Dec 10, ILS glide slope shut down until approx Feb 15, relctn. (1-17) FLD: Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstn on apch end rnwy 30. Touchdown point intsxn rnwy 30 with 3-21. Green rng lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L.

BEAUMONT-JEFFERSON CO ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vcnty of Big Spring rng and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5000' saturated on arwy Green 5 and V16. (4-22)

BIG SPRING-HAMILTON ARPT: 250' (3049'MSL) lgtd twr being erected 4.2 n mi SSE (165° T) at lat 32-12-17, long. 101-26-46. (12-10) Caution all alts - intensive jet trng.

BROWNSVILLE-RADIO: Nov 14, VOR shut down until approx Jan 13, modernization. (11-14)

**BROWNWOOD ARPT: 549' (2049'MSL) lgtd twr erected 4.8 n mi SSW (214°T) at lat 31-43-33, long. 90-00-45. (5-3)

COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: About Feb 1, VOR will be shut down - modification. During shutdown, following temp MEAs established: V20 ALI - PSX 4000'; V68 Kingsville Int ot CRP and CRP to Int of V68 and V163 unusable. (1-21)

DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°-345° out of tolerance - severe scalloping. (11-19)

DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; elev: 644'; rnwys - 2; longest 4500' asphalt surface; Fuel - F4; Facs S-5; lgtg BL4; attended 24 hrs (9-8) Use rnwy 15-33 only. NE/SW rnwy unsafe acct const. (12-13)

**DALLAS-LOVE FLD: Inbnd VFR flgts etc apch ctl on 121.1 or 307.2 mc approx 25 mi out for lndg instructions. Dallas Apch Ctl will specify the reporting point where flgt will change to Love Twr freq. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail freq and ctc Love Twr. (12-30) Formation tk-off not permitted. Caution - acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading, and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd and lgtd. (11-14) Effect Jan 20 all airline and passenger opern conducted from new Love Fld term bldg. The ctl twr, commun stn, wea bureau, ASDO and rotating bcn will cont to oper from old Love Fld term bldg. 255' (635'MSL) lgtd twr being erected 3.4 n mi SSE (168°T) at lat 32-47-58, long. 96-50-19.

**ELDORADO-BRUTON ARPT: 310' (2828'MSL) lgtd twr erected 4 n mi NNW (338°T) at lat 30-57-50, long. 100-48-45. (12-16)

EL PASO INTNL-ARPT: Acft will fly one base leg of 90° to tfc pat on entry and on cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness.

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: About Feb 15, radar arrival and departure ctl will be implemented for El Paso Intnl Arpt and Biggs AFB. Radar separation as specified in MANOP Radar Procedures for Arpt Tfc Ctl Twrs will be applied. Arriving acft will normally be cleared to El Paso LOM, LFR, VOR, Waterhole VHF intsxn, Hueco H fac, Newman VOR, Harrington Ranch LF and VHF intsxns, Clint H fac. Normal arrival ctl freqs 118.1, 363. 8. mc. Departing non-jet acft will normally be cleared to following short range clearance limit: Hudspeth VOR, Fabens VHF intsxn, Salt Flat VOR, LFR; Pinon VOR, Hueco H fac, Columbus VOR and LFR. Harrington Ranch LF and VHF intsxn. Normal depart ctl freqs 119.1, 270.6 mc. PPI apchs approved for rnwys 22 and 26 El Paso Intnl Arpt and rnwy 21 Biggs AFB. (1-15)

FALFURRIANS-BROOKS CO. ARPT: 268'(298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)

FT. WORTH AIR ROUTE TRAFFIC CONTROL CENTER: Jan 15, trans & rcvrs 124.0 and 301.4 mc cmsnd Abilene, Tex. peripheral site.

★FT. WORTH-CARTER FLD-TOWER: Jan 10, trans & rcvr 119.6 mc cmsnd. FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (12-2)

FT. WORTH-MEACHAM FLD-TOWER: ILS lclzr and glide slope shut down until approx Feb 1. (1-11)

FT. WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

**GALVESTON ARPT: Unicom unavail. (12-17)

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr erected 5 n mi SW(225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radials 120° thru 140° and 306° radial unreliable. (1-16)

**HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (12-26) Rotating bcn optg sunset to sunrise. (1-14)

HOUSTON INTN'L ARPT - SPECIAL NOTICE: Effective Feb. 10, inbound VFR flgts contact Houston apch ctl on 118.1 or 284.6 or 257.8 mc approx. 25 mi out for lndg instructions. Houston apch ctl will specify when flgt will change to Houston twr freq. (1-9)

HOUSTON INTNL ARPT: Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-offs to E only, no lndgs. (3-11)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LA GRANGE-GUENTHER FLD: N/S rnwy clsd. Use rnwy 15-33 only. Use taxi strip to hangar. (11-20)

LAMESA-ADCOCK ARPT: New arpt reported. Lat 32-48, long 101-36, lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000'; Fl fuel. (8-27)

LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640', E/W 1620'; 91 oct fuel. (10-7)

**LAPORTE ARPT: NW/SE rnwy clsd. (10-30) Bcn operd sunset-0100.(12-19)

LAREDO- SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)

★LEONA-RADIO: Caution when using VOR radials 35 mi N, due to severe scalloping. (11-19) Jan 15, VOR freq changed from 108.4 mc to 110.8 mc.

LEVELLAND ARPT: 388'(3958'MSL) lgtd twr being erected 3.5 n mi NNW(337°T) at lat 33-36-11, long. 102-24-05. (10-16)

LOMETA-RADIO: About Feb 17, VOR will be shut down - conversion to VORTAC. During shut down: V-163 Spring Branch Int to Mill Int, V-163W Lometa to Fredericksburg Int. unusable. Kingsland Int and Marble Falls Int unusable. Llano Int redesignated as AUS VOR 284 and JCT VOR 072, MRA 5000'. MRA Llano Int to Lake Travis Int 3800' Eastbound, 5000' Westbound. (12-9)

LONGVIEW-GREGG CO ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

★LUBBOCK ARPT-TOWER: ILS glide slope intercept alt 4500' MSL. MM and LMM relctd lat 33-41-03, long. 101-49-43. Dist MM to end rnwy 17 - 0.70 s mi. (1-10) FLD: E ramp clsd until approx Apr 1. W 300' open as taxiway. (12-11) Only S 6300' rnwy 17-35 lgtd.(12-27)

LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELIA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22)

★MARFA-RADIO: Jan 20, auto rebroadcast feature decmsnd. (1-20)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26)150'(276' MSL) lgtd stack being erected 9.2 n mi W(282°T) at lat 26-13-00, long. 98-24-30. (12-18)

MIAMI-CLARK ARPT: New arpt reported lat 35-45, long 100-45; lctd 10 mi NW; elev 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: Dec 4, VOR/DME shut down until approx Mar 4 - conversion to VORTAC. Durg shutdown, flgts authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int. - MWL H fac by MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int. by ABI 055; to MWL H fac by MWL 262; to HTT H fac by MWL 062; to McKinney Int. by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int. by ABI 085; to MWL H fac by MWL 231; to Russell Int. by MWL 091. Intsxns as follows: For Breckenridge Int. use radials ABI VOR 055, MWL H 262; Russell Int. use MWL H 091, FTW ILS; Mill Int. use ACT VOR 306, BRT VOR 255; Cisco Int. use ABI VOR 085, MWL H 231; Newark Int. use FTW VOR 128, MWL H 059; Lake Worth Int. use FTW VOR 149, DAL VOR 257; Saginaw Int. use DAL VOR 257, FTW ILS; Chapel Int. use MWL H 332, FTW VOR 239; Haslet Int. use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)

MUNDAY-LEFLAR ARPT: 433'(1939'MSL) lgtd twr being erected 9.8 n mi WSW(258°T) at lat 33-25-00, long. 99-48-16. (10-21)

**ODESSA-ECTOR COUNTY ARPT: 500'(3444'MSL) lgtd twr erected 5.5 n mi SSW(220°T) at lat 31-50-50, long. 102-27-15. (9-19) 268'(3374'MSL) lgtd twr being erected 12.1 n mi SW(227°T) at lat 31-46-45, long. 102-33-32. (11-14) 394'(3294'MSL) lgtd twr being erected 4 n mi SE(137°T) at lat 31-51-40, long. 102-19-42. (11-29) Rnwy 7-25 closed. (12-18)

ORANGE-BROWN ARPT: 767'(787'MSL) lgtd twr being erected 10 n mi WNW(297°T) at lat 30-08-59, long. 93-58-54. (10-3)

PALACIOS-RADIO: LF rng Z marker gnd checked only. (1-17)

PALACIOS ARPT: 150' AGL oil derrick being erected NE corner arpt. Lgtd at ngt. (11-15)

PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE(113°T) at lat 27-51-46, long 97-15-41. (9-18)

PORT LAVACA-PEIKERT ARPT: 153'(169'MSL) lgtd twr being erected 1.2 n mi ENE(69°T) at lat 28-36-43, long. 96-37-22. (12-7)

RAYMONDVILLE-FOX ARPT: 286'(301'MSL) lgtd twr being erected 4.5 n mi SSE (177°T) at lat 26-24-13, long. 97-47-32. (10-26)

ROCKPORT-ARANSAS CO ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

★SALT FLAT-RADIO: Jan 7, voice trans on LF rng and VOR perm. discontd. Remotely ctld from El Paso ATCS. Class: MRLZ-DV and VORW. (1-8)

**SAN ANGELO-MATHIS FLD: 133' temp lgtd drilling derrick erected 2 mi ENE, and 131' temp lgtd drilling derrick relocated 2 1/2 miles East, MSL 2042' has been removed.

[redacted]: SAN ANTONIO-RADIO: Nov 25, VOR shut down until approx Feb 25 - conversion to VORTAC. Durg shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163 direct to next VOR; V163W, V222 SAT LF rng 328 to Fredericksburg; V163 SAT N course and MTA 163 to MTA VOR; V17W SAT N course to Spring Branch Int.; V222 SAT LF rng direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LF rng 158 and CRP 312. MEAs remain as charted. Reporting points remain as usable with following substitution: Blanco Int. SAT LF rng 188 bearing and AUS VOR 228, Sattle and Kyle Ints. use SAT LF rng direct. CMK rbn course use CMK rbn for Bergstrom Int. (11-7)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHERMAN ARPT: 316'(1060'MSL) lgtd twr being erected 8 n mi NNE(35°T) at lat 33-44-23, long 96-29-56. (10-29)

SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted & lgtd. (10-8)

SPEARMAN ARPT: 315'(3422'MSL) lgtd twr being erected 1.3 n mi SE(147°T) at lat 36-11-03, long 101-11-55. (1-16)

**SUGAR LAND-HULL ARPT: Rotating bcn, white & green, cmsnd. Operg sunset to sunrise.

TEXARKANA-SPECIAL NOTICE: Demolition in progress durg daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TILDEN-TRUE RANCH ARPT: New arpt reported: Lat 28-18, long 98-36; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men & equip. on fld 0800-1700C every Fri. (7-31)

★WACO-CONNALLY AFB-RADAR APPROACH CONTROL: Dec 13, trans & rcvr 225.4 mc cmsnd. (This corrects Airgi 12-21, dated Dec 23, 1957, page 27, Waco Arpt-Tower.) About Feb 20, radar arrival and depart ctl will be implemented Waco Mun Arpt & Connally AFB. Arriving acft will normally be cleared to Waco LF rng, VOR and Prairie Hill & West H facs; and following intsxns: Meridian, Whitney, Brandon, Perry, Satin, Moody and Eddy. (1-17)

WEATHERFORD-GAARE ARPT: Closed. (11-28)

WHEELER-HOLT ARPT: 400'(2930'MSL) lgtd twr being erected 1.8 n mi SSW(205°T) at lat 35-25-47, long. 100-16-28. (12-19)

WICHITA FALLS-GILCHRIST ARPT: E/W rnwy clsd. Oil wells & tanks on each end. (12-11)

WICHITA FALLS-SHEPPARD AFB: 2-way rdo required. (10-25) Rnwys 17R-35L and 2-20 clsd due const. Rnwys 17L-35R, 12-30, & E/W taxiway open & normal. (1-16)

[redacted]: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys & taxiways. (10-15)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) October 22, VOR shut down until approx February 15 - conversion to VORTAC. Durg this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA will be unusable. (10-22)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235°from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. Until approx Jan 23, radar departure ctl will be inop.

SALT LAKE CITY MUN NO 1 ARPT: Stay on rnwys, taxiways, & aprons. Shoulders soft.

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40° thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

[redacted]: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm(tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flight call Montpelier Rdo.

BARRE-BARRE MONTPELIER ARPT: Rnwy 5-23 clsd to winter opern. (1-9)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500';255°-175° below 8500';174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW; elev 130'; 1 strip, 1900'; P-line N. (10-25)

[redacted]: BLACKSTONE (CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O., Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21, 12-30, & 8-26 clsd & mrkd with white X.

BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

CAPE CHARLES-RADIO: About February 21, VOR will be shut down until approx March 24-conversion to VORTAC. (1-17)

**COLONIAL BEACH-RENO SKYPARK ARPT: Type "P"; lat 38-14, long 77-01; lctd 3 mi W; elev 45'; 1 rnwy, 3500', sod; rnwy lgts; major repairs; 80 octane. (8-16)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FLAT ROCK-RADIO: October 31, VOR/DME shut down until approx Feb 1 - conversion to VORTAC.

FREDERICKSBURG-SHANNON ARPT: Night operation prior req basis only. (10-24)

★FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. ATCS and ranges controlled from Martinsburg, W. Va. (1-9)

FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men & equip.on fld.

GORDONSVILLE-RADIO: DME coverage 55°-75,° 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14) About Jan 20, VOR/DME will be shut down until approx February 21 - conversion to VORTAC. (12-12) See page 3 for temp MEAs during shut down. (1-17)

HOT SPRINGS-INGALLS FLD: Clsd until approx April 15. Use in emergency only. (11-20)

INDEPENDENCE-COX ARPT: Closed. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flight plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended-no fuel.

★LYNCHBURG-PRESTON GLENN ARPT-TOWER: Also trans & rcvs 243.0 mc. Rcvs 3023.5 kc. FLD: Signal for below VFR wea minimums inop, nights. (7-6)

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)

NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: About January 31, ILS MM will be cmsnd. Lctd 3300'(0.62 s mi)from SW apch end NE/SW rnwy. Glide slope alt over MM: 270' MSL. (1-17) FLD: Rnwy 2-20 length 5000'-1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (6-14)

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc ctl zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

RICHMOND-BYRD FLD: Rnwy 6-24 open entire length. Last 1000' NE end open 150' width only and outlined flares ngt, flags days. Broken shoulders 75' wide each side NE end of rnwy. Const area mrkd by flares ngt, flags days. Rnwy lgts mrk 300' width exclusive of const area. Threshold for NE end rnwy 6-24 mrkd by flares. Rnwy 15-33 clsd - const. All acft required to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion N/S taxiway parallel to rnwy 2-20. Use paved areas only, all others soft. Lndg fees for non-sked and executive acft waived with certain servicing. (1-2)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip adj all rnwys and taxiways - caution. No 180° turns on rnwys.

WAVERLY ARPT: Unattended - no services avail - land at own risk. (4-20)

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (12-4)

**BELLINGHAM ARPT: Rnwy 2-20 abandoned. (12-10)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

BREMERTON-LEISURELAND ARPT: Land at own risk. No fuel or serv avail. (12-2)

EASTON ARPT, 5B, SEA-HLN: Clsd winter months. (12-20)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (10-8)

EVERETT-PAINE AFB-RADIO: USAF VHF/DF steers unreliable 080°-160° below 9000'.

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REGIONAL ARPT: W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)

RENTON ARPT: Until about Mar 15, const in progress - use rnwys & taxiways only. (3-11)

★SEATTLE-AIR ROUTE TRAFFIC CONTROL CENTER: Freq 120.7 mc discontd and 124.9 mc cmsnd at Boise peripheral site. (1-7)

SEATTLE-BOEING FLD-TOWER: Disregard spurious radiations 109.9 mc during daylgt hrs lctd S end fld. FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500'MSL min. (5-22)

SEATTLE-TACOMA INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto. apch. (3-15) VHF/DF inop. (10-19) FLD: Taxiway between rnwy 29 and rnwy 34 clsd. (8-14)

SPOKANE-RADIO: VOR has crs roughness and excursions exists at Min Instr Alts and below in all areas from 8 - 17 mi from the stn. 340° radial beyond tolerance at this dist. Apch radial 027° has roughness from 2 mi to the arpt at alt of 3200'MSL - 2700'MSL.

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat and mrkd area S of rnwy.

★SPOKANE-GEIGER FLD-TOWER: ILS lclzr lctd 1800' SE of S end rnwy 21. Glide slope lctd 1400' SW of N end and 400' W of centerline rnwy. Glide slope angle: 2.75°. Elev over MM 2559'; over OM 3512'. MM and LOM 0.69 s mi NE apch end rnwy; OM and LOM 4.54 s mi NE apch end rnwy. (1-19) Dec 19, freq 363.8 mc and UHF/DF decmsnd. FLD: Caution. Soft shoulders entire length rnwy 3-21. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: lat 46-00-30, long. 121-32-00, elev: 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

WASHINGTON: YAKIMA-RADIO: VOR flgt-checked for en route Victor arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 8000'; 195°-30°, 40 n mi at 10,000'MSL. (9-20)

WEST VIRGINIA: BECKLEY-RADIO: Dec 16, VOR placed on test-basis only. Freq: 109.8 mc. Ident: BKW. Lctd lat 37-46-49, long. 81-07-25.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc operg on test basis. (10-29) FLD: Taxiway B clsd for repair to slide from SE end rnwy 32 to E side of county ramp. (1-8)

ELKINS-RADIO: LFR has multiples and fades all courses. (5-13) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS ARPT: Rnwy 4-22 clsd ngt opern acct rnwy lgts inop. (1-15)

HUNTINGTON-TRISTATE ARPT: Men, equip S side rnwy day and ngt; N side daylgt hrs only. Ditches along N side rnwy. Use rnwy only. (9-1)

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

**MARTINSBURG ARPT: Taxiway from civil parking ramp S to rnwy 35 clsd acct parked jet acft. Jet and other hvy acft use rnwy 8-26 regardless of wind direction. Other civil tfc land according to tfc direction indicator lctd adj to NE taxiway running from civil ramp to rnwy 8-26. For rnwy info call Martinsburg Rdo. Caution lndg rnwy 17-35. Watch for conflicting jet tfc. (11-14) Hi-intensity apch lgts, overrun type, avail rnwy 26. (1-7)

MORGANTOWN-RADIO: LFR has multiples and fades all courses. About Feb 17, VOR/DME will be shut down until approx Mar 10 - conversion to VORTAC. During shutdown period, substitute route structure and MEAs on page 7.

WISCONSIN: EAGLE RIVER ARPT: 148' (1758'MSL) unlgtd twr being erected 3 n mi S (200°T) at lat 45-52-50, long. 89-17-26. (11-22)

EAU CLAIRE ARPT: 265' (1191'MSL) lgtd twr being erected 7.1 n mi NE (46°T) at lat 44-56-54, long. 91-22-55. (10-21)

FOND DU LAC-COUNTY ARPT: New arpt reported. Lat 43-46, long. 88-29; elev: 808', 1 rnwy N/S 3600' x 100' hard surface; facs: bcn, rnwy lgts, F4 fuel; St serv, unicom E/W rnwy under const. Equip on fld. (11-27)

HAYWARD ARPT: 306' (1491'MSL) lgtd twr being erected 4.5 n mi WSW (244°T) at lat 45-59-03, long. 91-32-20. (11-22)

LA CROSSE-RADIO: About Feb 13, VOR will be decmsnd. Concurrent with VOR decmsng, new VOR/DME will be relctd and cmsnd at Nodine, Minn. Class: BVOR. (1-3)

**LADYSMITH-RUSK CO ARPT: NE/SW strip rolled winters. Lgtd sunset-sunrise. (12-17)

**LAKE TOMAHAWK-DOLHUNS ARPT: Bcn and rnwy lgts oper prior request only (1-6)

LODI-LAKELAND ARPT: New arpt reported: lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 oct gas; remarks - unattended. (1-14)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm clsd to all acft over 10,000 lbs. Sod unsafe.

MERRILL ARPT: Clsd due const. (10-3)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to lnd will, during VFR conditions and if equipped with multiple rdo freq, make the first ctc with Milwaukee apch ctl on 124.9 mc. This ctc should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500'MSL at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic apchs FLD: Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd; itinerant mil acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwy 13-31 clsd to jet acft. (8-21) 4350' rnwy 7L-25R open to daylgt opern only. 630' not usable mrkd with yellow line and yellow cone. (11-20)

★OSHKOSH RADIO: Jan 20, VOR cmsnd. Freq: 111.8 mc. Ident; OSH. Lctd lat 43-59-25, long. 88-33-21. Monitor category (I). Controlled from Green Bay ATCS. Class: BVOR. (1-20) Coverage 205°-235°, 36 n mi at MEA. (1-20)

OSHKOSH-WINNEBAGO CO ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

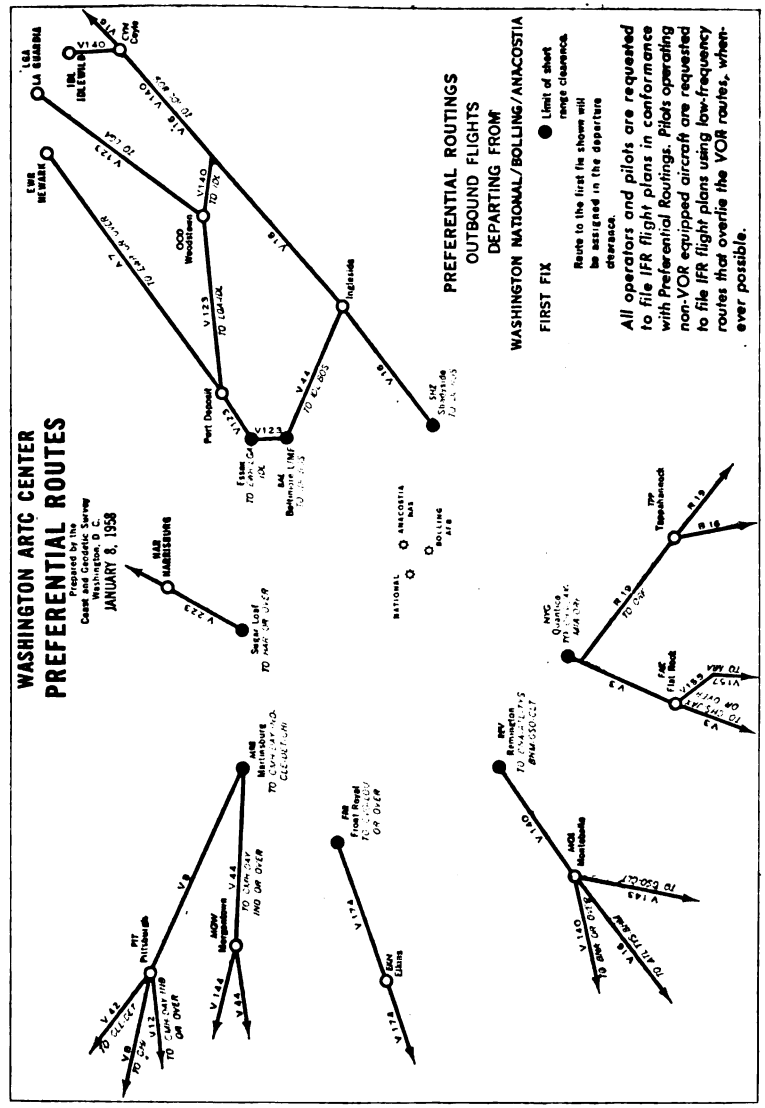
PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 103' (923'MSL) lgtd pole and pipe supporting an antenna being erected approx 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

WISCONSIN: WAUSAU ARPT: 648' (2549' MSL) lgtd twr being erected 3.1 n mi WSW (263° T) at lat 44-55-10, long. 89-41-12. (11-12)
WOODRUF-ARBOR VITAE ARPT: Attended part time until May 1. Fone Minoqua 367 for serv. (11-12)
WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. (12-5)
GILLETTE ARPT: Rnwys open & usable as follows: S 3400' of N/S 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft & rough. Not maintained.. Emerg or overrun only. (11-5)
GREYBULL ARPT: E/W rnwy clsd . Const equip. stored E of N/S rnwy. (11-12)
JACKSON ARPT: Bcn & rnwy lgts turned off for remainder of winter. (12-19)
KEMMERER ARPT: Clsd. Unsafe for acft. Use only in extreme emerg. All lgts turned off. (11-14)
LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
NEWCASTLE-MONDELL ARPT: Caution - men and equip. working on rnwy 14-32. (8-9)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LF rng. Sept. 30, VOR shut down until approx Feb 1 - conversion to VORTAC. Durg this period the following arwys will be affected: V6N between FBR and CKW; V4 between MLD and RKS; V 4 and V4N between RKS and CKW. - V6 between FBR and CKW will be usable at 11,000'. (1-16)
SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy. - area mrkd by red flags. (8-16)
SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.
**SHERIDAN-COUNTY ARPT: 200' (5671' MSL) lgtd twr erected 9.1 n mi SSE (169°T) at lat 44-36-31, long. 106-55-56. (12-9)
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail.
TORRINGTON ARPT: Oil well Storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end. New arpt and rnwy under const 1 mi E of town. Clsd to all tfc until completion approx Mar. (11-11)
PUERTO RICO: SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Use extreme caution operg E and S of arpt. Due to non-visibility, broken and fogged window glass in the twr, air tfc ctl cannot accept responsibility for ctl of acft operns in this area. (1-13)
**SAN JUAN-ISLA GRANDE ARPT: All fld lgtg oper sunset to sunrise. Longest usable rnwy, 9-27, 4800'. (12-30)
VIRGIN ISLAND: ST. THOMAS-HARRY S TRUMAN ARPT: Men surveying and test boring 500' E of rnwy. (1-14)

The following additional ATCS commissioned 120.7 mcs:

Birmingham, Ala.
Yuma, Ariz.
Bakersfield, Calif.
Crescent, Calif.
Los Angeles, Calif.
Needles, Calif.
San Diego, Calif.
Akron, Colo.
Albany, Ga.
Brunswick, Ga.
Savannah, Ga.
Malad City, Iowa
Baton Rouge, La.
Houlton, Me.
Butler, Mo.
Kirksville, Mo.
Bozeman, Mont.
Dillon, Mont.
Drummond, Mont.
Whitehall, Mont.
Tonopah, Nev.
Winnemucca, Nev.
Albuquerque, N.Mex.
Fayetteville, N. C.
Dickinson, N. Dak.
Dallas, Tex.
El Paso, Tex.
Midland, Tex.
Salt Flat, Tex.
San Angelo, Tex.
Waco, Tex.
Bryce Canyon, Utah
Enterprise, Utah
Wendover, Utah
Lone Rock, Wis.
Madison, Wis.
Cheyenne, Wyo.
San Juan, Puerto Rico



REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

LAKE CHARLES, LA., -LAKE CHARLES AFB, ADF Proced. No. 2, Amdt. 3, Effect. 1 Feb. 58: In the transition from "Radar vectoring position", the course should read "003" in lieu of "352".

OAKLAND, CALIF., - INTERNATIONAL ARPT, Proced. No. ILS-27R, Amdt. 12, Effect. 1 Feb. 58: On Panel 2 insert the following between 1st and 2nd line: "#Procedure turn on OAK LFR, VOR, Bay Point FM, and Altamount Int. transitions only. Upon completion".

SAN FRANCISCO, CALIF., -INTERNATIONAL ARPT, Proced. No. ILS-28R,L Amdt. 11, Comb. ILS-ADF, Effect. 1 Feb. 58: Change first transition to read "AGW VOR" in lieu of "VSF VOR". In the missed approach delete the words "on NW crs of SFO LFR or", so that it will read "within 5.5 miles after passing LOM(ADF), climb to 3000' on 285° crs from LOM within 20 mi".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
E, W, & S Quadrants DCA-LFR	Radar Site	within 25 mi	1500	Precision Approach			
				S-dn-36*	200-½	200-½	200-½
N Quadrant DCA-LFR	Radar Site	within 25 mi	1800	A-dn	600-2	600-2	600-2
				Surveillance approach			
All Quadrants	Radar Site	within 40 mi	2500#	T-dn*	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				A-dn	800-2	800-2	800-2

→ *Runway visual range 2600' also authorized for takeoff and landing on Runway 36: Provided that all components of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass locators and all related airborne equipment are in satisfactory operating condition. Descent below 216' m.s.l. shall not be made unless visual contact with the approach lights has been established or the aircraft is clear of clouds.

Exclusive of danger and prohibited areas.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . make a climbing left turn as soon as practical and climb to 1800' or a higher altitude when requested by ATC on NW crs of Washington LFR to Herndon Int.

CAUTION: Circling minimums do not provide standard clearance over monument 1.8 miles N of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱ Washington, D.C.	National 16'	Washington Radar	1 Amdt 8, 1 Mar 58	7, 1 Feb 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than 65 Knots
RML-LFR	DET-RBn	direct	2300	T-dn	*500-1	*500-1	*500-1
→ Windsor LFR	DET-RBn (Final)	direct	1500	C-dn	700-1	700-1	700-1½
Windsor VOR	DET-RBn	direct	2300	A-dn	800-2	800-2	800-2

*300-1 take-off minimums authorized Runway 33 only.

Procedure turn E side of crs, 149 Outbnd, 329 Inbnd, 2000 within 10 miles
Minimum Altitude over facility on final approach crs, 1500'
Crs and distance, facility to airport, 329-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2300' on crs of 329° to Warren Int
AIR CARRIER NOTE: Sliding Scale not authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Detroit, Mich	Detroit City 626'	MH DET	1, Amdt 7, 22 Feb 58	6, 18 Aug 56

Concord LFR	MHT RBn	Direct	2000'	T-dn	300-1	300-1	200-½
				C-dn	600-1	600-1	600-1½
				S-dn-35	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn E side, 172° Outbnd, 352° Inbnd, 1600' within 10 mi.
Minimum altitude over facility on final approach, 1100'
Crs and distance, facility to airport, 352-3.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.5 miles, climb to 2000' within 10 mi of MHT RBn facility on brng 352° and advise ATC. If radio contact not made prior to reaching 10 mi, turn right and proceed direct to MHT facility. Set up nonstandard one-minute left holding pattern 352° to, and 172° from MHT facility.
NOTE: Facility must be monitored aurally during this procedure.
Facility owned and operated by State of New Hampshire.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Manchester, N.H.	Grenier 233'	MHW MHT	1, Orig, 22 Feb 58	None

→ Tuscaloosa VOR	TCL-Rbn	direct	1600	T-dn	300-1	300-1	200-½
				C-dn	700-1	700-1	700-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn E side of crs, 195 Outbnd, 015 Inbnd, 1600' within 10 miles
Facility on airport
→ Minimum Altitude over facility on final approach crs, 900'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 00 miles, climb to 1700' within 10 miles.
AIR CARRIER NOTE: Sliding scale and reduction in take-off minimums Not Authorized

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Tuscaloosa, Ala	Van De Graff 169'	BMH TCL	1, Amdt 5, 1 Mar 58	4, 10 Dec 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

El Paso LFR	ELP-VOR	Direct	5000	T-dn	300-1	300-1	200-½
→ Hueco Mt RBn	ELP-VOR (Final)*	Direct	5200	C-dn	400-1	500-1	500-1½
Newman VOR	ELP-VOR	Direct	6000	S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
→ 335° to 205° only 0-15 mi 5000'; 15-20 mi 7000'
→ Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from
→ stacks 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.

→ *Maintain 7000' until 5 mi W of Hueco Mt RBn. If Hueco Mt RBn not received maintain 8000' until over ELP-VOR.

Procedure turn S side of crs, 080 Outbnd, 260 Inbnd, 6500' within 10 mi. Beyond 10 mi NA. (Nonstandard due to terrain north)
→ Minimum altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 259-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, turn left to 125 mag, climb to 5000', intercept and proceed on R-151 within 20 mi.or, when
→ directed by ATC, turn left to 125° mag., climb to 6000', intercept and proceed on R-154 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★El Paso, Tex	International 3936'	BVOR ELP	1, Amdt 8, 1 Mar 58	7, 25 May 57

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Modoc Int	LMT-VOR	direct	9000	T-dn	1500-1	1500-1	1500-1
Klamath Falls LFR	LMT-VOR	direct	8000	C-d	1800-1	1800-1	1800-1½
				C-n	1800-2	1800-2	1800-2
				A-dn	1800-2	1800-2	1800-2

Procedure turn E side crs, 152 Outbnd, 332 Inbnd, 8000 within 10 miles. NA beyond 10 miles.
Minimum Altitude over facility on final approach crs, 5900'
Facility on airport.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 0.0 miles, turn left and climb to 8000' on R-161 within 10 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Klamath Falls, Ore	Kingsley Field 4088'	BVOR LMT	1, Amdt 4, 22 Feb 58	3, 6 Apr 57

Procedure CANCELLED, effective 26 November 1957

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Knoxville, Tenn	McGhee-Tyson 989'	BVOR TYS	1, Amdt 3 19 May 56	2 12 Nov 55

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaCrosse, Wisc	Municipal 653'	BVOR LSE	1, Amdt 2 7 Jul 1956	1 1 Jul 54

Procedure CANCELLED, effective 13 Feb 1958, or date of commissioning of Nodine VOR.

Procedure CANCELLED, effective 13 Feb 1958, or date of commissioning of Nodine VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaCrosse, Wisc	Municipal 653'	BVOR LSE	2, Amdt 1 7 Jul 1956	Orig 27 Aug 55

T-d	300-1	300-1	200-½ ←
C-d	600-1	600-1	600-1½
A-d	800-2	800-2	800-2 ←

Procedure turn S side of crs, 288 outbnd, 108 inbnd, 2000' within 10 mi.
Minimum altitude over facility on final approach course, 1400'
Crs and distance, facility to airport, 108 - 6.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.8 mi., climb to 2000' on R-108, turn right and return to LaGrange VOR.
→ NOTE: Authorized for day only - no runway lights.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaGrange, Ga.	Callaway 700'	BVOR LGC	1, Amdt 2, 22 Feb 58	1, 17 Mar 57

SAT LFR	SAT-VOR	direct	2200	T-dn	300-1	300-1	200-½
Cibolo Creek FM	SAT-VOR (Final)	direct	1900	C-dn	400-1	500-1	500-1½
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
045° to 230° 0 - 20 mi 2200'
230° to 045° 0 - 10 mi 2200'
230° to 045° 10 - 15 mi 2500'
230° to 045° 15 - 20 mi 3000'

Procedure turn W side of crs, 355 Outbnd, 175 Inbnd, 2500' within 10 mi. Beyond 10 mi NA.
→ Minimum altitude over facility on final approach crs, Cibolo Creek FM 2000'; VOR 1900; LFR-Z* 1500.
*Descent below 1500' not authorized if LFR-Z not received.
→ Crs and distance, facility to airport, 175-6.3 from VOR; 175-2.3 from LFR-Z.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 6.3 mi, turn left, climb to 2500' on R-158 within 20 miles or, when directed by ATC, turn left and climb
→ via SAT ILS NE crs to 2500' within 20 mi, or climb via R-174 to 2500' within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Texas	International 800'	BVOR SAT	1, Amdt 5, 1 Mar 58	4, 31 Mar 56

T-d	*700-1	*700-1	700-1 ←
T-n#	*700-1½	*700-1½	700-1½ ←
C-d	1300-1½	1300-1½	1300-2
C-n#	1300-2	1300-2	1300-2 ←
S-d-33	700-1	700-1	700-1
S-n-33	700-1½	700-1½	700-1½
A-dn#	2000-2	2000-2	2000-2 ←

*500-1 day and 500-1½ night authorized for takeoff on runways 20 & 15.
→ #Rnwy 10-28 not authorized for air carrier night operations.

Procedure turn E side of crs, 152 Outbnd, 332 Inbnd, 8100 within 10 miles
Minimum Altitude over facility on final approach crs, 7700'
Crs and distance, facility to airport, 332-4.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.2 miles, turn right and climb to 10,000 on R-152 within 20 miles of SAF VOR
SHUTTLE: To 8100' on R-152 within 10 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Santa Fe, N Mex	Santa Fe (New) 6344'	BVOR SAF	1, Amdt 2, 22 Feb 58	1, 23 Aug 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than 65 Knots
→ Tuscaloosa BMH	TCL-BVOR	direct	1600	T-dn	300-1	300-1	200-½
				C-dn	500-1	500-1	500-1½
				A-dn	800-2	800-2	800-2

→ Procedure turn N side of crs, 058 Outbnd, 238 Inbnd, 1900' within 10 miles.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 238-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.0 miles, climb to 1400' on R-238 within 10 miles.
AIR CARRIER NOTE: Sliding scale and no reduction in take-off minimums authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Tuscaloosa, Ala	Van De Graff 169'	BVOR TCL	1, Amdt 6, 1 Mar 58	5, 10 Dec 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Int W crs FJS (LFR) and radial 003° FOT (VOR)	ACV-LFR	184-29.6	6000	T-dn	300-1	300-1	300-1
				C-dn	500-2	500-2	500-2
FOT VOR	ACV-LFR	359-16.1	2000	A-dn	1000-2	1000-2	1000-2
Int W crs ACV (LFR) and radial 341° FOT (VOR)	ACV-LFR	094-5.4	1500				

Approaches from all other directions must be made on top with tops not above 10,000 MSL.

Procedure turn S side W crs, 274 Outbnd, 094 Inbnd, 1500 within 10 mi, beyond 10 mi NA.
Minimum Altitude over facility on final approach crs, 700'
Crs and distance, facility to airport, 001-2.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, make left turn, climb to 3000' or on top, on W crs of ACV LFR within 10 mi.
→ NOTE: Under local stratus conditions governing the general airport area only, landings are authorized
→ down to 300-1, provided that (1) the weather at the outer compass locator is unlimited as established by
→ pilot report; (2) the airport is visible to the pilot from the compass locator; and (3) runway 31 is used for
→ the landing. If visibility to the northwest is reduced to ½ mile due to fog bank terminating on airport, landings
→ may be accomplished under the same conditions listed above.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Arcata, Calif	Arcata Airport 217'	SBMRLZ ACV	1, Amdt 6, 22 Feb 58	5, 16 Aug 54

→ Hueco Mt RBn	ELP-LFR (Final)	Direct	*5200	T-dn	300-1	300-1	200-½
El Paso VOR	ELP-LFR	Direct	5000	C-dn	400-1	500-1	500-1½
Clint Radio Beacon	ELP-LFR	Direct	5000	S-dn-26	400-1	400-1	400-1
Int ILS NE crs & W crs LFR	ELP-LFR	Direct	5000	A-dn	800-2	800-2	800-2

→ Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
→ 335° to 205° only 0 - 15 mi 5000'; 15 - 20 mi 7000'
→ Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from
→ stacks 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.
→ *Maintain 7000' until 5 mi W of Hueco Mt. RBn. If Hueco Mt. RBn not identified, maintain 8000' to El Paso LFR.

Procedure turn S side of crs, 078 Outbnd, 258 Inbnd, 6500' within 10 mi. Beyond 10 mi NA.# (non-standard due to terrain N.
→ Minimum Altitude over facility on final approach crs, 5200'
Crs and distance, facility to airport, 258-4.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.0 mi turn left to 125 climb to 5000' on S crs, within 20 mi. or, when directed by ATC, turn left to 125°,
→ climb to 6000' on S crs within 20 mi

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★El Paso, Tex	International 3936'	SBRAZ ELP	1, Amdt 12, 1 Mar 58	11, 25 May 57

Klamath Falls VOR	LMT-LFR	Direct	8000	T-dn	1500-1	1500-1	1500-1
Modoc Int	LMT-LFR	Direct	9000	C-d	1800-1	1800-1	1800-1½
				C-n	1800-2	1800-2	1800-2
				A-dn	1800-2	1800-2	1800-2

Procedure turn E side of S crs, 162 Outbnd, 342 Inbnd, 8000 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, 5900'
→ Crs and distance, facility to airport, 344-1.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.6 miles turn left, climb to 8000' on S crs of Klamath Falls LFR within 10 miles
→ CAUTION: 6525' terrain 5 mi East of Klamath Falls LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Klamath Falls, ★ Oregon	Kingsley Field 4088'	SBRAZ LMT	1, Amdt 9, 22 Feb 58	8, 16 Aug 54

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Cibolo Creek FM	SAT-LFR (Final)	Direct	1900	T-dn	300-1	300-1	200-½
Yates RBN	SAT-LFR (Final)	Direct	1700	C-dn	400-1	500-1	500-1½
SAT VOR	SAT-LFR	Direct	2200	S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
045 to 230 0 - 20 mi - 2200'
230 to 045 0 - 10 mi - 2200'
230 to 045 10 - 15 mi - 2500'
230 to 045 15 - 20 mi - 3000'

Procedure turn W side N crs, 354 Outbnd, 174 Inbnd, 2500 within 10 miles. Beyond 10 miles NA.
Minimum Altitude over facility on final approach crs, over Yates RBN or SAT VOR 1900, over LFR 1700#
#Descent below 1900 not authorized if position over Yates RBN or SAT VOR not determined. Straight-in minimums not authorized unless Yates RBN or SAT VOR received and altitude over LFR is 1700.
Crs and distance, facility to airport, 174-2.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 miles, climb to 2500 on S crs within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★San Antonio, Texas	International 800'	SMRALZ-DTV SAT	1, Amdt 13, 1 Mar 58	12, 18 Jan 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

LSE-LFR	LSE-VOR	Direct	2400	T-d	*400-1	*400-1	#400-1
LSE-LFR	LSE-VOR (Final)	Direct	1053	T-n	*400-1½	*400-1½	#400-1½
Nodine-BVOR	LSE-VOR	Direct	2400	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 takeoff authorized on Rwys 31, 35, & 17.
#200-½ takeoff authorized on Rwys 31, 35 & 17.

Procedure turn West side of crs, 318 Outbnd, 138° Inbnd, 2400' within 10 miles.
Minimum altitude over facility on final approach crs, 1800'##; 1053' after passing LSE-LFR or int. Nodine-BVOR R-071
##1800' m.s.l. (1200' ceiling)required if unable to determine passing LSE-LFR or Nodine-VOR R-071
Facility on airport.
Crs and distance, breakoff point to Rwy 13, 130°-.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over LSE-VOR make immediate right climbing turn, climb to 2400' on LSE R-318 within 10 mi.
CAUTION: 950' m.s.l. tower 2 mi SE of airport. 1227' m.s.l. bluffs and 1440' tower 3 & 4 mi. SE, respectively,. of airport. 1273' m.s.l. tower 4 mi. WSW of airport & 1440' tower 3.5 mi W of airport. 1240' bluffs 2 mi. NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★LaCrosse, Wis	Municipal 653'	VOR LSE	TerVOR-13, Orig, 13 Feb 58	None

LSE-LFR	LSE-VOR	Direct	2400	T-d	*400-1	*400-1	#400-1
Nodine-BVOR	LSE-VOR	Direct	2400	T-n	*400-1½	*400-1½	#400-1½
				C-d	600-1	600-1	600-1
				C-n	600-2	600-2	600-2
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 takeoff authorized on Rwys 31, 35, & 17.
#200-½ takeoff authorized on Rwys 31, 35, & 17.

Procedure turn West side of crs, 350° Outbnd, 170° Inbnd, 2400' within 10 miles.
Minimum altitude over facility on final approach crs, 1900'##; 1053' after passing 270° brg. to LSE-LFR or Nodine BVOR R-076 (3.5 mi from Rwy 17).
##1900' m.s.l. (1300' ceiling) required if unable to determine passing 270° brg. to LSE-LFR or Nodine R-076.
Facility on airport.
Crs and distance, breakoff point to Rwy 17, 175°-.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over LSE-VOR make right climbing turn, climb to 2400' on LSE R-318 within 10 miles.
CAUTION: 950' m.s.l. tower 2 mi SE of airport. 1227' m.s.l. bluffs and 1440' tower 3 & 4 mi SE, respectively, of airport. 1273' m.s.l. tower 4 mi WSW of airport & 1440' tower 3.5 mi West of airport. 1240' bluffs 2 mi NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★LaCrosse, Wis	Municipal 653'	VOR LSE	TerVOR-17, Orig, 13 Feb 58	None

LSE-LFR	LSE-VOR	Direct	2400	T-d	*400-1	*400-1	#400-1
Nodine-BVOR	LSE-VOR	Direct	2400	T-n	*400-1½	*400-1½	#400-1½
				C-d	600-1	600-1	600-1
				C-n	600-2	600-2	600-2
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 takeoff authorized on Rwys 31, 35, & 17.
#200-½ takeoff authorized on Rwys 31, 35, & 17.

Procedure turn East side of crs, 181° Outbnd, 001° Inbnd, 2700' within 10 mi.
Minimum altitude over facility on final approach crs, 2300'##; 1053' after passing LSE-BVOR R-223 or Nodine BVOR R-128 (5.2 mi from Rwy 35)
##2300' m.s.l. (1600' ceiling) required if unable to determine passing LSE R-223 or Nodine R-128.
Facility on airport.
Crs and distance, breakoff point to Rwy 35, 355° - .4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over LSE-VOR make left climbing turn, climb to 2400' on LSE R-318 within 10 miles.
CAUTION: 950' m.s.l. tower 2 mi SE of airport. 1227' m.s.l. bluffs and 1440' tower 3 & 4 mi SE, respectively, of airport. 1273' m.s.l. tower 4 mi WSW of airport & 1440' tower 3.5 mi West of airport. 1240' bluffs 2 mi NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★LaCrosse, Wis	Municipal 653'	VOR LSE	TerVOR-35, Orig, 13 Feb 58	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Stinson Beach Int	SFO-VOR	direct	2500	T-dn	300-1	300-1	*300-1
				C-dn	500-1	600-1	600-1½
Richmond VHF Int	SFO-VOR	direct	2500	S-dn-19L	400-1	400-1	400-1
AGW VOR	SFO-VOR	direct	2500	A-dn	800-2	800-2	800-2
Fremont FM-HW	SFO-VOR	direct	2500				
OAK VOR	Int R-224 OAK and R-014 SFO	direct	2000				
→ Int R-224 OAK & R-014 SFO	SFO VOR (Final)	direct	400				
→ OAK VOR	SFO VOR	Direct	2000				

*300-1 required for take-off runway 19 L-R

Aircraft may be vectored to final approach radial in accordance with patterns approved for radar approach.
→ Procedure turn E side 014 Outbnd, 194 Inbnd, or teardrop type 039 Outbnd, 194 Inbnd, 1000' within 5 miles. Beyond 5 mi (N of AGW 301 R) NA.
→ Minimum Altitude over facility on final approach crs, 400'
→ Crs and distance from break-off point to app end of rnwy 19L, 190-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make immediate left climbing turn to 2000' on R-101 within 10 miles.
NOTE: Circling minimums do not provide standard clearance W and SW of airport.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ San Francisco, Calif	International 11'	VOR SFO	TerVOR-19L, Amdt 3, 22 Feb 58	2, 4 May 57

OAK-LFR	SJC-VOR	Direct	3000	*T-dn	300-1	300-1	300-1
				C-dn	600-1	600-1	600-1½
SFO-LOM	SJC-VOR	Direct	2000	S-dn	600-1	600-1	600-1
Moffett LFR	SJC-VOR	Direct	1700	A-dn	800-2	800-2	800-2
Evergreen FM RBn	SJC-VOR	Direct	1700				
Saratoga Int	SJC-VOR	Direct	4500				
Mission Int	SJC-VOR	Direct	3000				
Campbell Int	SJC-VOR	Direct	1700				
Int R-104 SFO, NE crs NUQ-LFR & R-311 SJC	SJC-VOR (Final)	Direct	700				

MANDATORY NOTE: Transitions to SJC-VOR above 2500' must descend to 2500' in one-minute, left turn holding pattern on R-131 before executing procedure turn.
*500-1 required when taking off on Rny 12.

Procedure turn West side of crs, 311° Outbnd, 131°Inbnd, 1600' within 7 miles. NA beyond 7 miles, due to conflict with SFO LOM holding pattern.
Minimum Altitude over facility on final approach, 700'
Crs and distance, break-off point to Rny 12, 122-.43
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2500' in a one-minute left turn holding pattern SE of San Jose VOR on R-131**
**CAUTION: 3000' terrain 12 mi S of SJC-VOR (one mile S of missed approach holding pattern)

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★San Jose, Calif	San Jose Mun 62'	VOR SJC	TerVOR-12, Amdt 1, 22 Feb 58	Orig, 29 Jun 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Amarillo VOR	TDW	direct	5000	T-dn	300-1	300-1	200-½
Amarillo LFR	TDW	direct	5000	C-dn	400-1	500-1	500-1
Soncy Int	TDW	Direct	5000	S-dn-3 ILS			
Bivins Int	TDW	Direct	5300	or ADF	400-1	400-1	400-1
Panhandle Int	TDW	Direct	4900	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
Claude Int	TDW	Direct	4900				
Palo Duro Int	TDW	Direct	4900				
→ Tower Int	TDW	Direct	5300				
Sam Int	TDW	Direct	5300				

→ Procedure turn S side of SW crs, 209 Outbnd, 029 Inbnd, 5000 within 10 mi. Beyond 10 mi NA.
→ Minimum altitude over LOM inbnd final 4500 ADF & ILS.
→ Distance to approach end of runway at OM, 4.1.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi after passing LOM (ADF) climb to 4900 on NE crs ILS (029) or, when directed by ATC, climb to 4700 on E crs LFR within 20 mi.
→ NOTE: Glide slope and middle marker will be decommissioned approximately 12 to 16 months, then relocated
→ due to runway construction.

★City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Amarillo, Tex	Air Terminal 3604'	ILS-IAMA LOM-TDW	ILS-3, Amdt 4, 22 Feb 58 Comb ILS-ADF	3, 2 Mar 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Austin VOR	LOM	direct	2000	#T-dn	300-1	300-1	200-½
Austin RBn	LOM	direct	2000	C-dn	400-1	500-1	500-1½
Smithville RBn	Webberville Int.	direct	1900	S-dn-30L			
Bergstrom RBn	LOM	direct	2000	ILS	300-¾	300-¾	300-¾
Webberville Int	LOM(Final)	direct	2000	ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Radar terminal area maneuvering altitude within 20 mi and clockwise around AUS radar antenna site: 345° to 215° - 2000'; 215° to 345° - 2500'

Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from radio towers 1680' msl 23 mi WNW, 2049' msl 9 mi NW and 1054' msl 14 mi N.

#All aircraft are restricted to 300-1 minima for take-off on Runways 3-21, 16L-34R, and 12L-30R.

Procedure turn E side SE crs, 125 Outbnd, 305 Inbnd, 2000 within 10 miles. Beyond 10 mi NA.

→ Minimum Altitude at G.S. int inbnd, 2000 ILS, minimum altitude over LOM inbnd final 1200 ADF

→ Altitude of G.S. and distance to approach end of Rny at OM 2000-4.8; at MM 770-0.5

→ Crs and distance, LOM to airport, 305-4.8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

→ within 4.8 mi of LOM (ADF) climb to 3000' on NW crs ILS (305) within 20 miles, or when directed by ATC, turn right, climb to 2000', proceed direct to VOR.

NOTE: 400-1 required when glide slope not used. No approach lights. All installed components of ILS must be operating or alternate minima of 800-2 apply.

City and State: Austin, Tex | Airport Name & Elev.: Mueller 631' | Fac. Class & Ident.: ILS-IAUS, LOM-AU | Procedure No. & Eff. Date: ILS-30L, Amdt 16, 22 Feb 58 Comb ILS-ADF | Sup. Amdt. No. Dated: 15, 18 Jan 58

Dayton VOR	LOM	Direct	2300	T-dn	300-1	300-1	200-½
Wright-Patterson LFR	LOM	Direct	3000	C-dn	400-1	500-1	500-1½
W crs Columbus LFR & ILS NE crs or brng 236 to LOM	LOM	Direct	2300	S-dn-6* ILS	300-¾	300-¾	300-¾ ←
				ADF	400-1	400-1	400-1
Liberty Int	LOM	Direct	2300	A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2
West Alexandria Int ILS#	LOM (Final)	Direct	2300				
West Alexandria Int ADF	LOM (Final)	Direct	1700				

* 400-¾ required with glide slope inoperative.

\# Int W crs Wright Patterson LFR & SW crs ILS or brng 056 to LOM.

Procedure turn W side SW crs, 236 Outbnd, 056 Inbnd, 2300' within 10 mi.

Minimum altitude at glide slope int inbnd: 2300' ILS. Min. Alt. over LOM inbnd final - 1700' ADF.

→ Alt. of glide slope & distance to approach end of rny at OM - 2230-3.8; at MM - 1245 - 0.6

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

within 3.8 mi after passing LOM (ADF), climb to 2200' on 360 crs from Tipp City RBn within 10 mi.

→ CAUTION: Unlighted obstructions from 40' to 60' protruding above approach lights within approach zone Rnwy 6.

City and State: ★Dayton, Ohio | Airport Name & Elev.: Dayton 1008' | Fac. Class & Ident.: ILS-DAY, LOM-DA | Procedure No. & Eff. Date: ILS-6, Amdt 13, 22 Feb 58 Comb. ILS-ADF | Sup. Amdt. No. Dated: 12, 21 Sept 57

→ Int R-099 Dayton VOR & ILS				T-dn	300-1	300-1	200-½
→ NE crs on brng 236° to Tipp				C-dn	400-1	500-1	500-1½
City RBn	TPC RBn (Final)	Direct	1700	S-dn-24 ILS	400-1	400-1	400-1
Dayton VOR	TPC RBn	Direct	2200	ADF	400-1	400-1	400-1
Wright-Patterson LFR	TPC RBn	Direct	2200	A-dn	800-2	800-2	800-2
Springfield RBn	TPC RBn	Direct	2300				
Int W crs Columbus LFR & ILS NE crs or 236° brng to Tipp City RBn	TPC RBn (Final)	Direct	1700				

Procedure turn N side NE crs (back crs ILS) 056 Outbnd, 236 Inbnd, 2200' within 10 mi of Tipp City RBn.

No glide slope or markers, Alt. over Tipp City RBn 1700'. Distance Tipp City to Rny 24, 4.0 mi.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .

→ within 4.0 mi, climb to 2200' on SW crs ILS or 236 brng Outbnd from Tipp City RBn within 10 mi.

NOTE: Provision for inoperative ILS components not applicable.

CAUTION: Unlighted obstructions from 40 to 60 feet protruding above approach lights within approach zone Rnwy 6.

City and State: ★Dayton, Ohio | Airport Name & Elev.: Dayton 1008' | Fac. Class & Ident.: ILS-DAY, MHW-TPC | Procedure No. & Eff. Date: ILS-24, Amdt 3, 22 Feb 58 Comb. ILS-ADF | Sup. Amdt. No. Dated: 2, 21 Sept 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
El Paso VOR	LOM	direct	5000	T-dn	300-1	300-1	200-½
El Paso LFR	LOM	direct	5000	C-dn	400-1	500-1	500-1½
Antelope Int	Cowart Int	direct	7000	S-dn-22 ILS	200-½	200-½	200-½
Int W crs ELP LFR & NE crs ILS	LOM	direct	5000	ADF	400-1	400-1	400-1
Hueco Mt RBn	Cowart Int	direct	7000	A-dn ILS	600-2	600-2	600-2
Newman VOR	Cowart Int	direct	6000	ADF	800-2	800-2	800-2
Cowart Int	LOM (Final) ILS	direct	5000				
Cowart Int	LOM (Final) ADF	direct	4500				

→ Radar terminal area maneuvering altitudes measured clockwise around radar site:
→ 335° to 205° 0 - 15 N mi 5000'
→ 15 - 20 N mi 7000'
→ Radar control must provide 3 mi or 1000' vertical separation; or 3 to 5 mi and 500' vertical separation from stacks
→ 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.

Procedure turn N side of NE crs, 038 Outbnd, 218 Inbnd, 5000 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd 5000 ILS, minimum altitude over LOM inbnd final 4500 ADF
Altitude of G.S. and distance to appr end of rny at OM 5000-3.7, at MM 4120-0.3
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.7 miles after passing LOM turn left to 125 climb to 5000 intercept & proceed S on S crs.
→ LFR, or intercept & proceed S on R-151 ELP within 20 mi. or, when directed by ATC, turn left to 125°, climb to
→ 6000', intercept and proceed South on S crs LFR, or intercept and proceed South on R-151 ELP within 20 mi.
NOTE: Straight-in ILS minima 400-¾ when glide slope not used. Glide slope touch down 2744' from rny end.
→ Cowart Int: NE crs ILS-EWM 079 radial.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★El Paso, Texas	International 3936'	ILS-IELP, LOM-EL	ILS-22, Amdt 11, 1 Mar 58 Comb ILS & ADF	10, 5 Jan 57

→ Stadium Int	Rockwood FM (Final)	direct	1500	T-dn	300-1	300-1	200-½
				C-dn	500-1	600-1	600-1½
				S-dn-35*	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar Terminal Area transition altitude 2000' within 20 mi of radar site. Radar Control must provide 3 mi or 1000' vertical separation: or 3 to 5 mi, and 500' vertical separation from radio towers 1743' msl 6 mi SE; 1679', 7 mi SE.
*660 FPM descent required at 110K

→ Procedure turn E side S crs south of Stadium Int, 174 Outbnd, 354 Inbnd, 2000' within 10 mi Stadium Int.
Beyond 10 mi NA.
No Glide Slope. Final approach altitude and distance 1500 at Rockwood FM, 2.3 mi to appr end of rny 35.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.3 mi of Rockwood FM, climb to 2000 on N crs ILS within 20 mi .
NOTE: Take-off on Runways 9-27 and 13-31 NA with less than 300-1.
AIR CARRIER NOTE: Reduction in landing minima NA on cargo and ferry flights.
CAUTION: Tank 864' MSL located 1.3 mi W of crs between Rockwood FM & airport. TV Tower 1743' MSL located 4.8 mi E of S crs ILS.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Ft. Worth, Tex.	Meacham 692'	ILS IFTW	ILS-35, Amdt 8, 1 Mar 58	7, 30 Nov 57

San Antonio VOR	LOM	direct	2200	T-dn	300-1	300-1	200-½
→ SAT LFR	ILS SW crs	174-3.3	2200	C-dn	400-1	500-1	500-1½
Wetmore Int	LOM	direct	2200	S-dn-3#ILS	200-½	200-½	200-½
San Antonio LFR	LOM	direct	2200	ADF	400-1	400-1	400-1
Medina Int	LOM	direct	2700	A-dn ILS	600-2	600-2	600-2
Losoya Int	LOM	direct	2200	ADF	800-2	800-2	800-2
→ Duncan Int	LOM (Final)	Direct	2100 ILS				
→			2000 ADF				
Kelly LFR	ILS SW crs (Final)	060-2.2	2100 ILS				

→ Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
→ 045° to 230° 0-20 mi 2200'
→ 230° to 045° 0-10 mi 2200'
→ 230° to 045° 10-15 mi 2500'
→ 230° to 045° 15-20 mi 3000'
#NOTE: 400-¾ required when glide slope not utilized.

Procedure turn W side SW crs, 211 Outbnd, 031 Inbnd, 2200 within 10 mi. Beyond 10 mi NA.
Minimum Altitude at G.S. int inbnd, 2100 ILS; minimum altitude over LOM inbnd final 2000 ADF
Altitude of G.S. and distance to approach end of rny at OM 2050-3.8, at MM 1000-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ turn left, climb to 2500' via R-353 within 20 mi or within 3.8 mi after passing LOM (ADF) turn left, climb to
→ 2500' on N crs SAT-LFR within 20 mi. When directed by ATC, turn right and climb via R-158 to 2500' within 20 mi,
→ or climb via SAT-ILS NE crs to 2500' within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★San Antonio, Texas	International 800'	ILS-ISAT, LOM-SA	ILS-3, Amdt 13, 1 Mar 58 Comb ILS & ADF	12, 31 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
San Antonio VOR via R-143	Wetmore Int	direct	2400	T-dn	300-1	300-1	200-½
San Antonio LFR via crs 084	Wetmore Int	direct	2400	C-dn-	400-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
Bracken Int	Wetmore Int (Final)	direct	1800	A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitudes measured clockwise around radar antenna site:
045˘ to 230˘ 0 - 20 mi 2200'
230˘ to 045˘ 0 - 10 mi 2200'
230˘ to 045˘ 10 - 15 mi 2500'
230˘ to 045˘ 15 - 20 mi 3000'

Procedure turn W side NE crs, 031 Outbnd, 211 Inbnd, 2400 within 10 mi of Wetmore Int. Beyond 10 mi NA.
Minimum altitude over Wetmore Int 1800
No Glide slope, no outer marker, distance Wetmore int to rny 21, 3.1 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.1 mi after passing Wetmore Int, turn left, climb to 2500' via R-158 within 20 mi or, when directed by
→ ATC, turn right and climb to 2500' via R-353 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ San Antonio, Tex	International 800'	ILS-ISAT, NE crs ILS	ILS-21, Amdt 6, 1 Mar 58	5, 30 Nov 57

AGW-VOR	LOM	Direct	1700	T-dn#	300-1	300-1	200-½
SFO TVOR	LOM	Direct	1700	C-dn	500-1	600-1	600-1½
Moffett LFR	LOM	Direct	1700	S-dn 28R			
Fremont FMHW	LOM	Direct	1700	ILS	200-½	200-½	200-½
OAK LFR - ILS	LOM	Direct	2000	S-dn 28L-R			
OAK LFR - ADF	LOM	Direct	3000	ADF	400-1	400-1	400-1
OAK VOR - ILS	LOM	Direct	2000	A-dn ILS	600-2	600-2	600-2
OAK VOR - ADF	LOM	Direct	3000	ADF	800-2	800-2	800-2
Half Moon Bay Int	LOM	Direct	3000				
Woodside Int	LOM	Direct	1700				

Radar vectoring to final approach localizer crs authorized in accordance with procedures approved for surveillance approach.
300-1 required for take-off on Runway 19L-R.
No procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern. (one min left turns, 2000' min. alt.) final approach crs, 101 Outbnd, 281 Inbnd.
ILS: Minimum altitude at glide slope int inbnd, 1700'; ADF: Minimum altitude over LOM inbnd final, 1700'
Altitude of glide slope and distance to approach end of runway at OM 1660'-5.6; at MM - 230-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 mi after passing LOM (ADF) climb to 3000' on NW crs ILS or on 281˘ crs from LMM within 15 mi.
CAUTION: Circling minimums do not provide standard clearance over high terrain SW of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Francisco, Calif	International 11'	ILS-SFO LOM-SF	ILS-28R-L Amdt 12, 1 Mar 58 Comb. ILS-ADF	11, 1 Feb 58

GEG VOR	LOM	Direct	3600	T-dn	300-1	300-1	200-½
GEG LFR	LOM	Direct	4200	C-dn	500-1	500-1	500-1½
Rockford FM	LOM	Direct	4700	S-dn-21 ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Radar transition to final approach crs authorized in accordance with established radar patterns.

Procedure turn N side of NE crs, 025˘ Outbnd, 205˘ Inbnd, 3600' within 6 mi. NA beyond 6 mi.
Shuttle to 3600' NE of LOM on NE crs of localizer or 205˘ bearing to LOM - right turns - 1 min.
ILS: Minimum altitude G.S. Int. 3600'; LOM 3.8 mi, 3510' G.S.; LMM 0.6 mi, 2560' G.S.
ADF: LOM 205˘-4.0 mi, 3600'
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.8 mi after passing LOM (ADF), climb straight ahead to the GEG VOR. Continue climb to 4000' on R-207 within 10 mi of GEG VOR or, when directed by ATC, (1) Make a climbing right turn. Climb to 4500' on R-300 from the GEG VOR within 20 mi; (2) Make a climbing left turn to 331˘. Climb to 4500' in a standard holding pattern on the N crs of the GEG LFR; (3) Make a climbing right turn, return to the LOM at 3600'
CAUTION: High terrain N and E of airport. All turns N of crs.
CAUTION: 3188' tower 4.7 mi NE of GEG LFR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Spokane, Wash.	Geiger Field 2372'	ILS-IGEG, LOM-GE	ILS-21, Orig, 22 Feb 58 or Comb ILS-ADF, com. date of fac.	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine More Than 65 Knots
Andrews LFR	OM	direct	1500	T-dn*	300-1	300-1	200-½
Springfield MHW	OM	direct	1500	C-dn	600-1	600-1	600-1½
Andrews LFR via crs 273	ILS S crs	direct	1500**	S-dn-36*	200-½	200-½	200-½
Mt Vernon Int via crs 050	ILS S crs	direct	1500**	A-dn	600-2	600-2	600-2
Radar Terminal area transition altitudes	OM	E,W & S quad of DCA LFR	1500 within 25 mi				
		N quad rant	1800 within 25 mi				
		all quad rants (exclusive of restricted areas)	2500 within 40 mi				

→ *Runway visual range 2600' also authorized for takeoff and landing on Rnwy 36: Provided, that all components
→ of the ILS, high intensity runway lights, approach lights, condenser discharge flashers, middle and outer compass
→ locators and all related airborne equipment are in satisfactory operating condition. Descent below 216' msl shall
→ not be made unless visual contact with the approach lights has been established or the aircraft is clear of cloud
**After interception of localizer crs inbnd, descent on glide slope to cross outer marker at 1360 on final is authorized.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	ILS DCA	ILS-36 Amdt 10, 22 Feb 58	9, 1 Feb 58

Procedure turn W side S crs, 183 Outbnd, 003 Inbnd, 1400 within 10 miles of OM (Non-standard due to traffic)
Minimum Altitude at G.S. int inbnd, 1400
Altitude of G.S. and distance to appr end of rny at OM 1360-4.6, at MM 205-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
if contact not established at LMM, make climbing turn to left as soon as practicable and climb to 1800' (or higher altitude if directed by ATC) on NW crs DCA LFR to Herndon Int.
CAUTION: Standard clearance not provided over obstructions within circling area of airport or within final approach area with glide slope inoperative.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Washington, D C	National 16'	ILS DCA	ILS-36, Amdt 10, 22 Feb 58	9, 1 Feb 58

New Castle LFR	LOM	direct	1600	T-dn		300-1	300-1	200-½
West Chester VOR	LOM	direct	1900	C-dn	ILS	400-1	500-1	500-1½
					ADF	800-2	800-2	800-2
Hartley Int	LOM	direct	1600	S-dn-1	ILS	200-½	200-½	200-½
					ADF	800-2	800-2	800-2
				A-dn-	ILS	600-2	600-2	600-2
					ADF	800-2	800-2	800-2

Procedure turn W side S crs 193 Outbnd, 013 Inbnd, 1600' within 10 mi.
Minimum Altitude at G.S. Int. inbnd, 1600' ILS; Minimum Altitude over LOM inbnd final, 1600' ADF
Altitude of G.S. and distance to approach end of rny at OM 1600-5.3; at MM 295-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.3 miles after passing LOM (ADF), make climbing left turn and climb to 1600' on crs of 193° within 10 miles of LOM.
CAUTION: Turn left as soon as practicable to avoid holding pattern at Philadelphia LOM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Wilmington,Del.	New Castle County 79'	ILS-ILG, LOM-IL	ILS-1 Amdt 5, 22 Feb 58 Comb ILS and ADF	4, 1 Feb 58

U. S. GOVERNMENT PRINTING OFFICE

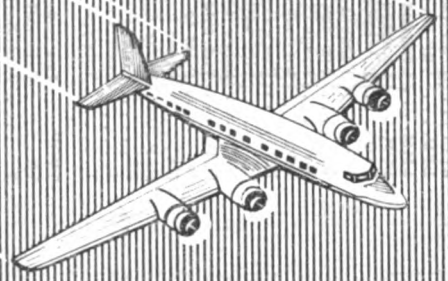
Depository

SPECIAL NOTICE
Washington ARTC Center
Preferential Routes p. 70

SPECIAL NOTICE
PART 618 AMENDED
See Page 40

SPECIAL NOTICE
ATTENTION, PILOTS!
Obstruction List p. 69

AIRMAN'S GUIDE



OHIO STATE UNIVERSITY
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SPECIAL NOTICE
New York ARTC Center
Preferential Routes 71

SPECIAL NOTICE
VOR RECEIVER CHECK
SIGNALS See page 68

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Radio Facility Data - page 2
Notices to Airmen - page 32

VOL. 12, NO. 24 **FEBRUARY 4, 1958**

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	•—	J	JIG	•————	S	SUGAR	•••
B	BAKER	—•••	K	KING	—•—	T	TARE	—
C	CHARLIE	—•—•	L	LOVE	•—••	U	UNCLE	••—
D	DOG	—••	M	MIKE	——	V	VICTOR	•••—
E	EASY	•	N	NAN	—•	W	WILLIAM	•——
F	FOX	••—•	O	OBOE	———	X	XRAY	—••—
G	GEORGE	——•	P	PETER	•——•	Y	YOKE	—•——
H	HOW	••••	Q	QUEEN	——•—	Z	ZEBRA	——••
I	ITEM	••	R	ROGER	•—•			

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	•—	J	JULIETT	•————	S	SIERRA	•••
B	BRAVO	—•••	K	KILO	—•—	T	TANGO	—
C	CHARLIE	—•—•	L	LIMA	•—••	U	UNIFORM	••—
D	DELTA	—••	M	MIKE	——	V	VICTOR	•••—
E	ECHO	•	N	NOVEMBER	—•	W	WHISKEY	•——
F	FOXTROT	••—•	O	OSCAR	———	X	XRAY	—••—
G	GOLF	——•	P	PAPA	•——•	Y	YANKEE	—•——
H	HOTEL	••••	Q	QUEBEC	——•—	Z	ZULU	——••
I	INDIA	••	R	ROMEO	•—•			

ALWAYS CHECK NOTICES TO AIRMEN SECTION

AIR NAVIGATION RADIO AIDS

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES:

Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
➔ New or revised data
* = Automatic voice identification
■ Information deleted.
✓ New facility has been added to tabulation and listed on page 31 until placed in proper sequence.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR . . . . Air Route Surveillance Radar
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, CAA
CI . . . . . Control Tower, (City, County, Private, etc.)
CM . . . . . Control Tower, (Military, listing only civil frequencies available)
D . . . . . Distantly controlled
DME. . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA. . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . Instrument Landing System (voice on localizer channel)
J. . . . . L/MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR. . . Low power VOR (with standby equipment)
MA. . . . . Range (adcock, vertical radiators), power less than 50 watts
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . . VHF middle marker
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control
RL. . . . . Range (loop radiators), power 150 watts or more
➔ S. . . . . Simultaneous range, homing signals and/or voice
T. . . . . Teletype

TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

For sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. - Prices: annual subscription $2.25, domestic; $1.00 additional for foreign mailing; individual copies vary; this issue 35 cents.

RADAR AVAILABLE: How and Where

(4 February 1958)

PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment) ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON) page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C. O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on HF from 2, 000 to 18, 000 kc and receive any frequency from 1, 500 to 9, 050 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See page 17, Flight Information Manual, Vol. II, dated August 15, 1957.

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc; 122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 118.1, 119.1, 121.9, 126.18, 119.5, 125.7, 338.2, 343.6, 257.8, 348.6, 271.2, 290.8, 243.0	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR - PAR	Runway 4R. Arrival & Departure Control
Buffalo Arpt., N.Y.	278, 260; 110.3, 1198, 123.7, 126 18, 12 65, 2430, 2578, 3198	ASR	
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.6	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.5, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.7, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival & Departure Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1; 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 109.5, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8	ASR	Arrival Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.9, 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival & Departure Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, 120.7, 126.18, 257.8, 312.6	ASR	Arrival & Departure Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278., 344; 110.3, 118.3, 120.7, 126.18 243.0, 257.8	ASR	Arrival Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control Gds 122.7 mc. ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 116.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 123.9	ASR	Arrival & Departure Control
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 120.5, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	Arrival Control
Los Angeles Intnl Arpt., Calif.	109.9, 118.1, 119.3, 121.1, 243.0, 250.2, 269.0, 307.0, 348.6	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc
Louisville-Standiford Fld, Ky.	317; 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	Arrival Control
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Rnwy 4 Gds 122.7mc. Arrival & Departure Control. Trans TEB ter 109.3 mc.
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8, 121.1, 250.4, 269.2, 348.6	ASR	Arrival & Departure Control. Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	379; 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 274.3, 338.2	ASR - PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
New York-La Guardia Fld., N. Y.	362; 109.9, 118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2	ASR-PAR	Rnwy 4. Arrival & Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 118.9, 119.9, 122.2, 123.7, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 284.6, 3198, 348.6, 381.6	ASR	Arrival & Departure Control Guards 122.1 mc. Does not guard 122.2, 135.0
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 123.9, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control Gds: 122.7.
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 126.18, 236.6, 243.0, 257.8	ASR	Arrival & Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 126.18, 119.9, 238.2 284.6, 290.3, 305.4	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival & Departure Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	201; 109.5, 118.5, 119.1, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 119.4, 126.5 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Rnwy 36 Arrival & Departure Control ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

(4 February 1958)

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9;120.7, 121.5, 124.3, 125.5; 132.3;137.88;243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.3, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0	ASR	Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Phillip Billard Arpt & Forbes AFB. Does not gd 3023.5 kc.
Wichita-McConnell AFB, Kans.	332;082,113.8,120.1,121.5,124.5 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF operg but not cmsnd. Does not gd 3023.5 kc.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 121.5, 126.18, 123.9, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4(on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 124.9, 125.1, 126.18, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4, 305.4, 253.4, 335.8, 344.6, 363.8,		Arrival & Departure Control. ASR apchs avail rnwy 17 and 35 at AFB. Gds 122.7 mc. IFF operg but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 263.0, 270.6, 275.8, 289.4 335.8, 348.6, 352.6, 363.8	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3 and 21 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8	ASR-PAR	Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Dayton-Wright Patterson AFB, Ohio	379;118.4, 121.5, 126.18, 134.1, 136.8, 139.32, 137.88, 142.02, 151.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR-PAR	Arr. & Depart Ctl. ASR apchs not avail. IFF operg but not cmsnd. Gds 122.7 mc. Normal clear. lmts Camden, Arba, Union City & Springhill Ints; SIE VOR.
Omaha-Offutt AFB, Nebr.	120.1, 121.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4		Does not gd 3023.5 kc. Arrival and Departure Control IFF cmsnd
Rome-Griffiss AFB, N. Y.	118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8		Does not gd 3023.5 kc; 122.5 mc.
Waco-Connally AFB, Texas	119.3, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 143.64, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8, 225.4	ASR	Gds 122.7 mc. IFF operg but not cmsnd.
Albuquerque-Kirtland AFB, New Mexico	110;124.3, 121, 123.0, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8		Departure Control
Lake Charles AFB Louisiana	119;121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8, 379.4	ASR	Does not gd 3023.5 kc. Arrival Ctl. IFF operg but not cmsnd. Gds 122.7 mc. LAR 4 Visual Approach Control Rpt.

STATION	TRANSMITS	RADAR FACS.	REMARKS
RADAR APPROACH CONTROL (RAPCON) Cont'd.			
Riverside-March AFB, California	113.4, 121.5, 124.7, 1255, 1265, 134.1, 1368, 137.88, 13842, 142.02, 243.0, 2706, 2894, 335.8, 3638 Req. 126.18, 142.74, 2366, 2758, 3054, 3274		Arrival and Departure Control Normal clearance limits TRM & March VORs, RIV LFR. Apch serv Norton AFB -norm clear lmts RIV LFR, ONT LOM & VOR.
Falmouth-Otis AFB, Mass.	121.5, 124.7, 1378, 1368, 134.1, 142.02 126.18, 2430, 2366, 3638, 2894, 3358, 2758, 3794, 2706, 3054, 260.7	ASR-PAR	Arr. & Depart ctl HYA, MVY & ACK arpts. ASR apchs unavail, PAR apchs avail rnwy 5 & 23. Norm clear. lmts arriving acft HYA & MVY H facs or ACK VOR. Does not gd 3023.5 kc.
Sumter-Shaw AFB, South Carolina	121.5, 126.18, 137.88, 243.0, 270.6, 363.8		Does not gd 3023.5 kc; 122.5 mc.
El Paso, Biggs AFB, Tex.	118.1, 118.7, 119.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8		Gds 122.7 mc. IFF operg but not cmsnd.
Mobile-Brookley AFB, Alabama	113.3, 1185, 121.5, 1237, 1257, 12618, 134, 1136.8, 142.02, 143.64, 2430, 2706, 289.4, 335.8, 363.8		Gds: 122.7 mc. Does not gd 3023.5 kc
Savannah-Hunter AFB, Georgia	112.7, 121.1, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 225.4, 236.6, 243.0, 263.0, 289.4, 335.8, 363.8, 379.4		Gds 122.7 mc.

RADAR BEACONS - (continued from page 3)

ATCRBS - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Example: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic areas will comply with (3) above. Aircraft entering the domestic control areas will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control center.

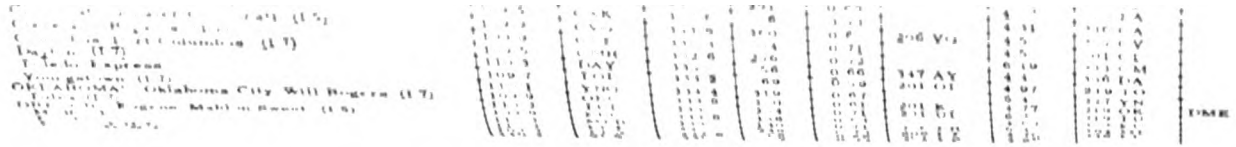
LOCATION	LOCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. * & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	139	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Monterey-Peninsula	110.1W	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	201 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L5)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.9	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW fac.
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH fac.
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	284 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "T" (two dots). Time interval between the "T" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Duluth	110.3W	DLH	335.0		0.66		5.0	201 DL	
Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	223	0.64		5.5		rnwy 4 or 22. Simultaneous opern not avail.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock (L5)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L5)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L7)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-Intensity Approach Lights. W - Without voice BC - Back course BC-restricted - Not suitable for approaches



(4 February 1958)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L5)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Beaumont-Jefferson Co.	109.5	BPT	332.6	113	0.4	206 PT	4.8	236 BP	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64			3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L5)	109.9	GEG	333.8	25	0.69	201 EG	4.54	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable. Glide slope inop.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;243.0, 255.4; 212;120.7	(3), #	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7	(3), #	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 305.4, 385.6	(2), #	
Dothan	SBRAZ-DTV	DHN	368;V;243.0, 255.4	(3), #	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;243.0, 255.4; 382;120.7	(3), #	
(1)Huntsville	BVOR	HSV	112.3;V;243.0, 255.4,	(3), #	
"	AC(g)		278;119.7, 125.3, 257.8, 348.6, 1207	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;120.7,243.0,255.4	(3), #	
" Bates	AC(g)		385;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;255.4, 243.0; 317	(3), #	DME
" Dannelly	AC(g)		302;119.7, 126.18, 257.8, 137.88, 243.0, 348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
" " "	CM		362		
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;255.4, 243.0 120.7	(3), #	11 A 095 N 191 A 311 N
(1) "	*BVOR	MSL	109.6		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	MRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
" "	MHW	SYC	296		
" "	CM		272		
Tuscaloosa	BMH-DTV	TCL	206;V;255,243,120.7	(3), #	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379;120.7	(3), #	
Ft. Huachuca-Libby AAF	HW	FHU	410		
" " "	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7	(3), #	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME
Luke (A)	HW	LUF	219		Clsd sunset Mon-Fri durg VFR
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7	(3), #	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7, 126.18, 257.8, 348.6, 118.1	(2), #	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 301.4,120.7 243.0	(3), #	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3)San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7	(3), #	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3, 243.0, 257.8 348.6	(2), #	
Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7	(3), #	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7	(3), #	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" Vincent AFB	MH	VNT	344		
" " "	CM		344;119.1, 126.18, 236.6, 243.0, 275.8, 305.4	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7	(3), #	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;243.0, 255.4; 206;120.7	(3), #	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;120.7, 243.0, 255.4;212	(3),	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;243.0, 255.4, 120.7	(3), #	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7	(3), #	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4,120.7	(3), #	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;243.0, 255.4, 120.7,	(3), #	DME
CALIFORNIA					
(1)Agnew ATCS-Oakland	BVOR-DTXV	AGW	117.6;V;243.0, 255.4. 120.7	(3), #	DME
Arcata	SBMRLZ-DTV	ACV	209;V;243.0, 255.4. 120.7,	(3), #	4 A 94 N 184 A 274 N
"	VHF/DF			122.1, 126.7 135.9	
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.9, 126.18, 243.0 257.8	(2), #	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4,120.7	(3), #	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;243.0, 255.4, 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0, 257.8, 360.6	(1), #, 122.7	
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	HW	CSW	382		
China Lake NAF	MRLWZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;243.0, 255.4; 272;120.7	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 120.7,	(3), #	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4,120.7	(3), #	68 A 165 N 248 A 345 N
(1)El Centro	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4,120.7	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;255.4	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CALIFORNIA					
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4, 120.7	(3), #	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Glendale	MHW	GCE	341		
" Grand Central					
(3)Goffs	VORW	GFS	108.2		
Hawes (A)	HW	HAZ	376		
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;243.0, 255.4, 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1	(1),122.6, #	
"	VHF/DF		Gds: 118.5, 119.3, 119.5, 119.9, 120.5, 121.1, 122.5, 126.18, 132.0		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4, 120.7	(3), #	
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1, 118.9, 119.3, 121.1, 126.18, 243.0, 250.2, 257.8, 291.6, 348.6, 269.0, 307.0	(1), #, 122.7	
"	Center		120.3, 124.1, 124.5, 125.1, 125.9, 301.4, 243.0 311.8, 353.9, 318.2, 323.2 340.6	#	
"	" VHF/DF		Gds: 120.3, 122.1, 124.5, 125.1, 125.9, 126.18, 132.0, 135.9		
	(twr)VHF/DF		Gds: 118.1, 118.9, 119.3, 119.5, 120.3, 121.1, 122.1, 122.5, 122.7, 126.18, 135.9		
Marysville	TVBJ		305;V;243.0, 255.4, 120.7	(3), #	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(1)Modesto ATCS-Stockton	BVOR-DTV	MOD	116.6;V;243.0, 255.4 120.7	(3), #	
Montague	BH-DTV	SIY	388;V;243.0, 255.4, 120.7	(3), #	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
" Peninsula	CM		356;119.9	(1), #	
Mountain View, Moffett NAS	SMRLZ	NUQ	379;126.18, 233.8, 142.74, 243.0	(1), #	21 A 111 N 201 A 291 N
" " "	CM		121.3	#, 122.5	
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			CALIFORNIA		
Oakland	SBRAZ-DTXV♦	OAK	362;V;243.0, 255.4, 120.7	(3), #	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.1, 118.3, 119.3, 123.9, 126.18, 140.22, 250.4, 257.8, 269.2, 274.3, 305.4, 348.6	(2), #	
"	Center		118.9, 119.7, 120.3, 124.3, 124.9, 243.0, 301.4, 317.5 326.2, 335.6, 355.8	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.3, 120.3, 120.7, 122.1, 122.5, 126.18, 126.7, 140.22		
"	UHF/DF			255-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7	(3), #	DME
" Intnl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4,120.7	(3), #	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
" Arpt	C(g)		281;120.5, 126.18, 243.0, 348.6, 257.8	(2), #	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;243.0, 255.4; 278 ;120.7	(3), #	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;126.18, 142.74, 243.0, 250.6	(1), 233.8, #	
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7	(3), #	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			122.1, 126.7, 135.9	
Richmond (A)	MHW	RMN	265		
Riverside	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7	(3), #	76 A 144 N 256 A 314 N
ATCS-Ontario					
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7	(3), #	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
"	AC(g)		278;119.5, 121.1, 126.18, 243.0, 257.8, 312.6	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;120.7,243.0,255.4	(3), #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	TVOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4, 120.7	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3, 126.18, 257.8, 348.6, 243.0, 363.1, 119.0	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
San Francisco	AC(g)		201;118.5, 119.1, 120.5, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2,120.9	(1), #, 122.7	
" Arpt					
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
"	VHF/DF		Gds: 118.5, 119.1, 120.5, 120.9, 122.7, 126.18 Req: 120.1, 120.3, 122.1, 126.7, 135.9		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael	HWZ	SRF	528		
Hamilton AFB					
Santa Ana, Orange Co.	CI(g)		290;121.3, 121.5	(2), #	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;126.18, 233.8, 142.74, 243.0	(1), #	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4,120.7	(3), #	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1,126.18,243.0,257.8	(2), #	(0700-2300)
" (P)	TVORW	SMO	110.8		
Santa Monica	C(g)		353;119.1, 126.18, 243.0 257.8	(2), #	
Stockton	BMRLZ-DTV	SCK	212;V;243.0, 255.4,120.7	(3), #	65 A 147 N 245 A 327 N
"	C(g)		299;118.7,126.18,243.0,257.8,348.6	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;243.0, 255.4, 120.7	(3), #	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;243.0, 255.4; 278	(3), #	DME
Van Nuys	C(g)		227;120.1, 126.18, 243.0 257.8,	(2), #	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS-Marysville	*BVOR	ILA	113.1;V;243.0, 255.4, 120.7	(3), #	
			COLORADO		
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4, 120.7	(3), #	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. ♦ = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.6 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc, e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. [illegible] EXCEPT AS NOTED FOR CAA TERMINAL AREA HANDLING, THESE ARE COMMUNICATION CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
COLORADO					
(3)Alamosa	VORW	ALS	116.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;255.4	(3), #	
" Peterson	AC(g)		272;119.9, 126.18, 243.0 257.8	(2), #	
Denver	SBMRAZ-DTXV	DEN	379;V;243.0, 255.4,120.7	(3), #	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3, 119.5, 120.5 126.18, 137.88, 257.8, 243.0, 271.2, 343.6 348.6	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 124.7, 243.0, 290.8, 301.4, 307.9, 319.2, 324.7, 338.2	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 122.1, 126.18, 135.9, 137.88		
Eagle	TVBJ	EGE	V;243.0, 255.4;391	(3), #	
Ellicott	MHW	ELL	206		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;243.0, 255.4, 278;120.7	(3), #	DME
(3)Hugo	VORW	HGO	108.2		
(1)Kiowa ATCS-Denver	BVOR-DTV	IOC	112.6;V;243.0, 255.4, 120.7	(3), #	
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391	(3), #	
La Junta	SBMRLZ-DTV	LHX	281;V;243.0, 255.4, 120.7	(3), #	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;243.0, 255.4, 120.7	(3), #	
Pueblo	SBRAZ-DTV	PUB	302; V-122.2, 255.4	(3), #	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
" Arpt	AC(g)		396;119.1, 126.18, 243.0, 257.8	(2), #	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4,120.7	(3), #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;120.9, 257.8, 243.0	(2), #, 126.18req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford ATCS Windsor Locks	SBMRAZ-DTV	HFD	329;V;243.0, 255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich ATCS-Providence, RI.	BVOR-	ORW	117.9;V;243.0, 255.4, 120.7	(3), #	DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;255.4, 120.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
CONNECTICUT					
Windsor Locks-Bradley	AC(g)		284;119.5, 124.2, 126.18, 257.8, 243.0, 348.6	(2), #	
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(3)Kenton	VORW	ENO	114.8		DME
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.1, 126.18, 136.8, 243.0, 257.8, 305.4	(1), #, 122.7	
"	VHF/DF			100-156	
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;126.7, 122.2,120.7	(3)-135.9, #	32 A 140 N 214 A 309 N
	Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)				
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		
"National Arpt	AC(g)		278;118.1, 118.3, 119.1, 119.4, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		119.7, 120.3, 120.5, 125.1, 124.0,124.4, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4, 301.4,318.2,353.9 362.3,378.8. 385.4	#	Call Washington Center
" " "	VHF/DF		Gds: 118.1,118.3,119.1,119.4,122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4 120.7	(3), #	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.18, 126.7, 135.9, 136.8, 137.88		
Cross City	SBMRAZ-DTV	CTY	269;V;243.0, 255.4,120.7	(3), #	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;243.0, 255.4 120.7	(3), #	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	209		
Fleming Island(N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3	(2), #	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above.** * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville ATCS-Cross City	BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7	(3), #	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7	(3), #	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6	(2), #	
"	Center		119.7, 120.5, 124.3, 243.0, 274.3, 301.4, 317.5, 326.2,	# 126.0	
" NAS	SMRLZ	NIP	359		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	VORW	NZC	117.4		
" " "	HW	NZC	414		
" " "	CM		396		
" Mayport NAS	HW	NI-I	332		
" " "	CM		323		
Key West	SBRAZ-DTV	EYW	332;V;243.0, 255.4,120.7	(3), #	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	BVOR	LEL	117.8		
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;243.0, 255.4; 275 ;120.7	(3), #	
Melbourne	SBRAZ-DTV	MLB	257;V;243.0, 255.4, 120.7	(3), #	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;243.0, 255.4, 120.7	(3), #	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.1, 118.3, 119.7, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		1189,1203,1209,1240,1247,1250,1252 1254,1258,2430,2690,291.6,301.4,311.8	#	
" Gator	HW	NIG	382		
" NAS	CM		396		
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;243.0, 255.4,120.7	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"Pinecastle AFB	MHW	POS	245		
Panama City, Tyndall AFB	SMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" " "	VORW	PAM	112.4		
	CM		233;119.1	(2), #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7	(3), #	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9, 132.3, 243.0, 126.18 req, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS	VOR	NAS	117.2		
" Chevalier NAS	CM			(1)	
" Corry NAS	CM			(1)	
" Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAS	CM			(1)	
Perrine IATCS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
St. Augustine Fairchild	CI		272;126.18	(2), #	(0800-1600 Mon-Fri)
St. Petersburg Pinellas Co.	CI		317;118.3, 257.8	(1), #, 122.7 126.18	(0600-0200)
Sanford NAS	HW	NRJ	296		
Sarasota (P)	MH	SRQ	263	126.18	
"Bradenton	CI		121.3, 126.18	#, 122.5,	(0700-1830)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7	(3), #	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4, 120.7	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4 ,120.7	(3), #	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
" Palm Beach Intnl/AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7	(3), #	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
'Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4	(3), #	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
(1)Athens ATCS-Anderson,S.C	BVOR-DTV	AHN	109.6;V;243.0, 255.4, 120.7	(3), #	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7	(3), #	50 A 154 N 235 A 324 N
"	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.5, 125.7, 126.18, 243.0, 257.8,271.2,290.8,338.2, 343.6, 348.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1 , 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: 120.7, 122.5, 126.18, 126.7, 119.5, 122.7, 125.7, 135.9, 118.1, 119.1		
"	Center		118.9, 120.3, 120.9, 132.3, 243.0, 301.4, 307.9, 324.7, 353.7	#	
Atlanta Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8 348.6	(2), #	(0700-2300)
" NAS	MRLZ	NCQ	323; 126.18, 233.8, 142.74, 243.0	(1), #	108 A 177 N 267 A 357 N
" "	CM			(1)	Sunrise-Sunset
" Dobbins AFB	CM		120.5	#	
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		278; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	206; V; 243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N 239 A 322 N
" "	HW	NEA	275		
(1) Columbus	BVOR-DTV	CSG	117.1; V; 243.0, 255.4, 120.7	(3), #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Lawson AAF	CM			(1)	
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6; V; 243.0, 255.4; 230; 120.7	(3), #	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209; V; 243.0, 255.4, 120.7	(3), #	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1) Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6; V; 243.0, 255.4	(3), #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1) Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7	(3), #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4, 120.7	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	C(g)		278; 119.1, 126.18, 257.8 348.6	(2), #	
" "	UHF/DF			257.8, 348.6 305.4	
Valdosta	BMH-TV	VLD	224; V; 243.0, 255.4	(3), #	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		45 A 135 N 225 A 315 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4, 120.7	(3), #	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
"Air Term.	AC(g)		278; 118.3, 126.18, 257.8 305.4, 348.6	(2), #	
" "	UHF/DF			225-400 req	
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4, 120.7	(3), #	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4, 120.7	(3), #	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215; V; 243.0, 255.4, 120.7	(3), #	
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4, 120.7	(3), #	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4, 120.7	(3), #	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	HWZ	MUO	335		
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4, 120.7	(3), #	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(3) Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
(1) Bradford	BVOR-DTV	BDF	114.7; V; 120.7, 243.0, 255.4	(3), #	DME
(3) Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350; V; 243.0, 255.4, 120.7	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C		206; 121.3, 126.18	(2), #	(0600-2200)
"Midway	AC(g.7)		278; 118.7, 119.5, 119.9, 123.7, 126.18, 126.5, 243.0 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		118.8, 119.7, 120.2, 120.5, 120.9, 123.6, 123.9, 124.5, 124.6, 124.7, 125.1, 125.5, 125.9, 126.5, 243.0, 250.2, 301.4, 320.7, 323.2, 323.4, 340.6, 362.0, 353.9, 355.2, 362.3, 378.8, 379.9, 385.4	#	
" O'Hare	AC(g)		332; 118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights ATCS-Chicago	BVOR-DTV	CGT	114.2;V;243.0,255.4, 120.7	(3), #	DME
Effingham	MRLWZ	EFF	275		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;243.0, 255.4, 120.7	(3), #	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBMRAZ-DTV	MLI	224;V;243.0, 255.4	(3), #	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;243.0, 255.4, 120.7	(3), #	DME
(1)Northbrook ATCS-Chicago	BVOR-DTV	OBK	116.2;V;243.0, 255.4, 120.7	(3), #	
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7	(3), #	89 N 182 A 254 N 358 A
(1) "	BVOR	PIA	115.2		
" Arpt	AC(g)		278;119.1, 126.18, 257.8	(2), #	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;243.0, 255.4, 120.7	(3), #	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;243.0, 255.4, 120.7	(3), #	93 A 132 N 273 A 314 N
(1) "	BVOR	RFD	116.5		DME
Springfield	SBMRAZ-DTV	SPI	239;V;243.0, 255.4, 120.7	(3), #	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3, 257.8, 305.4 348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;243.0, 255.4, 120.7	(3), #	DME
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3; V;243.0, 255.4, 120.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4	(3), #	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA		114.6	
" Baer	AC(g)		278;119.1, 126.18, 257.8	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4 120.7	(3), #	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;243.0, 255.4 120.7	(3), #	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,118.5,119.9,121.1, 126.18, 243.0, 257.8, 269.4, 284.6, 390.3,	(2), #	
"	Center		119.3,119.7, 120.1, 124.1, 124.9,125.3, 301.4,307.2 312.6, 319.8, 338.6, 353.7, 358.6	#	
"	VHF/DF		Gde: 118.1, 118.5, 119.9, 121.1,122.1, 122.5, 125.3, 126.7, 126.18, 132.0, 135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0;V;120.7,243.0, 255.4	(3), #	
Madison AAF	CM		126.3	#	
McCool	MHW	MCL	359		
(1)Nabb ATCS-LouisvilleKy	BVOR DTV	ABB	113.5;V;243.0, 255.4, 120.7	(3), #	
Richmond	MHW	RID	385		
(3) "	VORW	RID	116.1		
(3)Scotland	VORW	SCJ	117.8		DME
(1)Shelbyville	VORW	SHB	108.4		
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4,120.7	(3), #	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5, 243.0, 257.8	(2), #	(0630-2230)
Terre Haute	BMRLZ-DTV	HUF	248;V;243.0, 255.4, 120.7	(3), #	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3, 126.18, 257.8 243.0	(2), #	(0700-2300)
IOWA					
(1)Burlington	BVOR DTV	BRL	111.4;V;243.0, 255.4, 120.7	(3), #	DME
Cedar Rapids	BMH-DTV	CID	248;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4,120.7	(3), #	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Dubuque ATCS-Cedar Rapids	BVOR-DTV	DBQ	117.4;V;243.0, 255.4, 120.7	(3), #	
(1)Fort Dodge ATCS-Mason City	BVOR-DTV	FOD	114.1;V;243.0, 255.4, 120.7	(3), #	
(1)Iowa City ATCS-Cedars Rapids	BVOR-DTV	IOW	116.1;V;243.0, 255.4, 120.7	(3), #	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275;120.7	(3), #	
(1)Mason City	BVOR-DTV	MCW	114.9;V;243.0, 255.4, 120.7	(3), #	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;120.7, 243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7	(3), #	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,126.18,243.0, 257.8,305.4,346.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	BVOR DTV	ALO	116.4;V;243.0, 255.4, 120.7	(3), #	
" Arpt	AC(g)		278;119.3, 257.8	(2), #	
KANSAS					
(1) Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;243.0, 255.4, 120.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7	(3), #	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1) Dodge City	BVOR-DTV	DDC	116.4;V;243.0, 255.4, 120.7	(3), #	
(1) Emporia	BVOR-DTV	EMP	112.8;V;243.0, 255.4, 120.7	(3), #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7	(3), #	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1) Goodland	BVOR-DTV	GLD	115.1;V;243.0, 255.4 120.7	(3), #	DME
Great Bend NAS	CM		251;121.3, 151.2, 243.0, 250.6	(2), #	(0730-1700 Mon-Fri xcpt holidays)
(1) Hill City	BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 299;120.7	(3), #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4	(3), #	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5, 236.2	(2), #	
" NAS	HW	NEP	404		
" "	CM		293	(1)	
Kansas City Fairfax	C(g.7)		278;119.1, 126.18, 243.0 257.8	(2), #	
[redacted]	[redacted]		[redacted]	[redacted]	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1) Russell	BVOR-DTVBJ	RSL	114.5;V;243.0, 255.4; 278;120.7	(3), #	DME
(1) Salina	BVOR-DTVBJ	SLN	115.3;V;243.0, 255.4; 278;120.7	(3), #	DME
" Schilling AFB	CM		118.3	#	
KANSAS					
Salina - Schilling AFB	MHW	SSH	233		
(1) Topeka	BVOR-DTV	TOP	117.8;V;255.4	(3), #	DME
"	MHW	TOP	304		
"Philip Billard	C(g)		278;118.7, 126.18, 243.0 257.8	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7	(3), #	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5, 137.88, 243.0, 257.8 [redacted]	(2), #	See RAPCON McConnell AFB
"Beech	CI(g)		239;119.9, 121.5, 126.18	(2), 121.5, 126.18 & any HF&VHF	(0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V-122.2, 243.0, 255.4, 120.7	(3), #	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1) Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;243.0, 255.4, 120.7	(3), #	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
(1) Lexington	BVOR-DTV	LEX	112.4;V;243.0, 255.4	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1, 243.0, 257.8	(2), #	(0700-2300)
London	BMH-DTV	LOZ	263;V;243.0, 255.4	(3), #	
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	LOU	114.8		
" Bowman	C(g)		278;119.5, 126.18, 243.0, 257.8	(2), #, 121.9	(0700-2300)
" Standiford	AC(g.7)		317;119.0,124.5,126.18,120.3, 243.0,257.8,319.2,381.6	(1), #, 122.7	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1) Paducah	BVOR-DTV	PUK	117.3;V;243.0, 255.4	(3), #	
"	BMH	PUK	215		
(1) York	VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4	(3), #	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7	(3), #	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge - Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Fort Polk AAF	MHW	POK	224		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;243, 255.4,120.7	(3), #	
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4,120.7	(3), #	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4,120.7	(3), #	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 243.0,	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2	(1), #, 122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7	(3), #	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	(2), #	
" Downtown	C(g.7)		293;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4,120.7	(3), #	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4,120.7	(3), #	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7	(3), #	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	108.2		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;255.4 ,120.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MAINE					
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4, 120.7	(3), #	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;255.4 ,120.7	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 255.4, 257.8	(2), #	
Presque Isle	SRAZ-DV	PQI	388;126.18, 236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl frm Presque Isle AFB Twr)	SMLZ-DV	SPR	371;126.18, 236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C.	SBMRAZ-DTXV	ADW	379;126.7, 122.2,120.7	(3)-135.9, #	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;243.0, 255.4, 120.7	(3), #	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3, 126.18, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 1204,257.8,3486,3608,3814	(2), #	
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M,F,S & Sun 08-2330T,W & Th)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2), #	(0730-2400 Mon-Fri.)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;243.0, 255.4; 326;120.7	(3), #	DME
Shadyside	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1)Westminster ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;243.0, 255.4, 120.7	(3), #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3, 124.4, 124.9, 125.2, 132.3, 301.4, 243.0 307.9, 319.2,324.7,353.7	#	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston	AC(g)		278;123.7, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
Bedford (Hanscom)	VHF/DF		Gds: 123.7, 126.18, 122.5, others (100-156) req		
" "	UHF/DF		Gds: [redacted] 243.0, 257.8, 305.4 348.6		
" Logan	AC(g)		278;118.1, 118.3, 120.5, 126.18, 126.5, 137.88, 243.0 257.8, 263.0, 271.2, 290.8, 343.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.3, 120.5, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-WindsorLocks, Conn	BVOR-DTV	CTR	108.6;V;243.0, 255.4	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		(on req)
Ft Devens, Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTV	GDM	110.6;V;243.0, 255.4, 120.7	(3), #	DME
Hayannis	MHW-DV	HYA	239;V;	#, 122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;	#, 122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;243.0, 255.4; 278;120.7	(3), #	
"	HHW	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	CI		254;121.3	(2), #	(0630-2330)
North Truro (A)	HW	OAB	528		
[redacted]	[redacted]	[redacted]	[redacted]		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, ATCS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230;V;243.0, 255.4	(3), #	23 A 113 N 203 A 293 N
Westfield, Barnes	C		212;121.3, 126.18 257.8 [redacted]	(2), #	(0700-2300)
Worcester	TV		120.7V;243.0, 255.4	(3), #	
" Arpt	C(g)		281;120.1, 243.0 257.8	(2), #	(0700-2300)
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4	(3), #	3 A 93 N 183 A 273 N
" Kellogg Arpt	AC(g)		396;118.3, 257.8	(2), #	
(1)Carleton ATCS-Detroit	BVOR-DTV	CRL	114.9;V;243.0, 255.4 120.7		DME
Detroit	SBRAZ-DTV	RML	388;V;243.0, 255.4, 120.7	(3), #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278;118.7, 120.0, 243.0, 257.8	(2), #	
" Metropolitan-Wayne Co.	C(g.7)		245;121.1, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 123.9, 125.3, 243.0, 250.4, 269.2, 301.4, 317.5, 326.2, 335.6, 343.8, 126.4, 119.8	#	
Detroit	AC(g)		332;118.4, 123.7, 121.3, 124.9, 243.0, 257.8, 263.0, 126.18, 381.4, 355.8, 290.3	(2), #	
" Willow Run					
(1) " " "	TVOR	YIP	111.4		
Flint	TV		V;255.4	(3), #	
" Bishop	AC(g)		278;119.5, 243.0, 257.8	(2), #	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;243.0, 255.4 120.7	(3), #	
Grand Marais	BRL-DTV	GMI	341;V;243.0, 255.4 120.7	(3), #	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3, 257.8	(2), #	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227;V;243.0, 255.4 120.7	(3), #	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;243.0, 255.4, 120.7	(3), #	
(1)Keeler-ATCS-South Bend, Ind.	BVOR-DTV	ELX	115.1;V;243.0, 255.4, 120.7	(3), #	
Lansing	SBMRAZ-DTV	LAN	206;V;243.0, 255.4	(3), #	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9, 243.0, 257.8	(2), #	(0800-2400)
(1)Litchfield	VORW	LFD	117.6		DME
Marquette-Sawyer(A)	HW	SAW	359		
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4, 120.7	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1, 257.8	(2), #	(0730-2330)
Pellston	BMH-TV	PLN	332;V;243.0, 255.4	(3), #	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	MBS	112.9		
(1)Salem ATCS-Detroit	BVOR-DTV	SVM	116.9;V;243.0, 255.4 120.7	(3), #	
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;243.0, 255.4	(3), #	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4, 120.7	(3), #	34 A 139 N 214 A 319 N
(1) "	BVOR	TVC	112.4		
(3)White Cloud	*VORW	HIC	114.5		
Wurthsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4, 120.7	(3), #	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	TVOR	BJI	111.2	122.1	V-0515-1213-1920-2315
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-05-23 wkdays 05-1915Sat-09-23Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
"Arpt	AC(g)		278;118.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
Eveleth (S)	TVOR	EVM	108.2		V-08-17
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V=08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4	(3), #	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(2), #	
"	Center		1203, 121.2, 124.7, 1252, 1255 243.0, 301.4, 3192, 3247, 3436		
"	VHF/DF		Gds: 118.7, 119.1, 119.3, 1195, 1203, 122.1, 122.5, 1267, 1268, 1320, 1359		
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;120.7, 243.0, 255.4	(3), #	
Rochester	SBMRLZ-DTV	RST	236;V;243.0, 255.4, 120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3, 257.8	(2), #	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	V=0430-2200
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Columbus	VORW	UBS	115.8 (test-basis)		
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7	(3), #	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Gulfport	VORW	GPT	108.8		
" Keesler AFB	CM			(1)	
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3), #	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	BVOR-DTV	MCB	116.7;V;243.0, 255.4, 120.7	(3), #	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;243.0, 255.4, 120.7	(3), #	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
(1)Picayune	BVOR	PCU	112.2		ATCS-New Orleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4; 391;120.7	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4, 120.7	(3), #	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;243.0, 255.4; 272;120.7	(3), #	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4 120.7	(3), #	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 119.5, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(1), #, 122.7	
"	Center		1188, 1189, 1196, 1197, 1236, 1242, 1248, 1251, 1258, 1259, 1264, 2430 3014, 3175, 3262, 3356, 3558, 120.4	#	
(1)Kirksville	BVOR-DTV	IRK	117.1;V;243.0, 255.4, 120.7	(3), #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	BVOR-DTV	MCM	112.9;V;243.0, 255.4	(3), #	ATCS-Kirksville
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;243.0, 255.4; 278;120.7	(3), #	
(1)Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;243.0, 255.4, 120.7	(3), #	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;243.0, 255.4	(3), #	DME
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	(0700-2300)
St. Louis	SBRAZ-DTXV	STL	209;V;243.0, 255.4, 120.7	(3), #	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3, 118.5, 119.9, 126.18, 243.0, 257.8, 290.8, 338.2, 348.6, 360.6, 379.1	(2), #	
"	Center		1184, 1203, 124.5, 1255, 1257 1258, 2430, 301.4, 3079, 3192, 3247, 3436, 3799	#	
"	VHF/DF		Gds: 118.3, 119.5, 122.1, 122.5, 120.3, 126.7, 126.18, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7	(3), #	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	BVOR-DTV	VIH	117.7;V;243.0, 255.4 120.7	(3), #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Logan	AC(g)		278;118.3, 243.0, 255.4 257.8, 348.6	(2), 126.18	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7	(3), #	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;243.0, 255.4 120.7	(3), #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7	(3), #	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7	(3), #	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7	(3), #	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Intnl	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		120.3, 301.4	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7	(3), #	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7	(3), #	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	BH-DTV	LVM	224;V;243.0, 255.4	(3), #	
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7	(3), #	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7	(3), #	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	111.8		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;243.0, 255.4,	(3), #	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	116.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;243.0, 255.4, 120.7	(3), #	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	TVOR	AIA	111.8	121.5,122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;243.0, 255.4	(3), #	
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 301.4;120.7	(3), #	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME
(1)Imperial	BVOR-DTV	IML	117.9;V;243.0, 255.4, 120.7	(3), #	DME
Kearney (S)	TVOR	EAR	111.2	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;243.0, 255.4, 120.7	(3), #	71 N 170 A 251 N 350 A
" AFB	CM		272;118.5	(2), #	
McCook (S)	TVOR	MCK	110.0	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 06-23)
" "	TVOR	OFK	109.6,	121.5, 122.1	
(Monitoring category (1) 0600-2300 and (3) 2300-0600. Rcvg freqs oper 0600-2300)					
North Platte	SBRAZ-DTV	LBF	236;V;243.0, 255.4	(3), #	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7	(3), #	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
"	AC(g)		278;119.1, 126.18, 243.0, 257.8	(2), #	
" Offutt AFB	MH	OFF	296		
" " "	CM		296	(1)	
Scottsbluff	SBMRLZ-DTV	SCT	341;V;243.0, 255.4,120.7	(3), #	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	113.1;V;243.0, 255.4, 120.7	(3), #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 301.4 ,120.7,	(3), #	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7,	(3), #	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4	(3), #	23 A 112 N 208 A 282 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3, 137.88, 257.8 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7,	(3), #	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4	(3), #	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3, 137.88,243.0, 257.8, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House ATCS-Winnemucca	BVOR-DTVBJ	SDO	116.5;V;243.0, 255.4; 296;120.7	(3), #	
Tonopah	SBRAZ-DTV	TPH	221;V;243.0, 255.4, 120.7	(3), #	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVBJ		296;V;243.0, 255.4, 120.7	(3), #	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4,120.7	(3), #	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	108.2		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;243.0, 255.4,120.7	(3), #	
Manchester (S)	MHW	MHT	338		
" Grenier	CI		126.18, 137.88, 236.6 243.0	#, 122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
" "	CM		119.5	(1)	
Beachwood	MHW	BWO	203		
Belmar-Ft. Monmouth	CM		281;121.3, 126.3	(1), #	
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;255.4,120.7	(3), #	DME
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;255.4,120.7	(3), #	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Millville	SBRAZ-DTV	MIV	365;V;243.0, 255.4, 120.7	(3), #	72 A 157 N 243 A 324 N
Morristown	CI		121.3	(2)	(1000-1700 weekends only)
Newark ATCS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4,120.7	(3), #	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;118.3, 119.2, 120.6 126.18, 126.5, 257.8	(1), #, 122.7	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.6, 243.0, 257.8	(2), #	
Trenton-Mercer County Arpt	CI(g)		121.5, 119.3, 126.18	#, 122.5	(0830-2330 M-F) 0830-2200 Sat-Sun)
NEW JERSEY					
Trenton (P)	*TVOR		111.6	Monitor category (1) twr hrs opern	
(1)Woodstown ATCS-Millville	BVOR-DTV	OOD	114.3;V;243.0, 255.4, 120.7	(3), #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
" Holman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3, 120.7, 121.1, 129.9, 126.18, 134.1, 136.8, 137.88, 142.02 243.0, 257.8, 270.6, 289.4, 348.6, 355.8, 363.8	(2), #	
"	Center		119.7, 120.3, 123.7,243.0 269.4,284.6,301.4,307.2	#	
"	UHF/DF		Gds: 243.0,270.6,289.4,305.4,335.8,363.8		
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
Cannon	HW	CVS	272		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;243.0, 255.4 120.7	(3), #	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7	(3), #	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
(1)Farmington	BVOR-DTV	FMN	115.3;V;243.0, 255.4,120.7	(3), #	
Frazier (A)	HW	FZR	407		
(1)Grants	BVOR-DTV	GNT	116.5;V;243.0, 255.4 120.7	(3), #	
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7	(3), #	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V-122.2, 243.0, 255.4, 120.7	(3), #	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Pihon	VORW	PIO	110.4		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7	(3), #	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;243.0, 255.4 120.7	(3), #	
(3)Texico	VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7	(3), #	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7	(3), #	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. , (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Zuni	BMRLZ-DTV	ZUN	353;V;243.0, 255.4	(3), #	78 N 168 A 258 N 348 A
(1) Zuni	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4, 120.7	(3), #	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18, 142.74, 233.8	(2), #	(0800-1830 Mon-Fri)
(1) Binghamton	BVOR-DTV	BGM	114.1;V;243.0, 255.4, 120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4, 120.7	(3), #	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;123.7, 126.18, 119.8, 257.8, 1265, 2430, 3198	(2), #	
"	VHF/DF		Gds: 122.5, 123.7, 126.18, 126.5		
Calverton, Peconic River	CI(g)		323;121.3, 126.18, 142.74 233.8	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1) DeLancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;243.0, 255.4 120.7	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7	(3), #	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;119.1, 243.0, 257.8	(2), #	(0700-2300)
Farmingdale Republic	CI		371;121.3;126.18, 257.8	(2), 126.18, 257.8	(0700-1530 Mon - Fri)
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0, 255.4, 120.7	(3), #	
Glenville	MHW	GVI	284		
Hempstead, ATCS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7	(3), #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1) Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18, 121.5, 119.3	(2), #	(0800-2400)
Lido	MHW	LDO	239		
(1) Massena	BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4; 242;120.7	(3), #	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;255.4, 120.7	(3), #	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2, 381.4	(1), #, 122.7	
New York	Center		118.9, 119.6, 119.8, 120.0, 120.1, 120.8, 120.9, 121.0, 1202 121.1, 123.6, 123.8, 123.9, 124.1, 124.3, 124.5, 124.7, 124.8, 124.9, 125.1, 1253, 125.4, 125.5, 125.6, 1258, 125.9, 126.0, 126.4, 132.3, 137.88, 243.0, 250.4, 269.6, 285.4, 301.4, 317.5, 3063, 3104, 3262, 3356 343.8, 355.8, 363.1, 381.6	#	
" Idlewild	MHW	IDL	353		
(1) " "	BVOR-DTXV	IDL	117.2;V;255.4, 120.7	(3), #	DME
"Intnl(Idlewild)	AC(g)		119.1, 121.1, 123.7, 123.9 132.3, 134.1, 134.64, 136.8, 137.88, 142.74, 243.0, 257.8, 269.2, 285.6, 290.3, 313.4, 348.6	(1), #, 122.7	
" (Idlewild)	VHF/DF		Gds: 119.1, 121.1, 122.7, 1237, 1239 132.3, 134.1, 134.64, 142.74		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 257.8, 236.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 243.0, 257.8, 305.4		
Peconic	SRAWZ	PIC	341		53 A 129 N 234 A 321 N
(1) Plattsburgh ATCS-Burlington, Vt	BVOR-DTV	PLB	116.7, V;255.4	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7	(3), #	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	112.2		DME
(1) Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4, 120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	114.5		DME
" Arpt	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(3) Rockdale	VORW	RKA	108.4		
Rome-Griffiss AFB	MHW	RME	212		
" "	VORW	RME	112.4		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	(0700-2300 & req)
Syracuse	SBRAZ-DTV	SYR	350;V;255.4, 120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 257.8, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	BMRLZ-DTV	UCA	359;V;243.0, 255.4, 120.7	(3), #	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1) Watertown	BVOR-DTVBJ	ART	108.6;V;243.0, 255.4; 224;120.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Wellsville ATCS-Elmira	BVOR-DTV	ELZ	108.8;V;243.0, 255.4, 120.7	(3), #	
White Plains Westchester Co.	AC(g)		260;118.5, 126.18, 148.32 257.8, 243.0	(2), #	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7	(3), #	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2), #	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	307;V;255.4 ,120.7	(3), #	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;118.1, 123.7, 126.18 243.0, 257.8, 335.6, 348.6	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
"	BVOR	NKT	115.4		
"	CM			(1)	
(1)Cofield	VORW	CVI	116.2		
Edenton ALF	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;243.0, 255.4, 320;120.7	(3), #	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
" Grannis Arpt	C(g.7)		278;118.3,348.6,243.0	(2), #	
Ft.Bragg-PopeAFB	H	FTB	338		
" " "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4,120.7	(3), #	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		
" High Point	AC(g)		242;118.5, 119.1, 126.18 243.0, 257.8, 348.6	(2), #	
(1)Hickory	BVOR-TVJ	HKY	113.1;V;323;120.7	(3), #, 255.4	
Lumberton	MHW	LBT	359		Unmonitored
(3) "	VORW	LBT	117.0		
Murphy	HW	MUY		230	
New Bern	BMH-DTV	EWN	391;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3, 126.18,243.0 257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;243.0, 255.4; 317;120.7	(3), #	
Weeksville NAF	MRLWZ	NFG	254		64 A 139 N 244 A 319 N
Wilmington	BMH-TV	IMN	368;V;243.0, 255.4, 301.4 ,120.7	(3), #	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7, 126.18,	(2), #	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4, 120.7	(3), #	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4, 120.7	(3), #	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4	(3), #	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;243.0, 255.4,120.7	(3), #	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 301.4	(3), #	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
(3) Williston	VORW	ISN	116.3		
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4,120.7	(3), #	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5, 142.74, 243.0 257.8	(1), #, 122.7	
"	[redacted]		[redacted]	[redacted]	
"	[redacted]		[redacted]	[redacted]	
" Canton	AC(g)		278;118.3, 126.18, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton ATCS-Columbus	BVOR-DTV	APE	116.7;V;255.4,243.0, 120.7	(3), #	
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
(1)Chardon ATCS-Cleveland	BVOR-DTXV	CXR	117.5;V;243.0, 255.4, 120.7	(3), #	
Cincinnati	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7	(3), #	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3, 126.18, 124.7, 257.8, 243.0, 285.6	(1), #, 122.7	
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7	(3), #	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;118.1, 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0, 291.6, 307.0, 348.6	(2), #	
"	Center		120.5, 124.2, 124.3, 124.7, 125.5, 125.9, 243.0 284.6, 301.4, 311.8, 318.2, 323.2, 340.6	#	
" "	VHF/DF		Gds: 118.1 118.5 119.9 121.0 122.5 126.18		*
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7	(3), #	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;109.5, 116.7, 121.1, 121.3, 126.18, 126.5, 136.8 142.02, 243.0, 257.8, 263.0, 274.3, 348.6	(2), #	
" "	UHF/DF		Gds: 243.0 263.0 274.3 305.4		
(1) Dayton	BVOR-DTV	DAY	115.0;V;243.0, 255.4, 120.7	(3), #, 122.7	DME
" Arpt	AC(g)		278; 119.5, 125.7, 126.18, 243.0, 257.8, 313.4	(1), #, 122.7	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Findlay	BMH-TV	FDY	209;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	VORW	JFN	115.2		
Mansfield	BMH-TV	MFD	329;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	MFD	113.9		
"	AC(g)		278;118.7, 257.8	(2), #	(0700-2300)
Perry	MHW	PEX	332		
(1) Sidney	BVOR-DTV	SIE	108.2;V;243.0, 255.4, 120.7	(3), #	
ATCS-Dayton					
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(3) Tiverton	VORW	TVT	110.2		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3, 126.18, 243.0, 257.8	(2), #	
(1) Waterville	BVOR	VWV	113.1		DME
(3) Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7	(3), #	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;125.5, 126.18 243.0, 257.8, 275.8	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-TV	ZZV	275;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388		
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7	(3), #	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1) Hobart	BVOR-DTVBJ	HBR	114.7;V;243.0, 255.4; 206;120.7	(3), #	
(1) Lawton	VOR	LAW	112.2		
" Post AAF	MHZ	PFL	308		
" " "	CM		308	122.5	
Mannsville (A)	MHW	MVI	299		
(1) McAlester	BVOR-DTVBJ	MLC	112.3;V;243.0, 255.4; 206;120.7	(3), #	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7	(3), #	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4, 120.7	(3), #	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7, 119.1, 126.18 243.0, 257.8, 338.6, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4, 120.7	(3), #	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 301.4;120.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;255.4, 120.7	(3), #	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 3486;	(2), #	
" "	VHF/DF			100-156	
(1)Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;255.4	(3), #	
(3)Newport	VORW	ONP	117.1		
(1)North Bend	BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7	(3), #	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4, 120.7	(3), #	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4	(3), #	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.1, 118.7, 119.2, 126.18, 119.8, 243.0, 257.8, 284.6, 290.3, 348.6, 363.8	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4 120.7	(3), #	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3)Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4 120.7	(3), #	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBRAZ-DTV	ABE	320;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5, 243.0, 257.8	(2), #, 126.18req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4, 120.7	(3), #	23 A 88 N 203 A 281 N
(1)Bradford	BVOR-DTV	BFD	114.4;V;120.7,243.0,255.4	(3), #	DME
"	BMH	BFD	224		
Brookville	BH-TV	BKL	356;V;243.0, 255.4,120.7	(3), #	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1)Ellwood City ATCS-Pittsburgh	BVOR-DTV	EWC	114.2;V;120.7	(3)	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4,120.7	(3), #	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		
(1)Fitzgearld	VORW	FTZ	108.2		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4 120.7	(3), #	07 A 104 N 194 A 298 N
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278;1195,1199,126.18,2430, 257.8, 382.2	(2), #	
Hazleton	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1)Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;243.0, 255.4, 120.7	(3), #	
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
Lancaster (P)	MHW	LRP	326		
"	TVORW		111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;243.0, 255.4, 120.7	(3), #	58 A 148 N 238 A 328 N
" Arpt	C(g)		326;121.3,126.18,2430,2578	(2), #	
Philadelphia ATCS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7	(3), #	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.5, 119.0, 121.7, 126.18, 142.74, 243.0, 2630,3072,312.6,3382,3486	(1), #, 122.7	
"	VHF/DF		Gds:1185,1190,121.7,122.5,126.18,142.74		
Philadelphia - Mustin NAS	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4, 120.7	(3), #	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4, 120.7	(3), #	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3, 126.18, 243.0 257.8	(2), #	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396;118.7, 119.3, 121.1 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 379.1	(2), #	
"	Center		118.9, 119.2, 120.1, 120.9, 125.1,132.3,137.88,243.0 255.4,290.8,301.4,3192 324.7, 343.6	#	
" "	VHF/DF		Gds: 118.7, 119.3, 121.1, 122.5, 126.18, 126.7, 132.3, 135.9		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1)Pottstown ATCS- N. Phila.	BVOR-DTV	PTW	110.8;V;243.0, 255.4, 120.7	(3), #	
Reading, General Spaatz Arpt	AC(g)		281;126.18, 119.1, 243.0, 257.8	(2), #	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		ATCS-Williamsport
(1) "	BVOR	SEG	113.8		DME
(1)Stroudsburg	*BVOR	SSB	116.6		
(3)Tower City	VORW	TWR	108.2		
(1)Tyrone	VORW	TON	110.0		
(1)West Chester ATCS-N. Phila.	BVOR-DTV	ESR	108.6;V;243.0, 255.4	(3), #	DME
Westover	MHW	EEV	329		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4,120.7	(3), #	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;243.0, 255.4, 20.7	(3), #	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SBRLZ	NXX	391;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "	CM		356	(1)	
(1)Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;243.0, 255.4,120.7	(3), #	47 A 106 N 205 A 291 N
"	VORW	PVD	110.2		(Test-basis)
" Green	AC(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;243.0, 255.4,120.7	(3), #	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4, 120.7	(3), #	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3, 119.3, 126.18 257.8, 263.0, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
Columbia	SBRAZ-DTV	CAE	227;V;255.4,120.7	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5, 126.18, 243.0 257.8, 348.6	(2), #	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4	(3), #	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4,120.7	(3), #	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9, 125.9, 126.18 257.8, 348.6	(2), #	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;243.0, 255.4 120.7	(3), #	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4, 120.7	(3), #	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
" "	HW	SSC	526		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4, 120.7	(3), #	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4, 120.7	(3), #	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1)Philip	BVOR-TV	PHP	115.7;V;243.0, 255.4, 120.7	(3), #	
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4, 120.7	(3), #	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 301.4;120.7	(3), #	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
"Ellsworth AFB	MHWZ	RFX	284		
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4, 120.7	(3), #	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Watertown	BVOR DTV	ATY	116.6;V;243.0, 255.4, 120.7	(3), #	
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	BVOR-DTV	CHA	112.8;V;255.4, 120.7	(3), #	
" Lovell	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	BVOR-TV	CSV	113.4;V;243.0, 255.4. 120.7	(3), #	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;243.0, 255.4, 120.7	(3), #	
"	BMH	DYR	245		
Emmett	MHW	EME	320		
Gainsville (N)	MHW	NQ4	263		
(1)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4, 120.7	(3), #	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4, 120.7	(3), #	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.1, 118.7, 123.9, 126.18, 257.8, 305.4, 348.6, 382.2	(2), #	
" "	VHF/DF		Gds:118.3,118.7,120.3,122.1,122.5,123.9,126.7,126.18,132.0,132.3,135.9		
" "	UHF/DF			243.0, 305.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4, 120.7		
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3, 119.1, 126.18 243.0, 257.8, 291.6, 340.6, 348.6	(2), #	
"	Center		119.3, 120.1, 120.5, 243.0, 250.2,301.4,311.8,318.2,323.2	#	
"	(twr)VHF/DF		Gds:118.3,119.1,119.7,120.3,122.1,122.5,126.7,126.18,132.0,135.9		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 236.6 243.0	(1), #	63 A 145 N 243 A 325 N
" "	CM		396	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7	(3), #	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;118.1, 126.18, 243.0 257.8, 383.8	(2), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.1, 120.3, 122.1, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7	(3), #	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18 257.8, 348.6	(2), #	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7	(3), #	01 A 71 N 181 A 248 N
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18, 257.8, 348.6, 363.8	(2), #	
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7	(3), #	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;243.0, 255.4	(3), #	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
Austin	BH-DTV	AUS	281;V;243.0, 255.4	(3), #	
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7	(3), #	70 A 160 N 250 A 340 N
(1) "	BVOR	BPT	114.9		
" Jefferson Co.	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4, 120.7	(3), #	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	114.3		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4	(3), #	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7, 126.18, 118.1, 250.2, 257.8, 348.6	(2), #	
TEXAS					
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;243.0, 255.4, 120.7	(3), #	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;243.0, 255.4; 206;120.7	(3), #	
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;243.0, 255.4, 120.7	(3), #	DME
" Easterwood	AC(g)		272;118.5, 126.18 243.0, 257.8, 347.0	(2), #	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;243.0, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 141.84, 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	VORW	NGP	114.0		
" "	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;243.0, 255.4	(3), #	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;243.0, 255.4	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7	(3), #	
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;243.0, 255.4	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, 137.88 243.0, 250.4, 269.2, 301.4, 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft.Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;243.0, 255.4, 120.7	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0, 255.4,120.7	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		236;118.1,118.9,123.9,126.18 236.2, 243.0, 257.8, 119.6, 263.0, 307.9, 324.7, 363.8	(1), #, 122.7,	
" Meacham	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	(0700-2300)
"	Center		120.3, 120.9, 125.5, 243.0 301.4, 353.7, 360.6, 379.1, 124.0	#	
Galveston	SBMRLZ-DTV	GLS	263;V;243.0, 255.4, 120.7	(3), #	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	BVOR-DTV	GGG	117.4;V;243.0, 255.4;	(3), #	
"	C(g)		236|181|257.8|348.6	#	
Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4	(3), #	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)		278;118.1, 118.3, 118.7, 120.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #, 141.3	
	VHF/DF		Gds:118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;243.0, 255.4, 120.7	(3), #	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4	(3), #	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan-Bay)	HW	NG1	356		
"	HW	NQI	335		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ-DTV	LRD	206;V;243.0, 255.4	(3), #	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
(1)Leona	BVOR	LOA	110.8;V;1207.2430.255.4	(3), #	ATCS-College Station
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4,120.7	(3), #	79 N 174 A 259 N 354 A

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
(1)Lubbock	BVOR	LBB	117.1		
" Arpt	AC(g)		278;119.9,126.18,257.8,348.6	(2), #	
(1)Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;243.0, 255.4, 120.7	(3), #	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;243.0, 255.4, 120.7	(3), #	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;243.0,255.4,120.7	(3), #	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;243.0, 255.4, 120.7	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4, 120.7	(3), #	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
(3)Rocksprings	VORW	RSG	109.0		
Salt Flat Ctld from El Paso	MRLZ-DV	SFL	335;V;243.0, 255.4, 120.7	(3), #	79 A 162 N 259 A 342 N
(1) "	VORW	SFL	113.0		DME
San Angelo	BMRLZ-DTV	SJT	227;V;255.4,120.7	(3), #	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
" Mathis	AC(g)		272|18.3,243.0,257.8,348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4,120.7	(3), #	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.9,123.9,124.3,243.0 257.8, 348.6, 381.4	(2), #, 126.18	
"	Center		119.7, 120.1, 120.5, 137.88, 243.0, 263.0, 301.4, 319.8, 363.1	#	
San Diego (N)	MHW	NK6	233		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" " "	CM		335		
Smithville	MHW	SIH	203		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Snook (A)	MHW	SOK	371		
Somerset	MHW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(3) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH DTV-	TYR	320;V;255.4	(3), #	
" Pounds Fld	AC(g)		272;119.1, 243.0, 257.8, 348.6	(2), #	
Van Horn	HW	VHN	353		
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV		385;V;243.0, 255.4, 120.7	(3), #	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9, 126.18 257.8, 260.6, 348.6	(2), #	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;243.0, 255.4,120.7	(3), #,	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 348.6	(2), #	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1.		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;243.0, 255.4, 120.7	(3), #	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7	(3), #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4,120.7	(3), #	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;243.0, 255.4, 120.7	(3)	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;243.0, 255.4; 278;120.7	(3), #	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;243.0, 255.4, 120.7	(3), #	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promotory Pt	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4, 120.7	(3), #	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18, 243.0, 257.8, 305.4, 348.6	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City	Center		124.4,1192,1203,124.5,2430 269.2, 274.3,301.4,326.2	#	
"	UHF/DF			305.4	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;243.0, 255.4, 120.7	(3), #	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;255.4	(3), #	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6, 363.8	(2), #	
"	VHF/DF			100-156	
"	UHF/DF			257.8, 305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7	(3), #	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash., D. C	SBRAZ-DTXV	ARV	233,126.7, 122.2,120.7	(3)-135.9, #	41 A 135 N 222 A 316 N
Bacon Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7	(3), #	64 A 178 N 272 A 358 N
Brooke	VORW	BRV	109.2		
(3)Cape Charles	VORW	CCV	112.4		
Chincoteague NAAS	SBMRLZ	NKZ	221;V;126.18, 142.74 233.8, 243.0	(1), #	36 A 99 N 216 A 279 N
"	CM		278	(1)	
Dahlgren NAF	CM		375	(1)	
Danville	BMH-TV	DAN	344;V;243.0, 255.4,120.7	(3), #	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;243.0, 255.4, 120.7	(3), #	DME
Fentress ALF	HW	NTU	404		
Ft. Eustis,Felker AAF	CM		126.3	#	
Front Royal ATCS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	359;V;243.0, 255.4	(3), #	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7	(3), #	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash., D.C.	*BVOR-DTXV	HRN	114.0;122.2, 126.7,120.7	(3)-135.9, #	DME
(1) Hopewell ATCS-Richmond	BVOR-DTV	HPW	109.4;V;243.0, 255.4, 120.7	(3), #	
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;243.0, 255.4, 120.7	(3), #	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317; 118.7, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGINIA					
Norfolk	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7	(3), #	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,132.3, 257.8, 348.6	(2), #	
"	Center		108.7, 118.1, 118.5, 118.9, 119.9, 123.7, 124.1, 132.3, 137.88, 257.8, 263.0, 301.4, 319.8, 381.6	(3), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" NAS	CM		329	(1)	
" Chambers Fld (N)	SMRLZ-	NGU	269;121.5, 126.18, 142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5, 126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(3), #	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	20 A 110 N 200 A 290 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7	(3), #	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.0, 119.5, 126.18 257.8	(2), #	
Roanoke	SBRAZ-DTV	ROA	371;V;255.4,120.7	(3), #	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278,118.3, 243.0, 257.8	(2), #	
(1) "	TVOR	ROA	110.0		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7	(3), #	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;243.0, 255.4, 120.7	(3), #	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7	(3), #	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N
Everett Paine AFB	HW	EV	396		
"	CM		374	(1)	
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335,126.18, 121.3	(2), 126.18	(0800-2400)
Richland	CI		126.18, 121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 120.7, 125.3 132.3, 243.0, 285.4, 301.4, 307.9, 319.2, 324.7, 343.6 ,124.9	#	
"	VHF/DF		Gds: 118.3, 118.5, 119.5, 119.9,120.3 122.1, 122.5, 126.18, 135.9, 137.88		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" "	HW	MWG	404		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7	(3), #	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8, 305.4, [redacted]	(2), #	
"	Center		120.5, 301.4,	#	
[redacted]	[redacted]			[redacted]	
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
"	CM		272	(2)	(Ctc ctl zone)
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7	(3), #	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2 243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 February 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4	(3), #	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1, 257.8, 348.6	(2), #	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;243.0, 255.4, 120.7	(3), #	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha Co.	AC(g)		317;118.5, 119.8, 125.9, 126.18, 257.8 383.8	(2), #	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7	(3), #	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;243.0, 255.4 120.7	(3), #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7	(3), #	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7	(3), #	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;243.0, 255.4; 215;120.7	(3), #	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1, 257.8, 243.0	(2), #	
White Sulphur Springs (P)	H	SSU	406	(2), 122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;243.0, 255.4, 120.7	(3), #	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;243.0, 255.4, 120.7	(3), #	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;243.0, 255.4, 120.7	(3), #	
(1)Janesville	VORW	JVL	113.0		
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7	(3), #	57 A 121 N 237 A 310 N
(1) "	BVOR	LSE	115.7		
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7	(3), #	DME
Madison	BMRLZ-DTV	LNR	400;V;255.4,120.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3,126.18,243.0 257.8, 363.8	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4	(3), #	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18, 243.0, 257.8, 263.0, 285.4, 305.4	(2), #	
Milwaukee	VHF/DF			100-156 req	
Mitchell	UHF/DF		Gds: 243.0, 305.4		
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;243.0, 255.4, 120.7	(3), #	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1), 122.1	(On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V,-122.2;243.0 255.4;120.7	(3), #	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	AC(g)		278;183,126;18,257.8,348.6	(2), #	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;243.0, 255.4, 120.7	(3), #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7	(3), #	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,257.8,348.6	(2), #	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V-122.2;243.0, 255.4,120.7	(3), #	
Ft. Bridger ATCS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4, 120.7	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4, 120.7	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;243.0, 255.4, 120.7	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7	(3), #	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4, 120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7	(3), #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;243.0, 255.4, 120.7	(3), #, 6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7, 126.18, 233.8	(2), #	(1000-0200)
" Ramey AFB	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#, 243.0	(0200-1000, 1400-2200)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567	#, 122.1, 6567, 8364	
St. Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567; 120.7	#; 6567	
	NEW FACILITIES (or facilities out of alphabetical alignment)				
(1)Sault Ste Marie, Mich.	BVOR	SSM	112.2		
Fayetteville, N. Carolina	TV		V; 255.4, 120.7	(3), #	
La Crosse, Wisc.	TVOR	TLSE	108.4		
Utica-Oneida Co. N. Y.	C(g)		332; 118.1, 243.0, 257.8 348.6	(2), #	
(1)Okmulgee, Okla.	BVOR-DTV	OKM	108.2; V; 255.4	(3), #	ATCS-Tulsa
Hanover, Colo.	MHW	HNR	224		
San Jose, Calif.	C(g.7)		227; 119.5, 243.0, 257.8	(2), #	
Newcomerstown, Ohio	VORW	CTW	112.0		(Test-basis)
El Toro MCAS, Calif.	VOR	NZJ	117.8		
St. Joseph, Mo.	HW	STJ	411		
Fargo-Hector Fld. North Dakota	C(g)		278; 118.3, 257.8, 348.6	(2), #	(0700-2300)
Lynchburg-Preston Glen, Va.	C(g)		287; 118.7, 243.0	(2), #	(0800-2400)
Columbus, Muscogee Co., Ga.	C(g)		287; 125.3, 257.8, [redacted]	(2), #	
Erie-Port Erie, Pa.	C(g)		278; 124.1, 243.0	(2)	
Enterprise, Ozark AAF, Ala.	MHW	ETP	308		
Macon-Cochran Fld, Ga.	C(g.7)		278; 118.3, 243.0, 257.8, 348.6	(2), #	
Oakland, Calif.	(ctr)VHF/DF		Gds: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 122.1, 124.3, 124.9, 126.18		
Oshkosh, Wisc. ATCS-Green Bay	BVOR-DTV	OSH	111.8; V; 243.0, 255.4	(3), #	
Orange, Mass. (P)	MHW	ORE	365		
Reed City, Mich (P)	MH	XRC	275		
Middletown, Ohio(P)	MHW	MWO	236		
Kansas City, Mo.	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.5, 122.1, 122.5, 126.7, 126.18, 132.0, 135.9		
Ft. Worth Carter Fld, Tex.	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 122.5, 126.18, 132.0, 142.74		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120, CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notice to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airman: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..--.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200'MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

HERNDON, VIRGINIA, VOR SHUT-DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 223: HRN VOR - Hampton VHF Int	Arcola LFR direct HAR VOR	3000
Victor 39: EMI VOR - Remington VHF Int	Red 33	as published
Victor 4: HRN VOR - FRR VOR	Red 18	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Sugar Loaf	MRB VOR 107 M radial; EMI VOR 245 M radial	3000
Keymar	MRB VOR 078 M radial; HAR VOR 201 M radial; EMI VOR 295 M radial;	3000
Lisbon	Use Lisbon LF Int	as published
Fairland	DCA TVOR 023 M radial; BAL VOR 244 M radial	3000
Springfield	Use Springfield LF Int	as published
Remington	Use Remington LF Int	as published
Plains	FRR VOR 118 M radial; MRB VOR 170 M radial; (Holding Pattern: NW of the substitute intsxn on the Front Royal 118 radial. Right turns. One minute pattern)	4000
Leesburg	FRR VOR 094 M radial; MRB VOR 147 M radial	4000
Manassas	Brooke VOR 003 M radial; DCA TVOR 256 M radial	3000
Quarry	SW crs of the ARV LFR; FRR VOR 118 M radial	4000

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel. See also page 58.

USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

HUGUENOT, NEW YORK, VOR SHUT-DOWN: During the period of shut-down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 146: HUO VOR - Newburgh VHF Int	None	----
Victor 126: HUO VOR - ILT VOR	ILT VOR 294 M radial to the point of intsxn with DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Paterson VHF Int	None	----
Victor 249: HUO VOR - CDW VOR	CDW VOR 356 M radial to the point of intsxn with the AVP VOR 127 M radial. None beyond.	5000
Victor 126 and 146: HUO VOR - AVP VOR	AVP VOR 105 M radial to point of intsxn with the DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Herrick VHF Int	None	----
Victor 249: HUO VOR - DNY VOR	DNY VOR 171 M radial to the point of intsxn with the AVP VOR 105 M radial	5000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Central Valley	ILT VOR 288 M radial and POU VOR 234 M radial	3000
Huguenot VOR	AVP VOR 105 M radial and STW VOR 035 M radial	5000
Greenwood	POU VOR 234 M radial and ILT VOR 280 M radial (Holding Pattern: NE of the Greenwood Int on the POU VOR 234 radial. Left turns. One minute pattern)	3000

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2000' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-1/2) an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2000'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2000' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

BOSTON, MASS. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 3: BOS VOR - Hampton VHF Int	Amber 7	as published
Victor 141: BOS VOR - ACK VOR	Blue 58	as published
Victor 16: BOS VOR - Woonsocket VHF Int	Green 2	as published
Victor 3: BOS VOR - Millbury VHF Int	BOS LFR direct Worcester LOM	3000
Victor 141: BOS VOR - CON VOR	Blue 4	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Peabody	Peabody LF intsxn	as published
Revere	Revere LF intsxn	as published
Dedham	SW crs of the BOS LFR, GDM VOR 128 M radial	2000
Natick	BOS LFR 090° M bearing inbound GDM VOR 128 M radial	3000
Westboro	BOS LFR 090° M bearing inbound GDM VOR 146 M radial	3000
Lowell	SE crs of the CON LFR GDM VOR 094 M radial	2000
Franklin	Franklin LF intsxn	as published

NAVIGATIONAL WARNING: USAF jet and conventional bombers will conduct daylight VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route 8-F-I: 39-28N, 95-03W; 40-43N, 92-25W; 41-14N, 89-22W; 43-14N, 90-51W; 44-48N, 91-03W; 44-42N, 91-49W; 43-38N, 93-47W; 41-04N, 98-28W; 40-59N, 94-40W; 40-29N, 95-54W, target Peru, Nebraska.

Route 8-A-III: 43-18N, 99-02W; 43-18N, 103-25W; 44-28N, 104-44W; 44-58N, 102-55W; 44-30N, 102-01W; 44-02N, 99-28W; 43-53N, 96-04W; 43-33N, 94-58W; 42-36N, 95-11W; 42-08N, 95-25W; target Omaha, Nebraska.

Route 8-E-II: 38-55N, 94-16W; 40-17N, 91-29W; 40-26N, 87-16W; 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-45N, 92-40W; 38-21N, 93-46W; target Clinton, Missouri.

Route 8-D-I: 37-52N, 95-44W; 39-12N, 96-13W; 39-53N, 96-53W; 41-27N, 97-32W; 42-51N, 97-55W; 42-38N, 100-12W; 40-02N, 99-20W; 38-27N, 100-20W; 38-00N, 99-21W; 38-00N, 99-12W, 38-54N, 98-51W; target Russell, Kansas.

Route 8-H-II: 43-34N, 70-11W; 43-45N, 69-50W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-40N, 69-44W; 43-38N, 71-47W; 44-16N, 73-12W; 43-25N, 73-41W; 43-01N, 74-46W; 44-00N, 75-25W; 44-34N, 75-00W; 44-56N, 73-24W; 44-50N, 72-47W; target Groveton, New Hampshire.

Route 8-B-III: 38-14N, 94-50W; 38-12N, 92-38W; 38-43N, 91-26W; 37-22N, 89-25W; 37-24N, 86-02W; 37-50N, 84-42W; 37-22N, 80-47W; 38-33N, 80-15W; 39-05N, 81-55W; 39-16N, 82-08W; target Columbus, Ohio.

Route 8-G-I: 43-10N, 76-30W; 42-41N, 78-02W; 42-14N, 80-09W; 41-27N, 82-58W; 41-27N, 83-39W, 41-12N, 84-45W; 40-33N, 84-36W; 40-29N, 83-53W; 40-35N, 81-13W; 40-50N, 80-22W, 41-47N, 78-50W; 42-26N, 76-54W; 42-34N, 76-33W; target Waterville, New York.

Route 8-C-III: 41-39N, 73-56W; 41-24N, 75-15W; 40-02N, 78-21W; 37-42N, 78-38W; 37-35N, 79-35W; 40-40N, 79-26W; 41-53N, 76-30W; 42-28N, 73-55W; 42-27N, 73-51W; target Springfield, Massachusetts.

QUINCY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V116, V1512, V1514		
Macon, Mo. VOR	Warren, Mo. temp Int (MCM R-069 and IRK R-114	2000
Warren, Mo. temp Int	*Quincy, Ill. RBN	2000
*MCA V-52 2600' NW		
VOR civil arwy V116		
Quincy, Ill. RBN	Peoria, Ill. VOR	2000
VOR civil arwy V63		
Columbia, Mo. VOR	*Quincy, Ill. RBN	2000
*Quincy, Ill. RBN	Burlington, Iowa VOR	2600
*MCA 2600' V-52 NW		
VOR civil arwy V50		
Kirksville, Mo. VOR	*Quincy, Ill. RBN	2500
*MCA 2600' V-52 NW		
VOR civil arwy V50, V1512, V1514		
Quincy, Ill. RBN	Springfield, Ill. VOR	2000
VOR civil arwy V52		
Luray, Iowa Int	Quincy, Ill. RBN	2600
Quincy, Ill. RBN	*Elsberry, Ill. temp Int (STL R-325 and VLA R-269	2000
*MRA 5000		
Elsberry, Ill. temp Int	St Louis, Mo. VOR	2000

SPRINGFIELD, MISSOURI VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V132		
Nashville, Mo. Int	Springfield, Mo. LFR	2600
VOR civil arwy V71		
Butler, Mo. VOR via R-132	Springfield, Mo. LFR via brng 132/312 on SGF LFR	2500
VOR civil arwy V205		
Blue Springs, Mo. VOR via R-152 BSP	Holden, Mo. temp Int BSP R-152 and BUM R-026	2400
Holden, Mo. temp Int	Springfield, Mo. LFR via brng 333/153 on SGF LFR	2500
VOR civil arwy V63		
Columbia, Mo. VOR via R-204 CBI	Wilton, Mo. temp Int CBI R-204 and R-315 VIH	2600
Wilton, Mo. temp Int	Springfield, Mo. LFR via brng 023/203 on SGF LFR	2500
VOR civil arwy V14		
Neosho, Mo. VOR via R-051	Halltown, Mo. temp Int EOS R-051 and BUM R-140	2500
Halltown, Mo. temp Int	Springfield, Mo. LFR via brng 052/232 on SGF LFR	2500

(Continued)

FROM	TO	MEA
VOR civil arwy V14, V88		
Springfield, Mo. LFR via brng 051/231 on SGF LFR	*Conway, Mo. temp Int via brng 051/231 on SGF LFR and FLP R-337	2500
*MRA 4700		
Conway, Mo. temp Int	Vichy, Mo. VOR via R-233	2600
VOR civil arwy V63		
Fayetteville, Ark. VOR via FYV R-020	*Billings, Mo. temp Int FYV R-020 and EOS R-066	2600
*MRA 2800		
Billings, Mo. temp Int	Springfield, Mo. LFR via brng 200/020 on SGF LFR	2600
VOR civil arwy V190, V1516		
Springfield, Mo. LFR via brng 074/254 on SGF LFR	Farmington, Mo. VOR via R-257 FAM	4600
DIRECT ROUTES:		
Ponca City, Okla. VOR via R-070 PNC	Springfield, Mo. LFR via brng 255/073 on SGF LFR	
Springfield, Mo. LFR via brng 315/135 on SGF LFR	Flippin, Mo. VOR via R-316 FLP	3000

BUFFALO, NEW YORK, VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 142: BUF VOR - Medina Int	Red airway 22	as published
Victor 2 and Victor 14: BUF VOR - ROC VOR	Green airway 2	as published
Victor 36: BUF VOR - Burns Int	Red airway 23	as published
Victor 164: BUF VOR - ELZ VOR	BUF LFR direct ELZ VOR	4500
Victor 33: BUF VOR - BFD VOR	BUF LFR direct BFD VOR	4500
Victor 142: BUF VOR - Jamestown Int	Unusable	-----
Victor 14: BUF VOR - ERI VOR	Green airway 2	as published
Victor 84: BUF VOR - Hagerstown Int	BUF LFR direct XU VOR	3000
Victor 36 South: BUF VOR - YZ VOR	Unusable	-----
Victor 36: BUF VOR - YZ VOR	Red airway 23	as published

The following VHF intsxns will be unusable during the period of shut down: Medina, Mumford, Rush, Grimsby, Avon, Warsaw, Niagara, Thorold.

TEST OF EXPANDED RADAR SERVICE - ANDREWS AFB AREA: Effective 0001 EST 15 Jan 1958 and continuing until 2359 EST 15 Mar 1958 a test will be conducted to gather operational experience and information concerning the practicability of providing expanded radar traffic control service (separation and/or traffic information) to aircraft operating VFR in the vicinity of Andrews AFB. Test activity will be conducted by Andrews approach control within the Andrews approach control area which generally lies between the 060° radial clockwise to the 165° radial of the Washington TVOR within a 30 mile radius E of Andrews AFB. During the test period all aircraft operating VFR in or through this area at and below 10,000 MSL are urged to contact Andrews approach control. Radar will be utilized insofar as possible to provide traffic information and/or radar separation to participating aircraft in the following manner:

1. Military aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic information and radar separation, as required, from all other observed traffic.
2. Civil aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic advisory information.
3. All aircraft operating VFR in the area above 2500 MSL and up to 10,000 MSL inclusive will be provided pertinent traffic advisory information only.
4. Military aircraft should initiate contact on 355.8 mc or 136.8 mc. Civil aircraft may call on 123.7 mc or 122.1 mc and receive on 123.7 mc. Pilots should advise approach control of their position, altitude, heading and intentions during first radio contact so that controllers may plan proper route through the area. Traffic from the east and northeast on Victor 16 or Green 5 is requested to initiate call at Kent Island or over eastern shore of Chesapeake Bay. Traffic from the southeast on Blue 56 should initiate contact in vicinity of Coles Point. Traffic landing at Washington National, Bolling or Anacostia will be advised when to change to appropriate tower frequency.
5. VFR flights departing from Washington National, Bolling or Anacostia that will penetrate test area should contact Andrews approach control as soon as practicable after leaving respective tower frequency and prior to entering area. Aircraft departing airports within the area are requested to initiate contact as soon as practicable after takeoff.
6. IFR traffic operating through the area will be handled in the normal manner by CAA traffic control facilities and should not contact Andrews approach control unless instructed to do so by ATC. There will be no change in established local traffic patterns during the test period.

The above services are designed to aid pilots in avoiding collision and should not be construed as relieving the pilot of any responsibilities and requirements governing VFR flight as established in pertinent military or Civil Air Regulations. Radar traffic information will be provided in accordance with the U.S. Standard Manual of Radar Air Traffic Control Procedures.

Comments from pilots participating in the test are solicited and will be most welcome. Please address correspondence to: Commander, 2045th AACS Group, Attention: Flight Facilities Officer, Andrews Air Force Base, Washington 25, D.C.

DAYTON, OHIO VOR SHUT DOWN: The Dayton, Ohio VOR will be shut down on or about Feb 3, 1958, for approximately 21 days. During outage the following substitute route structure in effect:

(1) V275 CVG VOR to FDY VOR replaced by CVG VOR direct RID VOR direct FDY VOR, MEA 3000.
(2) V246 DAY VOR to MFD VOR replaced by SIE VOR 226 M radial from the point of Int with the W crs of the CMH LFR direct SIE VOR direct MFD VOR, MEA 3000.
(3) V12 1512 and 1514 DAY VOR to APE VOR replaced by Green arwy 4 to the APE VOR 246 M radial direct to the APE VOR, MEA as published.
(4) V12 south DAY VOR to London VHF Int, MEA - none.
(5) V12 1512 and 1514 DAY VOR to IND VOR replaced by Green arwy 4, MEA as published.
(6) V12 north DAY VOR to Cowan VHF Int, MEA - none.
(7) V55 west DAY VOR to Portland VHF Int, MEA - none.
(8) V55 DAY VOR to Coldwater VHF Int replaced by RID VOR direct radial to the Coldwater VHF Int, MEA 3000.

Following temporary non compulsory reporting points established:

Springhills, unusable; Plain City, unusable; Mason CVG VOR 045 M radial RID VOR 128 M radial, MEA 2500; Troy LF Int, MEA as published; Mechanicsburg LF Int, MEA as published; Englewood. Dayton LMM, MEA 3000; Arba LF Int, MEA as published; Union City SIE VOR 263 M radial RID VOR 015 M radial, MEA 2500; Dawn SIE VOR 263 M radial RID VOR 015 M radial, MEA 2500; Anna FDY VOR 213 M radial SIE VOR 310 M radial, MEA 2500; Coladwater FDY VOR 251 M radial FWA VOR 147 M radial, MEA 3000; Dayton SIE VOR 226 M radial W crs of the CMH LFR, MEA 2500.

TROY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V4		
St Louis, Mo. VOR	Int R-100 STL and R-235 VLA (Troy Int temp)	2100
Int R-100 STL and R-235 VLA (Troy Int temp)	Centralia, Ill. VOR	2000
VOR civil arwy V72		
Int R-100 STL and R-235 VLA (Troy Int temp)	Vandalia, Ill. VOR	2000
VOR civil arwy V12, V14, V1512S, V1514S		
St Louis, Mo. VOR	*Academy, Ill. temp Int	
	*Int R-072 STL and R-300 ENL	2000
Academy, Ill. temp Int	*Prairie, Ill. temp Int STL R-072 and R-187 SPI	2000
*MRA 4000 (Flag)		
Prairie, Ill. temp Int	Vandalia, Ill. VOR	2000
VOR civil arwy V69		
Springfield, Ill. VOR	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	3000
*MRA 3000		
Int R-187 SPI and R-269 VLA (Gillespie Int temp)	*Int R-187 SPI and R-072 STL (Prairie Int temp)	4000
*MRA 4000 (Flag)		
Prairie, Ill. Int temp	Troy, Ill. temp Int	5000
VOR civil arwy V9		
St Louis, Mo. VOR	*Int R-165 STL and R-276 ENL (Meramec Int temp)	2000
*MRA 3000 (Flag)		
Int. R-165 STL and R-276 ENL (Meramec Int temp)	*Crystal City, Mo. Int	2500
*MRA 3000 (Flag)		
VOR civil arwy V186		
Vandalia, Ill. VOR	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	2000
*3000 MRA (Flag)		
DIRECT ROUTES:		
Vandalia, Ill. VOR	Roberts, Ill. VOR	4000
St Louis, Mo. LFR	Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	2100
Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	Int. R-265 SCT and R-191 HUF (Carlisle Int temp)	3100
Int R-265 SCT and R-191 HUF (Carlisle Int temp)	Scotland, Ind. VOR	2000
St Louis, Mo. VOR	Scotland, Ind. VOR	6000

ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

V CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective March 13, 1958, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Red civil arwy No. 15 (Reno, Nev. to Phoenix, Ariz.) is amended to read: "From the intsxn of the NE crs of the Reno, Nev. rdo rng and the NW crs of the Fallon, Nev. rdo rng via the Fallon, Nev. rdo rng stn; the intsxn of the SE crs of the Fallon rdo rng with a point at lat 38-39-50, long. 117-51-00 to the Tonopah, Nev. rdo rng stn. From the Prescott, Ariz. rdo rng stn via the intsxn of the SE crs of the Prescott rdo rng and the NW crs of the Phoenix rdo rng to the Phoenix, Ariz. rdo rng stn." (Note: deleted the uncontrolled portion of Red 15 between Tonopah rng and Good Springs, Nev. H. Added control to Red 15 between Fallon and Tonopah.)

(2) Blue civil arwy No. 7 (Altamont, Calif. to Williams, Calif.) caption changed and is amended to read: 'From the intsxn of the S crs of the Travis AFB, rdo rng and the W crs of the Stockton, Calif. rdo rng via the Travis AFB, Fairfield, Calif. rdo rng stn to the Williams Calif. rdo rng stn." (Note: deleted portion Blue 7 between Gilroy and Altamont intsxns).

(3) Blue civil arwy No. 10 (Oakland, Calif. to Williams, Calif.) caption changed and is amended to read: "From the Oakland, Calif. rdo rng stn via the intsxn of the NW crs of the Oakland rdo rng and the SW crs of the Williams rdo rng to the Williams, Calif. rdo rng stn." (Note: deleted portion Blue 10 between Fresno rng stn and Oakland rng stn.)

(4) Blue civil arwy No. 14 (El Centro, Calif. to Sacramento, Calif.) is amended by changing the entire last portion to read: 'From the Fresno, Calif. rdo rng stn via the intsxn of the W crs of the Fresno rdo rng and the S crs of the Stockton rdo rng; Stockton, Calif. rdo rng stn to the intsxn of the N crs of the Stockton rdo rng and the SE crs of the Sacramento, Calif. rdo rng." (Note: added a portion on Blue 14 from between Fresno rng and Stockton via the realigned W crs of Fresno. Note courses of Fresno being realigned: W crs 092°T toward the stn; E crs 272°T toward the stn; NW crs 152°T toward the stn; SE crs 332°T toward the stn. Control zone extensions at Fresno follow rng realignment.)

(5) VOR civil arwy No.12 (Santa Barbara, Calif. to Philadelphia, Pa.) is amended by changing the portion which reads: "Tucumcari, N. Mex. omni stn, including a N alternate via the intsxn of the Anton Chico omnirange 067°T and the Tucumcari omnirange 289°T radials;" to read: "Tucumcari, N. Mex. omni stn, including a N alternate via the intsxn of the Anton Chico omnirange 067° and the Tucumcari omnirange 291° radials;" and by changing the portion which reads: "Appleton, Ohio, omni stn, including a S alternate via the point of intsxn of the Dayton omnirange 099°T and the Appleton omnirange 244°T radials; Wheeling, W. Va. omni stn;" to read: "Appleton, Ohio, omni stn, including a S alternate via the point of intsxn of the Dayton omnirange 099° and the Appleton omnirange 244° radials; Newcomerstown, Ohio omni stn; Wheeling, W. Va. omni stn;" (Note: changed Tucumcari VOR 289°T radial to 291°T which is correct bearing of Tucumcari VOR direct radial to Las Vegas VOR on V60. Added Newcomerstown VOR to V12.)

(6) VOR civil arwy No. 13 (Houston, Tex. to Duluth, Minn.) is amended by changing the portion which reads: "Shreveport, La. omni stn, including an E alternate;" to read: "Shreveport, La. omni stn, including an E and a W alternate;" (Note: added V13W between Shreveport VOR and Lufkin VOR.)

(7) VOR civil arwy No. 16 (Los Angeles, Calif. to Boston, Mass.) is amended by changing the portion which reads: "Texarkana, Ark. omni stn, including a N alternate;" to read: "Texarkana, Ark. omni stn including a N alternate, and also a S alternate via the point of intersection of the Sulphur Springs omni stn 090° with the Quitman, Tex. omnirange direct radial to the Texarkana omni stn;" (Note: added V16S between Sulphur Springs VOR and Texarkana VOR.)

(8) VOR civil arwy No. 18 (Dallas, Tex. to Charleston, S.C.) is amended by changing the portion which reads: "Monroe, La. omni stn, including a N alternate;" to read: "Monroe, La. omni stn, including a N and a S alternate;" (Note: added V18S between Shreveport VOR and Monroe VOR.)

(9) VOR civil arwy No. 27 (Los Angeles, Calif. to Seattle, Wash.) is amended by changing the portion which reads: "excluding the portion which conflicts with the Ft Ord restricted area (R-284) and also excluding the portion which conflicts with the Camp Roberts restricted area (R-415) during the hrs of daylgt;" to read: "excluding the portion which lies within Ft Ord Restricted Area (R-284) and also excluding the portion which lies within Camp Roberts Restricted Area (R-415);"

(10) VOR civil arwy No. 37 (Savannah, Ga. to Erie, Pa.) is amended by changing the portion which reads: "Pulaski, Va. omni stn;" to read: "Pulaski, Va. omni stn, including a W alternate from the Charlotte omni stn to the Pulaski omni stn via the Hickory, N. C. omni stn;" (Note: added V37W between Charlotte VOR and Pulaski VOR via Hickory VOR.)

(11) VOR civil arwy No. 59 (Parkersburg, W. Va. to Cleveland, Ohio) is added to read: "From the Parkersburg, W. Va. omni stn via the Newcomerstown, Ohio omni stn; point of intersection of the Tiverton, Ohio omnirange direct radial to the Youngstown, Ohio omni stn with the Mnasfield, Ohio omnirange 100° radial; to the Cleveland, Ohio omni stn." (Note: new arwy)

(12) VOR civil arwy No. 69 (Shreveport, La. to Chicago, Ill.) is amended by changing the portion which reads: "El Dorado, Ark. omni stn;" to read: "El Dorado, Ark. omni stn, including a W alternate from the Shreveport omni stn to the El Dorado omni stn via the intsxn of the Shreveport omnirange 087° and the El Dorado omnirange 234° radials;" (Note: added V69W between Shreveport VOR and El Dorado VOR.)

(13) VOR civil arwy No. 71 (Flippin, Ark. to Kansas City, Mo.) is amended to read: "From the Flippin, Ark. omni stn via the Springfield, Mo. omni stn; Butler, Mo. omni stn, including a W alternate via the intsxn of the Springfield omnirange 301° and the Butler omnirange 178° radials; to the Kansas City, Mo. omni stn." (Note: revoked the portion of V71 between Pine Bluff VOR and Little Rock VOR and redesignated this portion as a part of V74.)

(14) VOR civil arwy No. 74 (Hugo, Colo. to Pine Bluff, Ark.) is amended by changing the caption and by changing the portion which reads: "to the Little Rock, Ark. omni stn." to read: "Little Rock, Ark. omni stn; intsxn of the Little Rock omnirange 141° and the Pine Bluff omnirange 007° radials; to the Pine Bluff, Ark. omni stn." (Note: added new portion to V74. This new portion was formerly a part of V71.)

(15) VOR civil arwy No. 103 (Greensboro, N. C. to Cleveland, Ohio) is amended to read: "From the Greensboro, N. C. omni stn via the Roanoke, Va. terminal omni stn; Elkins, W. Va. omni stn; Wheeling, W. Va. omni stn; point of intsxn of the Wheeling omnirange 313° and the Mansfield, Ohio, omnirange 100° radials; point of intsxn of the Mansfield omnirange 100° radial with the Tiverton, Ohio omnirange direct radial to the Youngstown, Ohio omni stn; to the Cleveland, Ohio omni stn." (Note: redesignated V103 from Wheeling VOR to Cleveland VOR via the Bergholz and Mt. Hope Ints.)

(16) VOR civil arwy No. 115 (Crestview, Fla. to Buffalo, N. Y.) is amended by changing the caption and by adding a new last portion to read: "From the Ellwood City, Pa. omni stn to the Buffalo, N. Y. omni stn." (Note: added new portion to V115 from Ellwood City VOR to Buffalo VOR.)

(17) VOR civil arwy No. 142 (Erie, Pa. to Rochester, N. Y.) is amended by changing the portion which reads: "From the Erie, Pa. omni stn via the point of intsxn of the Erie omnirange 080°T and the Bradford, Pa. omnirange 308°T radials;" to read: "From the Erie, Pa. omni stn via the point of intsxn of the Bradford, Pa. omnirange 308° radial with the Ellwood City, Pa. omnirange direct radial to the Buffalo, N. Y. omni stn;" (Note: slight redesignation of V142 to place it on relocated Jamestown Int.)

(18) VOR civil arwy No. 170 (Milwaukee, Wis. to Philadelphis, Pa.) is amended by changing the portion which reads: "From the Erie, Pa. omni stn via the Bradford, Pa. omni stn, including a N alternate via the intsxn of the Erie omnirange 080°T and the Bradford omnirange 308°T radials;" to read: "From the Erie, Pa. omni stn via the Bradford, Pa. omni stn, including a N alternate via the point of intsxn of the Bradford omnirange 308° radial with the Ellwood City, Pa. omnirange direct radial to the Buffalo, N. Y. omni stn;" (Note: slight redesignation to V170N to place apex over relocated Jamestown Int.)

(19) VOR civil arwy No. 210 (Los Angeles, Calif. to Wheeling, W. Va.) is amended by changing the portion which reads: "Farmington, N. Mex. omni stn; to the Pueblo, Colo. omni stn." to read: "Farmington, N. Mex. omni stn; Alamosa, Colo. omni stn; to the Pueblo, Colo. omni stn,. including a S alternate via the point of intsxn of the Alamosa omnirange direct radial to the Lamar, Colo. omni stn with the Las Vegas, N. Mex. omnirange direct radial to the Pueblo omni stn." (Note: redesignated V210 from Farmington VOR to Pueblo VOR via Alamosa VOR. Added V210S between Alamosa VOR and Pueblo VOR.)

(20) VOR civil arwy No. 289 (Beaumont, Tex. to Texarkana, Ark.) is amended to read: "From the Beaumont, Tex. omni stn via the intsxn of the Beaumont omnirange 334° and the Lufkin, omnirange 160° radials; Lufkin, Tex. omni stn, including an E alternate via the intsxn of the Beaumont omnirange 349° and the Lufkin omnirange 145° radials; intsxn of the Lufkin omnirange 355° and the Gregg County omnirange 181° radials; Gregg County, Tex. omni stn, to the Texarkana, Ark. omni stn." (Note: added new portion to V289 from Lufkin VOR to Texarkana VOR via Gregg County VOR.)

(21) VOR civil arwy No. 1512 (Los Angeles, Calif. to New York, N. Y.) is amended by changing the portion which reads: "to the Farmington, N. Mex. omni stn. From the Russell, Kans. omni stn via the Salina, Kans. omni stn;" to read: "Farmington, N. Mex. omni stn; Alamosa, Colo. omni stn; Lamar, Colo. omni stn; Russell, Kans. omni stn; Salina, Kans. omni stn;" and by changing the portion which reads: "Appleton, Ohio omni stn; Wheeling, W. Va. omni stn;" to read: "Appleton, Ohio omni stn; Newcomerstown, Ohio omni stn; Wheeling, W. Va. omni stn:" (Note: added new portion to V1512 from Farmington VOR to Russell VOR. Added Newcomerstown VOR to V1512 between Appleton VOR and Wheeling VOR.)

(22) VOR civil arwy No. 1514 (San Francisco, Calif. to New York, N. Y.) is amended by changing the portion which reads: "From the Pueblo, Colo. omni stn to the Lamar, Colo. omni stn. From the Russell, Kans. omni stn via the Salina, Kans. omni stn;" to read: "From the Pueblo, Colo. omni stn via the Lamar, Colo. omni stn; Russell, Kans. omni stn; Salina, Kans. omni stn;" and by changing the portion which reads: "Appleton, Ohio omni stn; Wheeling, W. Va. omni stn;" to read: "Appleton, Ohio omni stn; Newcomerstown, Ohio omni stn; Wheeling, W. Va. omni rng stn;" (Note: added new portion to V1514 from Lamar VOR to Russell VOR. Added Newcomerstown VOR to V1514 between Appleton VOR and Wheeling VOR.)

(23) VOR civil arwy No. 1516 (San Francisco, Calif. to Washington, D. C.) is amended by changing the portion which reads: "From the Valle, Aris. omni stn to the Farmington, N. Mex. omni stn." to read: "From the Valle, Aris. omni stn via the Farmington, N. Mex. omni stn to the Raton, N. Mex. omni stn." (Note: added new portion to V1516 from Farmington VOR to Raton VOR.)

(24) VOR civil arwy No. 1522 (Los Angeles, Calif. to Washington, D. C.) is amended by

changing the portion which reads: "to the Sulphur Springs, Tex. omni stn." to read: "Sulphur Springs, Tex. omni stn; Texarkana, Ark. omni stn; to the Greenwood, Miss. omni stn." (Note: added new portion to V1522 from Sulphur Springs, VOR to Greenwood VOR via Texarkana VOR.)

CONTROL AREAS:

(1) Red civil arwy No. 15 (Reno, Nev. to Phoenix, Ariz.) caption changed - control extended and is amended to read: "All of Red civil arwy No. 15."

(2) Blue civil arwy No. 7 (Altamont, Calif. to Williams, Calif.) caption changed and is amended to read: "All of Blue civil arwy No. 17."

(3) Blue civil arwy No. 10 (Oakland, Calif. to Williams, Calif.) caption changed and is amended to read: "All of Blue civil arwy No. 10."

(4) VOR civil arwy No. 37 (Savannah, Ga. to Erie, Pa.) is amended to read: "All of VOR civil arwy No. 37 including W alternates."

(5) VOR civil arwy No. 59 (Parkersburg, W. Va to Cleveland, Ohio) is added to read: "All of VOR civil arwy No. 59."

(6) VOR civil arwy No. 69 (Shreveport, La. to Chicago, Ill.) is amended to read: "All of VOR civil arwy No. 69 including a W alternate."

(7) VOR civil arwy No. 71 (Flippin, Ark. to Kansas City, Mo.) is amended to read: "All of VOR civil arwy No. 71 including a W alternate."

(8) VOR civil arwy No. 74 (Hugo, Colo. to Pine Bluff, Ark.) is amended to read: "All of VOR civil arwy No. 74 including a N and a S alternate."

(9) VOR civil arwy No. 115 (Crestview, Fla. to Buffalo, N. Y.) is amended to read: "All of VOR civil arwy No. 115."

(10) VOR civil arwy No. 210 (Los Angeles, Calif. to Wheeling, W. Va.) is amended to read: "All of VOR civil arwy No. 210 including a S alternate."

(11) VOR civil arwy No. 289 (Beaumont, Tex. to Texarkana, Ark.) is amended to read: "All of VOR civil arwy No. 289 including a E alternate."

CONTROL AREA EXTENSIONS:

(1) (Austin, Tex.) is amended by deleting the words which read: "excluding the portion which overlaps restricted area (R-343)." (Note: R-343 being rescinded to be effective prior to or concurrently.)

(2) (Oakland, Calif.) is amended in first portion by changing the words which read: "bounded on the SW by Blue civil arwy No. 10", to read: "bounded on the SW by VOR civil arwy No. 107,"

(3) (Merced, Calif.) is amended to read: "The airspace in the vcnty of Castle Air Force Base, Merced, Calif. bounded on the E by VOR civil arwy No. 23, on the S by VOR civil arwy No. 230, on the W by Blue civil arwy No. 14 and on the N by the Stockton, Calif. control area (601.1242)."

(4) (Waco, Tex.) is amended to read: "The airspace W of Waco bounded on the W by VOR civil arwy No. 163, on the NE by VOR civil arwy No. 17W, on the E by VOR civil arwy No. 17, and on the S by VOR civil arwy No. 76, excluding the portion lying within Ft Hood restricted area (R-219)." (Note: R-343 rescinded concurrently)

(5) (Stockton, Calif.) is amended to read: "The airspace within a 15 mi radius of the Modesto, Calif. omni stn including the airspace W of Modesto bounded on the S by VOR civil arwy No. 28 and on the NW and NE by VOR civil arwy No. 244 and including the airspace NW and NE of Stockton bounded on the NW by VOR civil arwy No. 6S, on the NE by VOR civil arwy No. 23 and on the S by VOR civil arwy No. 244."

(6) (Tonopah, Nev.) is added to read: "Within 5 mi either side of the S crs of the Tonopah rdo rng extending from the rdo rng stn to a point 15 mi S."

(7) (Myrtle Beach, S.C.) is amended to read: "The airspace lying within a 25 mi radius of Myrtle Beach AFB, excluding the portion which overlaps warning area (W-177); the airspace NW of Myrtle Beach bounded on the N by a line extending through points at lat 34-15-45, long. 79-26-00 and lat 34-13-50, long. 78-44-00, on the E by a line 5 mi W of and parallel to a line extending from the Myrtle Beach omni stn to the Rocky Mount, N.C. omni stn, on the SE by VOR civil arwy No. 1 and on the SW and NW by VOR civil arwy No. 3E and VOR civil arwy No. 3, excluding the portion which overlaps restricted area (R-515)."

(8) (Roanoke, Va.) is amended by adding the following to present control area: "and the airspace SE of Roanoke bounded on the N by Red civil arwy No. 37, on the SE by VOR civil arwy No. 143, and on the SW by VOR civil arwy No. 258."

(9) (San Diego, Calif.) is amended by adding the following to present control area: "the airspace SE of San Diego bounded on the N by Red civil arwy No. 9, on the W by Amber civil arwy No. 1, and on the SE by a line 5 mi SE of and parallel to a line extending from the Coronado nondirectional rdo bcn to the Jamul nondirectional rdo bcn."

(10) (Danville, Va.) is amended to read: "The airspace bounded on the NE by VOR civil arwy No. 136, on the SE by VOR civil arwy No. 20, and on the NW by VOR civil arwy No. 143."

(11) (Shreveport, La.) is amended to read: "The airspace within a 40 n mi radius of the Barksdale AFB, Shreveport, La. including the airspace NE of Shreveport bounded on the W by VOR civil arwy No. 13, on the N by VOR civil arwy No. 16S, on the NE by a line extending through points at lat 33-01-00, long. 93-05-00 and lat 33-30-00, long. 93-33-00, and on the S and E by VOR civil arwy No. 69; the airspace NW of Shreveport bounded on the E by Blue civil arwy No. 13, on the NW by Green civil arwy No. 5 and on the S by ~ Red civil arwy No. 10."

(12) (South Boston, Va.) is added to read: "The airspace NW of South Boston, Va. bounded on the E by Blue civil arwy No. 29, on the SW by VOR civil arwy No. 136 and on the NW by VOR civil arwy No. 143."

CONTROL ZONES:

(1) (Three-mile radius zones) is amended by deleting the following airport: Santa Monica, Calif.: Santa Monica Municipal Airport.

(2) (Grandview, Mo.) is amended to read: "Within a 5 mi radius of the Richards-Gebaur AFB excluding the portion lying N of lat 38-52-30 and W of long. 94-35-50, and including the airspace within 2 mi either side of a line bearing 190°T extending from the AFB to a point 10 mi S of the Richards-Gebaur nondirectional rdo bcn." (Note: name changed of AFB and H facility; 190° instead of 188°T bearing used due to fact C&GS photogrammetry plot relocates H facility.)

(3) (Los Angeles, Calif.) is amended to read: "Within the circumference of a 5 mi radius circle centered on Los Angeles Intnl Arpt excluding the portion subtended by a chord drawn between the points of intsxn of this circumference with the circumference of the Santa Monica, Calif. control zone (601.2420); within 2 mi either side of the Los Angeles ILS lclzr E crs extending from the lclzr to a point 6 mi E of the arpt, and within 2 mi either side of a line bearing 338°T from the Los Angeles nondirectional rdo bcn extending to the Burbank, Calif. control zone."

(4) (LaCrosse, Wis.) is amended to read: "Within a 5 mi radius of LaCrosse Municipal Arpt, within 2 mi either side of the NW crs of the LaCrosse rdo rng extending from the rdo rng stn to a point 10 mi NW, and within 2 mi either side of the 227°T radial of the LaCrosse TVOR extending from the TVOR to a point 10 mi SW of the arpt."

(5) (Gulfport, Miss.) is revoked. (Note: Gulfport CZ as presently designated will be reinstated prior to June 1 to be effective "from June 1 thru Sept 15th and annually thereafter." See ASP Mtg 531.)

(6) (Santa Monica, Calif.) is added to read: "Within the circumference of a 3-mi radius circle centered on the Santa Monica Municipal Arpt excluding the portion subtended by a chord drawn between the points of intsxn of this circumference with the circumference of the Los Angeles, Calif. control zone (601.2179)."

(7) (Myrtle Beach, S.C.) is amended by changing the portion which reads: "and within 2 mi either side of a line bearing 331°T extending from the Myrtle Beach AFB to a point 9 mi NW." to read: "and within 2 mi either side of a line extending from the Myrtle Beach AFB to the Myrtle Beach nondirectional rdo bcn (MTL)." (Note: H located at lat 33-50-50; long. 78-59-00. Ident: MTL. Freq: 353.)

(8) (Killeen, Tex.) is added to read: "Within a 5 mi radius of Gray AFB, Killeen, Tex. and within 2 mi either side of the extended centerline of rnwy 15/33 extending to points 8 mi SE and NW of the arpt."

(9) (Bradford, Pa.) is added to read: "Within a 5 mi radius of the Bradford-McKean Co. Arpt and within 2 mi either side of a 134°T bearing extending from the arpt to a point 10 mi SE of the Bradford nondirectional bcn."

(10) (Farmington, N. Mex.) is added to read: "Within a 5 mi radius of the Farmington Arpt and within 2 mi either side of the 266°T radial of the Farmington omnirange extending from the omni stn to the 5 mi radius zone."

REPORTING POINTS:

(1) Blue civil arwy No. 7 (Altamont, Calif. to Williams, Calif.) is amended by changing the caption.

(2) Blue civil arwy No. 10 (Oakland, Calif. to Williams, Calif.) is amended to read: "No reporting point designation."

(3) Other Reporting Points is amended by deleting the following reporting point: Bon Secour Int: The intsxn of the SE crs of the Mobile, Ala. rdo rng and the W crs of the Pensacola, Fla. rdo rng. (Note: Bon Secour intsxn is an on-request reporting point "West Pensacola and a 146°M bearing from Brookley AFB H facility." Above deletion is to correct the records in view of fact Mobile LFR has been decmsnd.)

VOR REPORTING POINTS:

(1) VOR domestic reporting points is amended by adding the following reporting points: Hickory, N. C. omni stn (for acft operating below 15, 200'MSL).

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS:

The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.

2. Requests for altimeter settings at weather reporting stations not within the center's control area will be referred to the appropriate Air Traffic Communications Station.

3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting) Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

✓ JACKSONVILLE-NEW ORLEANS-ATLANTA ARTC BOUNDARY CHANGE: Effective February 25, 1958, the Jacksonville-New Orleans-Atlanta ARTC Boundary will be changed as follows: beginning on existing boundary at 31-01N, 86-12W on the N boundary of V241 airway southwesterly along the northern edge of V241 airway to the eastern edge of Blue 55 airway thence northerly along the eastern edge of Blue 55 V115 airways to the southern edge of V134 airway thence easterly along the southern edge of V134 airway to the present Jacksonville-Atlanta ARTC Boundary.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective as indicated:

(Part 608 - Restricted Area - Amendment 217)

(1) Section 608.14, the Camp Roberts, California area (R-415) amended Sept 11, 1957, in 22 F.R. 7225 is further amended by changing the "Time of Designation" column to read: "continuous". (This amendment shall become effective on March 15, 1958)

(2) Section 608.24, the Brookville, Kansas area (R-196) amended Oct 31, 1951 in 16 F.R. 11066 is further amended by changing the "Controlling Agency" column to read: "Commander, Schilling AFB, Kansas". (This amendment shall become effective on March 1, 1958)

(3) Section 608.37, the Isle of Shoals, New Hampshire area (R-96) amended March 21,1957 in 22 F.R. 1887 is further amended by changing the "Controlling Agency" column to read: "COMFAIRDET NAS Brunswick, Maine". (This amendment shall become effective on March 1, 1958)

(4) Section 608.38, the New Gretna, New Jersey area (R-27) amended May 5, 1956, in 21 F.R. 2977 is rescinded. (This amendment shall become effective on March 1, 1958)

(5) Section 608.51, the Gray AFB, Killeen, Texas area (R-343) amended Dec 20, 1957, in 22 F.R. 10304 is rescinded. (This amendment shall become effective on March 13, 1958)

(6) Section 608.54, the Quantico, Virginia area (R-37) amended Aug 11, 1954, in 19 F.R. 5041 is further amended by changing the "Designated Altitudes" column to read: "Surface to 15,000'MSL." (This amendment shall become effective on March 1, 1958)

(7) Section 608.62, the West Molokai, Hawaii area (R-325) amended Nov 19, 1955, in 20 F.R. 8559 is further amended by changing the "Time of Designation" column to read: "Tuesday and Thursday sunrise to sunset Mon, Wednesday, Friday 0800-1600" and the "Controlling Agency" column to read: "ComFairHawaii". (This amendment shall become effective on March 1, 1958).

✓ PART 618 (HIGH DENSITY AIR TRAFFIC ZONES AND AIRPORTS) AMENDED: Effective 0001 EST, March 13, 1958, Amendment #1 to Part 618 becomes effective. The amendment is as follows:

(1) Subpart B is amended by adding the following designated high density air traffic zones:

Chicago, Ill. High Density Air Traffic Zone. All of the airspace extending upwards from the surface to and including an altitude of 3000' above the surface within the following boundaries: Beginning at lat 42-09-00, long. 88-07-30; thence to lat 41-48-00, long. 88-01-30; thence to lat 41-40-00, long. 88-00-00; thence to lat 41-40-00, long. 87-27-00; thence N along the W shore of Lake Michigan to lat 42-13-15, long. 87-48-30; thence to the point of beginning.

Dallas-Ft Worth, Texas, High Density Air Traffic Zone. All of the airspace extending upwards from the surface to and including an altitude of 3000' above the surface within the following boundaries: Beginning at lat 32-59-50, long. 97-31-25; thence E to lat 32-59-50, long. 96-56-30; thence clockwise around the arc of an 11-1/2 mi radius circle centered at lat 32-50-58, long. 96-50-52 on Love Field to lat 32-41-00, long. 96-50-00; thence south to lat 32-39-00, long. 96-50-00; thence W to lat 32-39-00, long. 97-05-00; thence WSW to lat 32-35-20, long. 97-24-40; thence W to lat 32-35-25, long. 97-28-50; thence N along the current western boundaries of Carswell AFB control zone and control zone extensions, (published in Section 601.2029 of Part 601 of this chapter), to lat 32-59-50, long. 97-31-25, the point of beginning.

(2) Subpart C is amended by adding the following designated high density airports:

Chicago-Midway Arpt, Chicago, Ill.; Chicago-O'Hare Intnl Arpt, Chicago, Ill.; Glenview Naval Air Station, Glenview, Ill.; Love Field, Dallas, Texas; Hensley Naval Air Station, Dallas, Texas; Greater Ft Worth Intnl (Amon Carter) Arpt, Ft Worth, Texas; Carswell Air Force Base, Ft Worth, Texas.

✓ LEXINGTON, KENTUCKY VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 45: LEX VOR - YRK VOR	LEX HW direct YRK VOR	3000
Victor 4: LEX VOR - CHW VOR	Red 102 HTW BH direct CHW VOR	LEX HW 2600 HTW BH 3000 CHW VOR
Victor 53: LEX VOR - TRI VOR	LEX HW direct TRI VOR	TRI VOR 6200 Daley VHF Int 8000 LEX Rbn
Victor 97: LEX VOR - TYS VOR	Blue 87	as published
Victor 57: LEX VOR - BWG VOR	Amber 6	as published
Victor 4 S: LEX VOR - LOU VOR	None	----
Victor 4: LEX VOR - LOU VOR	LEX HW direct LOU VOR	2200
Victor 4 N: LEX VOR - LOU VOR	none	----
Victor 97: LEX VOR - CVG VOR	LEX HW direct CVG VOR	LEX HW 3000 ABB VOR 087 M radial 2000 CVG VOR

During the period of shutdown, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Georgetown	LOU VOR 074 M radial, CVG VOR 179 M radial	3000
Morehead	Red arwy 102 YRK VOR 221 M radial	3000
Richmond	unusable	----
Mt. Eden	CVG VOR 196 M radial, LOU VOR 097 M radial	as published
Campbellsville	LOU VOR 167 M radial, BWG VOR 050 M radial	3000
Gratz	LOU VOR 053 M radial, ABB VOR 096 M radial	2400

CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulation is effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

MORGANTOWN, W. VA. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 106 N: MGW VOR - Scottdale VHF Int	none	----
Victor 106: MGW VOR - JST VOR	MGW LFR direct JST VOR	5000
Victor 44: MGW VOR - Keyser VHF Int	MGW LFR direct GRV VOR Victor 92 Keyser VHF Int	5000
Victor 144 and 1506 MGW VOR - FRR VOR	MGW LFR direct FRR VOR	5000
Victor 75: MGW VOR - Petersburg VHF Int	none	----
Victor 37: MGW VOR - EKN VOR	MGW LFR direct EKN VOR	5000
Victor 106: MGW VOR - Clara VHF Int	none	----
Victor 44: MGW VOR - PKB VOR	MGW LFR direct PKB VOR	4000
Victor 144 and 1506: MGW VOR - ZZV VOR	MGW LFR direct ZZV VOR	MGW LFR 5000 PKB VOR 040 M radial 3000 ZZV VOR
Victor 75: MGW VOR - HLG VOR	MGW LFR direct HLG VOR	4000
Victor 37: MGW VOR - PIT VOR	MGW LFR direct PIT VOR	MGW LFR 4000 HLG VOR 122 M radial 3000 PIT

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Scottdale	PIT VOR 122 M radial JST VOR 256 M radial	4500
Uniontown	unusable	----
Kingwood	JST VOR 242 M radial PIT VOR 122 M radial	5000
Farmington	JST VOR 242 M radial HLG VOR 122 M radial	5000
Swanton	unusable	----
Kits	GRV VOR 220 M radial FRR VOR direct MGW LFR	5000
Aurora	unusable	----
Petersburg	EKN VOR 087 M radial GRV VOR 191 M radial	as published
Clarksburg	unusable	----
Benson	unusable	----
Metz	EKN VOR 349 M radial PKB VOR 080 M radial	4000
Proctor	HLG VOR 187 M radial PIT VOR 228 M radial	5000
Beallsville	ZZV VOR 100 M radial PKB VOR 040 M radial	3000
Millsboro	PIT VOR 178 M radial HLG VOR 122 M radial	3000

ALBANY, N.Y. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 91 ALB VOR - PLB VOR	Blue arwy 18	as published
Victor 2 and 14 ALB VOR - Greenfield VHF Int	Red arwy 11	as published
Victor 203 ALB VOR - CTR VOR	Green arwy 2 and Red arwy 112	as published
Victor 130 ALB VOR - Colebrook VHF Int	Green arwy 2	as published
Victor 91 ALB VOR - POU VOR	Blue arwy 18	as published
Victor 91 W ALB VOR - Catskill VHF Int	none	----
Victor 72 ALB VOR - RKA VOR	ALB LFR direct RKA VOR	4500
Victor 2 S ALB VOR - Fly Creek VHF Int	Fly Creek VHF Int direct ALB LFR	5000
Victor 2 and 14 ALB VOR - Cedarville VHF Int	Green arwy 2	as published
Victor 203 ALB VOR - MSS VOR	ALB LFR direct MSS VOR	7000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Glen Falls	Glen Falls LF Int	as published
Sacandaga	unusable	----
Grafton	Grafton LF Int	as published
Brainard	Brainard LF Int	as published
Hudson	S crs of the ALB LFR CTR VOR 291 M radial	5000
Catskill	unusable	----
Middleburg	RKA VOR 084 M radial POU VOR 336 M radial	4500
Starkville	unusable	
Coxsackie	S crs of the ALB LFR CTR VOR 291 M radial	5000

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

CTW	Newcomerstown, Ohio, VOR	(change from CMS)
HCN	Hurricane, Utah	(assignment)
4WM	Williams, Ariz.	(assignment effective Feb 15)
BB	Beale, Pacific Ocean	(assignment)
HK	Hague, Sask.	(assignment)

All AFB names and identifiers in CAA Location Identifiers manual should be preceded by asterisk to indicate identifier may be preceded by letter "K" in international usage.

✓ HOLDING PATTERNS: The following holding patterns have been designated, redesignated, or cancelled and shall become effective as indicated:

DESIGNATED: Mar 13, 1958

(1) KENTON, OHIO (VHF) INTSXN - direction of holding - SE on 144° M radial of the Findlay, Ohio VOR; direction of turns - right; time - 2 mins; min alt - 2500'.

(2) ASHTABULA, OHIO (VHF) INTSXN - direction of holding - W on 264° M radial of the Erie, Pa. VOR; direction of turns - left; time - 1 min; min alt - 2500'.

(3) STURGEON, OHIO (VHF) INTSXN - direction of holding - NW on 300° M radial of the Erie, Pa. VOR; direction of turns - left; time - 1 min; min alt - 2500'.

(4) SANFORD, N.Y. (VHF) INTSXN - direction of holding - E on 099° M radial of the Binghampton, N.Y. VOR; direction of turns - right; time - 1 min; min alt - 4500'.

(5) SALAMANCA, N.Y. (VHF) INTSXN - direction of holding - N on 006° M radial of the Bradford, Pa. VOR; direction of turns - right; time - 2 mins; min alt - 4500'.

(6) ANGELICA, N.Y. (VHF) INTSXN - direction of holding - NW on 339° M radial of the Wellsville, N.Y. VOR; direction of turns - right; time - 2 mins; min alt - 5000'.

(7) CHERRY SPRINGS, PA. (VHF) INTSXN - direction of holding - W on 104° M radial of the Bradford, Pa. VOR; direction of turns - right; time - 1 min; min alt - 4500'.

(8) WARREN, PA. (VHF) INTSXN - direction of holding - W on 288° M radial of the Bradford, Pa. VOR; direction of turns - right; time - 1 min; min alt - 4000'.

(9) QUAKERTOWN, PA. (VHF) INTSXN - direction of holding - N on 183° M radial of the Allentown, Pa. VOR; direction of turns - right; time - 1 min; min alt - 2500'.

(10) CALHOUN, LA. (VHF) INTSXN - direction of holding - W on 276° M radial of the Monroe, La. VOR; direction of turns - right; time - 1 min; min alt - 1600'.

(11) STADIUM, TEXAS (VHF) INTSXN - direction of holding - S on S crs Meacham, Texas ILS lclzr; direction of turns - right; time - 1 min; min alt - 2000'.

(12) FABENS, TEXAS (VHF) INTSXN - direction of holding - E on 260° M radial of the Hudspeth, Texas VOR; direction of turns - left; time - 2 mins; min alt - 6000'.

(13) FORNEY, TEXAS (VHF) INTSXN - direction of holding - SE on 124° M radial of the Dallas, Texas VOR; direction of turns - right time - 1 min; min alt - 1600'.

(14) CHEYENNE, WYO. (ILS/LOM) - direction of holding - E on E crs ILS lclzr; direction of turns - left; time - 1 min; min alt - 7300'.

REDESIGNATED: Mar 13, 1958

(1) LIDO, N.Y. (Rbn) - direction of holding - SW on SW crs of the Hempstead, N.Y. LFR; direction of turns - left; time - 1 min; min alt - 1500'.

(2) FREEDOM, PA. (VHF) INTSXN - direction of holding - NE on 034° M radial of the Wheeling, W.Va. VOR; direction of turns - left; time - 1 min; min alt - 3000'.

(3) BIRMINGHAM, ALA. (ILS/LOM) - direction of holding - SW on SW crs of the ILS; direction of turns - left; time - 2 mins; min alt - 2600'.

(4) COWART, TEX. (VHF) INTSXN - direction of holding - E on 079° M radial of the Newman, Tex. VOR; direction of turns - left; time - 1 min; min alt - 7700'.

(5) TRINITY FORK, TEX. (VHF) INTSXN - direction of holding - SE on SE crs of the Dallas, Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt - 2000'.

(6) WESLEY, PA. (VHF) INTSXN - direction of holding - NE on 034° M radial of the Ellwood City, Pa. VOR; direction of turns - right; time - 1 min; min alt - 4000'.

CANCELLED: Mar 13, 1958

(1) MESQUITE, TEX. (VHF) INTSXN - direction of holding - SE on 124° M radial of the Dallas, Tex. VOR; direction of turns - right; time - 1 min; min alt - 2000'.

(2) RUSSELL, TEX. (VHF) INTSXN - direction of holding - S on S crs of the Meacham, Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt - 2000'.

DESIGNATED: Jan 16, 1958

(1) CAYUGA, ONT, CAN. (VHF) INTSXN - direction of holding - E on the 282° M radial of the Buffalo, N.Y. VOR; direction of turns - right; time - 2 mins; min alt - 5000'.

(2) CLAIR, CAN. (VHF) INTSXN - direction of holding - NE on 063° M radial of the Windsor, Can. VOR; direction of turns - right; time - 1 min; min alt - 2000'.

(3) POINTE, CAN. (VHF) INTSXN - direction of holding - E on 085° M radial of the Windsor, Can. VOR; direction of turns - right; time - 1 min; min alt - 2000'.

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Charlotte	Norfolk Local	Washington Local	WAC 309
Jacksonville	Philadelphia Local	WAC 63	WAC 358
Cleveland Local	Pittsburgh Local	WAC 135	AP 9
New York Local	St. Louis Local	WAC 308	RC 2219

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Chicago	1-24-58	Chicago Local	1-21-58	Honolulu Local	1-24-58
Tulsa	1-16-58				

Instrument Flight Charts
released since Jan 13 1958

AL 30 VOR/ILS rnwy 12R	Mueller Arpt, Tex.
AL 45 RNG/ADF/VOR	Bellingham Arpt, Wash.
AL 125 ILS rnwy 9/ADF	Duluth Arpt, Minn.
AL 139 RNG/VOR/ILS rnwy 6	Port Erie Arpt, Pa.
AL 166 ADF-2/VOR rnwys 18 & 22	Chicago Intnl (O'Hare) Arpt, Ill.
AL 211 RNG/VOR	Joliet Arpt, Ill.
AL 222 ADF-1/ILS rnwy 15/ADF-2/VOR	Lake Charles AFB/Mun Arpt, La.
AL 228 RNG	Las Vegas Arpt, N. Mex.
AL 237 ADF/ILS rnwy 25L	Los Angeles Intnl Arpt, Calif.
AL 238 VOR	Bowman Field, Ky.
AL 239 VOR/ILS rnwy 19/ADF/ILS rnwy 1	Standiford Field, Ky.
AL 241 RNG	Lubbock Arpt, Tex.
AL 243 ADF/ILS rnwy 5/RNG/VOR	Macon (Cochran) Arpt, Ga.
AL 257 ADF/ILS rnwy 9R/RNG/VOR	Miami Intnl Arpt, Fla.
AL 264 RNG/ILS rnwy 11R	(NAS) Mun. Minneapolis-St Paul Intnl, Minn.
AL 267 ADF/ILS rnwy 14/VOR	Bates Field, Ala.
AL 289 ADF-1/ILS rnwy 4/RNG-1/RNG-2/ ADF-2/ILS rnwy 22	La Guardia Arpt, N.Y.
AL 294 VOR-1/VOR-2/RNG/ILS rnwy 27R	(NAS) Mun Metropolitan Oakland Intnl, Calif.
AL 320 ADF/ILS rnwy 9	Philadelphia Intnl Arpt, Pa.
AL 349 RNG/VOR	Roanoke Arpt, (Woodrum Field), Va.
AL 403 RNG/VOR	Gieger Field, Wash.
AL 417 RNG	Peter O'Knight Arpt, Fla.
AL 432 ADF-1/ILS rnwy 35R	Tulsa Arpt, Okla.
AL 439 RNG/VOR-1/VOR-2	Waco Arpt, Tex.
AL 518 ADF/ILS rnwy 4/VOR-1/VOR-2	Capital Arpt, Ill.
AL 522 RNG	Barre-Montpelier Arpt, Vt.
AL 610 ADF/ILS rnwy 4	New York Intnl Arpt, N.Y.
AL 636 ADF/VOR	Muscogee County Arpt, Ga.
AL 670 ADF/VOR	Simmons-Nott Arpt, N.C.
AL 754 RNG/VOR	Honolulu Intnl Arpt, T.H.
AL 800 ADF	Lumberton Arpt, N.C.
AL 915 VOR	Ottumwa Arpt, Iowa
AL 919 VOR	Lamoni (CAA Site 10) Arpt, Iowa
AL 931 ADF/VOR	Morristown Arpt, N.J.
AL 955 ILS rnwy 33	Oneida County Arpt, N.Y.

NEW CHARTS

AL 724 ADF - Middletown, Ohio - Middletown Arpt
AL 995 ADF - Orange, Mass. - Orange Arpt

(Continued)

DISCONTINUED CHARTS

AL 228 VOR - Las Vegas, N. Mex. - Las Vegas Arpt - (procedure cancelled - CAA - 12-26-57)
AL 257 RNG-2 - Miami, Fla. - Miami Intnl Arpt
AL 257 ILS-2 - Miami, Fla. - Miami Intnl Arpt - (procedure cancelled - CAA)
AL 218 VOR - Knoxville, Tenn. - McGhee-Tyson Arpt - (procedure cancelled - CAA)

✓ ON REQUEST REPORTING POINTS: The following on request reporting points are designated, redesignated, renamed and redesignated, or cancelled and shall become effective as indicated:

DESIGNATED: Mar 13, 1958

(1) ANGELICA, N. Y. (VHF) INTSXN - intsxn of the 339°M radial of the Wellsville, N. Y. VOR and the 036°M radial of the Bradford, Pa. VOR.

(2) ASHTABULA, OHIO (VHF) INTSXN - intsxn of the 264°M radial of the Erie, Pa. VOR and the 348°M radial of the Jefferson, Ohio VOR.

(3) BUTCHER, TEX. (VHF) INTSXN - intsxn of the 315°M radial of the Dallas, Tex. VOR and the 198°M radial of the Ardmore, Okla. VOR.

(4) BY PASS, TEX. (VHF) INTSXN - intsxn of the 073°M radial of the Midland, Tex. VOR and the 201°M radial of the Big Spring, Tex. VOR.

(5) CALHOUN, LA. (VHF) INTSXN - intsxn of the 145°M radial of the El Dorado, Ark. VOR and the 276°M radial of the Monroe, La. VOR.

(6) CHERRY SPRINGS, PA. (VHF) INTSXN - intsxn of the 167°M radial of the Wellsville, N. Y. VOR and the 104°M radial of the Bradford, Pa. VOR.

(7) COLTON, ORE. (VHF) INTSXN - intsxn of the 096°M radial of the Newberg, Ore. VOR and the 145°M radial of the Portland, Ore. VOR.

(8) COTTON, LA. (VHF) INTSXN - intsxn of the 079°M radial of the Shreveport, La. VOR and the 227°M radial of the El Dorado, Ark. VOR.

(9) EUREKA, MO. (VHF) INTSXN - intsxn of the 241°M radial of the Troy, Ill. VOR and the 190°M radial of the St. Louis, Mo. VOR.

(10) FORNEY, TEX. (VHF) INTSXN - intsxn of the 124°M radial of the Dallas, Tex. VOR and the 053°M radial of the Britton, Tex. VOR.

(11) FRANCISCO, N. C. (VHF) INTSXN - intsxn of the 051°M radial of the Hickory, N. C. VOR and the 334°M radial of the Greensboro, N. C. VOR.

(12) HAMEL, ILL. (LF) INTSXN - intsxn of the E crs of the St Louis, Mo. LFR and the 360°M brng from Scott AFB, Ill. LFR.

(13) HOLLOW ROCK, TENN. (VHF) INTSXN - intsxn of the 360°M radial of the Jacks Creek, Tenn. VOR and the 083°M radial of the Dyersburg, Tenn. VOR.

(14) HUNTINGDON, PA. (VHF) INTSXN - intsxn of the 073°M radial of the Johnstown, Pa. VOR and the 135°M radial of the Tyrone, Pa. VOR.

(15) IMPERIAL, MO. (VHF) INTSXN - intsxn of the 163°M radial of the St Louis, Mo. VOR and the 220°M radial of the Troy, Ill. VOR.

(16) KENTON, OHIO (VHF) INTSXN - intsxn of the 144°M radial of the Findlay, Ohio VOR and the 043°M radial of the Sidney, Ohio VOR.

(17) LAKEWOOD, N. MEX. (VHF) INTSXN - intsxn of the 331°M radial of the Carlsbad, N. Mex. VOR and the 070°M radial of the Pinon, N. Mex. VOR.

(18) LEONA, TEX. (VOR)

(19) MALJAMAR, N. MEX. (VHF) INTSXN - intsxn of the 013°M radial of the Carlsbad, N. Mex. VOR and the 103°M radial of the Roswell, N. Mex. VOR.

(20) MONUMENT, GA. (VHF) INTSXN - intsxn of the 009°M radial of the Atlanta, Ga. VOR and the 115°M radial of the Chattanooga, Tenn. VOR.

(21) MYRA, TEX. (VHF) INTSXN - intsxn of the 315°M radial of the Dallas, Tex. VOR and the 183°M radial of the Ardmore, Okla. VOR.

(22) NAPLES, TEX. (VHF) INTSXN - intsxn of the 082°M radial of the Sulphur Springs, Tex. VOR and the 232°M radial of the Texarkana, Ark. VOR.

(23) NAVARRO, TEX. (VHF) INTSXN - intsxn of the 329°M radial of the Leona, Tex. VOR and the 058°M radial of the Waco, Tex. VOR.

(24) NEW HANOVER, ILL. (LF) INTSXN - intsxn of the S crs of the St Louis, Mo. LFR and the 245°M brng from Scott AFB, Ill. LFR.

(25) OKMULGEE, OKLA. (VOR)

(26) PANOCHE, CALIF. (LF) INTSXN - intsxn of the S crs of the Stockton, Calif. LFR and the W crs of the Fresno, Calif. LFR.

(27) QUAKERTOWN, PA. (VHF) INTSXN - intsxn of the 053°M radial of the Pottstown, Pa. VOR and the 183°M radial of the Allentown, Pa. VOR.

(28) RAYVILLE, LA. (VHF) INTSXN - intsxn of the 131°M radial of the El Dorado, Ark. VOR and the 084°M radial of the Monroe, La. VOR.

(29) SALAMANCA, N. Y. (VHF) INTSXN - intsxn of the 006°M radial of the Bradford, Pa. VOR and the 284°M radial of the Wellsville, N. Y. VOR.

(30) SANFORD, N. Y. (VHF) INTSXN - intsxn of the 099°M radial of the Binghamton, N. Y. VOR and the 231°M radial of the Rockdale, N. Y. VOR.

(31) STADIUM, TEX. (VHF) INTSXN - intsxn of the 344°M radial of the Leona, Tex. VOR and the 082°M radial of the Mineral Wells, Tex. VOR.

(32) STURGEON, OHIO (VHF) INTSXN - intsxn of the 300°M radial of the Erie, Pa. VOR and the 024°M radial of the Jefferson, Ohio VOR.

(33) TRINIDAD, TEX. (VHF) INTSXN - intsxn of the 344°M radial of the Leona, Tex. VOR and the 058°M radial of the Waco, Tex. VOR.

(34) WALSENBURG, COLO. (VHF) INTSXN - intsxn of the 056°M radial of the Alamosa, Colo. VOR and the 179°M radial of the Pueblo, Colo. VOR.

(35) WARREN, PA. (VHF) INTSXN - intsxn of the 288°M radial of the Bradford, Pa. VOR and the 003°M radial of the Fitzgerald, Pa. VOR.

(36) WOODSIDE, LA. (VHF) INTSXN - intsxn of the 050°M radial of the Lake Charles, La. VOR and the 300°M radial of the Baton Rouge, La. VOR.

DESIGNATED: Jan 16, 1958

(1) CAYUGA, ONT. CAN. (VHF) INTSXN - intsxn of the 198°M radial of the Toronto, Ont. VOR and the 282°M radial of the Buffalo, N. Y. VOR.

(2) CLAIR, CAN. (VHF) INTSXN - intsxn of the 063°M radial of the Windsor, Ont. VOR and the 171°M radial of the Selfridge, Mich. VOR.

(3) POINTE, CAN. (VHF) INTSXN - intsxn of the 085°M radial of the Windsor, Can. VOR and the 171°M radial of the Selfridge, Mich. VOR.

REDESIGNATED: Mar 13, 1958

(1) AURORA, W. VA. (VHF) INTSXN - intsxn of the 139°M radial of the Morgantown, W. Va. VOR and the 230°M radial of the Grantsville, Md. VOR.

(2) BLACK MESA, ARIZ. (VHF) INTSXN - intsxn of the 010°M radial of the Winslow, Ariz VOR and the 238°M radial of the Farmington, Ariz. VOR.

(3) COLE, OKLA. (VHF) INTSXN - intsxn of the 351°M radial of the Ft. Worth, Tex. VOR and the 249°M radial of the Ardmore, Okla. VOR.

(4) COWART, TEX. (VHF) INTSXN - intsxn of the 079°M radial of the Newman, Tex. VOR and the NE crs of the El Paso, Tex. ILS lclzr.

(5) FREEDOM, PA. (VHF) INTSXN - intsxn of the 034°M radial of the Wheeling, W. Va. VOR and the 345°M radial of the Pittsburg, Pa. VOR.

(6) GUMBO, FLA. (VHF) INTSXN - intsxn of the 290°M radial of the Tampa, Fla. VOR and the 205°M radial of the Cross City, Fla. VOR. (MRA 6000' - depict flag)

(7) HAMMOND, LA. (VHF) INTSXN - intsxn of the 261°M radial of the Picayune, Miss. VOR and the 355°M radial of the New Orleans, La. VOR.

(8) KITS, MD. (VHF) INTSXN - intsxn of the 114°M radial of the Morgantown, W. Va. VOR and the 230°M radial of the Grantsville, Md. VOR.

(9) LAKE CITY, MINN. (VHF) INTSXN - intsxn front crs of the Minneapolis, Minn. ILS lclzr and the 308°M radial of the Nodine, Minn. VOR and the 003°M radial of the Rochester, Minn. VOR.

(10) ROLAND, ARK. (VHF) INTSXN - intsxn of the 175°M radial of the Flippin, Ark. VOR and the 295°M radial of the Little Rock, Ark. VOR.

(11) SNOOK, FLA. (VHF) INTSXN - intsxn of the 275°M radial of the Tampa, Fla. VOR and the 205°M radial of the Cross City, Fla. VOR. (MRA 8000' - depict flag)

(12) SWANTON, MD. (VHF) INTSXN - intsxn of the 101°M radial of the Morgantown, W. Va VOR and the 230°M radial of the Grantsville, Md. VOR.

(13) WESLEY, PA. (VHF) INTSXN - intsxn of the 034°M radial of the Ellwood City, Pa. VOR and the 105°M radial of the Youngstown, Ohio VOR.

RENAMED AND REDESIGNATED: Mar 13, 1958

(1) BYERS, COLO. (VHF) INTSXN - intsxn of the 087°M radial of the Denver, Colo. VOR and the 026°M radial of the Kiowa, Colo. VOR. (formerly Bennett Int)

CANCELLED: Mar 13, 1958

(1) GILROY, CALIF. (LF) INTSXN - intsxn of the NW crs of the Fresno, Calif. LFR and the S crs of the Oakland, Calif. LFR.

(2) MESQUITE, TEX. (VHF) INTSXN - intsxn of the 135°T radial of the Dallas, Tex. VOR and the 056°T radial of the Britton, Tex. VOR.

(3) MORGAN HILL, CALIF. (LF) INTSXN - intsxn of the SE crs of the Oakland, Calif. LFR and the NW crs of the Fresno, Calif. LFR.

(4) PARON, ARK. (VHF) INTSXN - intsxn of the 277°T radial of the Little Rock, Ark. VOR and the 250°T radial of the Cabot, Ark. TVOR.

(5) RUSSELL, TEX. (VHF) INTSXN - intsxn of the 086°M radial of the Mineral Wells, Tex. VOR and the S crs of the Meacham, Tex. ILS lclzr.

(6) WILMOT, OHIO (VHF) INTSXN - intsxn of the Cleveland, Ohio VOR direct radial to currently designated Wilmot Int, LF with Mansfield, Ohio VOR 103°M radial on V8.

MINIMUM EN ROUTE ALTITUDES: The following minimum en route IFR altitudes are amended as follows, effective March 13, 1958:

Section 610.14 Green Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Altoona,Pa.LFR	Harrisburg,Pa.LFR	4000
New Kingston,Pa. FM	Harrisburg,Pa.LFR E bound only	2500

Section 610.16 Green Civil Airway 6
is amended by adding:

FROM	TO	MEA
Port Arthur INT, Tex.	Lake Charles,La. LF/RBN	1500
Lake Charles,La. LF/RBN	Lafayette,La. LF/RBN	1500

Section 610.208 Red Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Stroudsburg INT, Pa.	A beam Chathan, N.J. LF/RBN	2700
A beam Chatham, N.J. LF/RBN	Newark,N.J.LFR	2000

Section 610.211 Red Civil Airway 11
is amended to read in part:

FROM	TO	MEA
Gardner INT,Mass.	Int, W crs Boston LFR & NE crs Hartford LFR	3100

Section 610.607 Blue Civil Airway 7
is amended to delete:

FROM	TO	MEA
Gilroy INT,Calif.	Altamont INT, Calif.	6500

Section 610.610 Blue Civil Airway 10
is amended to delete:

FROM	TO	MEA
Fresno,Calif.LFR	Los Banos INT, Calif.	3000
Los Banos INT, Calif.	Morgan Hill,Calif.	6000
Morgan Hill,Calif. FM	Evergreen,Calif.LF/RBN NW-bound	5000
	SE-bound	6000
*Evergreen,Calif. LF/RBN	Oakland,Calif.LFR	5000

*6000 - MCA Evergreen LF/RBN, SE-bound

Section 610.614 Blue Civil Airway 14
is amended to delete:

FROM	TO	MEA
Los Banos INT, Calif.	Volta INT,Calif.	6000

Section 610.614 Blue Civil Airway 14
is amended by adding:

FROM	TO	MEA
Fresno,Calif.LFR	Panoche INT,Calif.	6000
Panoche INT, Calif.	*Volta INT,Calif.	6000

*3000 - MCA Volta INT, E bound

Section 610.1001 Direct Routes, U.S.
is amended to delete:

FROM	TO	MEA
Fall River INT, Tenn.	Franklin INT,Tenn.	5500

Section 610.1001 Direct Routes - U. S.
is amended by adding:

FROM	TO	MEA
Sanger INT,Tex.	Myra INT,Tex.	*2500
*2000 - MOCA		
Myra INT,Tex.	Butcher INT,Tex.	*4300
*2400 - MOCA		
Butcher INT,Tex.	Cole INT,Okla.	*4300
*2400 - MOCA		
Fall River INT, Tenn.	Spring Hill INT, Tenn.	7000

Section 610.6002 VOR Civil Airway 2
is amended to read in part:

FROM	TO	MEA
Gardner,Mass.VOR	Bedford,Mass.LOM	3100

Section 610.6004 VOR Civil Airway 4
is amended to read in part:

FROM	TO	MEA
Cherokee,Wyo. VOR	*Laramie,Wyo.VOR	14000
*12500 - MCA Laramie VOR, W-bound		
*Laramie,Wyo. VOR	**Dacono INT,Colo.	11500
*10000 - MCA Laramie, SE-bound		
**8000 - MCA Dacono INT, NW-bound		
*Laramie,Wyo. VOR	**Nunn INT,Colo.	
Via N alter.	Via N alter.	***12500
*10000 - MCA Laramie, SE-bound		
**12500 - MRA		
***11000 - MOCA		
Denver,Colo.VOR	*Byers INT,Colo.	6600
*7000 - MRA		
Byers INT,Colo.	Thurman,Colo.VOR	6600

Section 610.6005 VOR Civil Airway 5
is amended to read in part:

FROM	TO	MEA
Vienna,Ga.VOR	*Roberta INT,Ga.	
Via W alter.	Via W alter.	**2500
*2500 - MRA		
**2300 - MOCA		
Roberta INT,Ga.	Atlanta,Ga.VOR	
Via W alter.	Via W alter.	*2500
*2300 - MOCA		

Section 610.6007 VOR Civil Airway 7
is amended to read in part:

FROM	TO	MEA
*Tanner INT, Ala.	**Fall River INT Tenn.	
Via E alter.	Via E alter.	***4500
*4500 - MRA		
**7000 - MRA		
***2400 - MOCA		

Section 610.6008 VOR Civil Airway 8
is amended to read in part:

FROM	TO	MEA
Denver,Colo.VOR	*Byers INT,Colo.	
Via S alter.	Via S alter.	6600
*7000 - MRA		
Byers INT,Colo.	Akron,Colo.VOR	
Via S alter.	Via S alter.	*7000
*6600 - MOCA		

Section 610.6012 VOR Civil Airway 12
is amended to read in part:

FROM	TO	MEA
Appleton,Ohio VOR	Newcomerstown,Ohio VOR	2500
Newcomerstown, Ohio VOR	*Moorefield INT, Ohio	2500
*3000 - MRA		
Moorefield INT, Ohio	Wheeling,W.Va.VOR	2500

Section 610.6013 VOR Civil Airway 13
is amended by adding:

FROM	TO	MEA
Lufkin,Tex.VOR	Shreveport,La.VOR	
Via W alter.	Via W alter.	2400

Section 610.6014 VOR Civil Airway 14
is amended to read in part:

FROM	TO	MEA
Gardner,Mass.VOR	Westboro INT,Mass.	3100
Westboro INT, Mass.	Franklin INT,Mass.	3000

Section 610.6015 VOR Civil Airway 15
is amended to read in part:

FROM	TO	MEA
De Soto INT,Tex.	Fair Park INT,Tex.	2600

Section 610.6016 VOR Civil Airway 16
is amended by adding:

FROM	TO	MEA
Sulphur Springs, Tex. VOR	Texarkana,Ark.VOR	
Via S alter.	Via S alter.	*1800
*1700 - MOCA		

Section 610.6016 VOR Civil Airway 16
is amended to read in part:

FROM	TO	MEA
Mineral Wells, Tex. VOR	Lucas INT,Tex.	
Via S alter.	Via S alter.	*2500
*2300 - MOCA		

Section 610.6017 VOR Civil Airway 17
is amended to read in part:

FROM	TO	MEA
Ft.Worth,Tex.VOR	Cole INT,Okla.	*3400
*2500 - MOCA		
Cole INT,Okla.	Bray INT,Okla.	*3400
*2300 - MOCA		

Section 610.6018 VOR Civil Airway 18
is amended to read in part:

FROM	TO	MEA
Monroe,La.VOR	*Rayville INT,La.	1700
*3000 - MRA		
Rayville INT,La.	Jackson,Miss.VOR	1700
Shreveport,La.VOR	*Cotton INT,La.	
Via N alter.	Via N alter.	1600
*2000 - MRA		
Cotton INT,La.	Homer INT,La.	
Via N alter.	Via N alter.	1600
Homer INT,La.	Monroe,La.VOR	
Via N alter.	Via N alter.	*2000
*1900 - MOCA		

Section 610.6018 VOR Civil Airway 18
is amended by adding:

FROM	TO	MEA
Shreveport,La.VOR	Monroe,La.VOR	
Via S alter.	Via S alter.	*2000
*1800 - MOCA		

Section 610.6037 VOR Civil Airway 37
is amended by adding:

FROM	TO	MEA
Charlotte,N.C.VOR	Hickory,N.C.VOR	
Via W alter.	Via W alter.	3000
Hickory,N.C.VOR	Pulaski,Va.VOR	
Via W alter.	Via W alter.	5500

Section 610.6051 VOR Civil Airway 51
is amended to read in part:

FROM	TO	MEA
Vienna,Ga.VOR	*Roberta INT,Ga.	
Via W alter.	Via W alter.	**2500
*2500 - MRA		
**2300 - MOCA		
Roberta INT,Ga.	Atlanta,Ga.VOR	
Via W alter.	Via W alter.	*2500
*2300 - MOCA		

Section 610.6053 VOR Civil Airway 53
is amended to read in part:

FROM	TO	MEA
Columbia,S.C.VOR	Monticello INT, S.C.	*2300
*2000 - MOCA		
Monticello INT, S.C.	Spartanburg,S.C. VOR	2300

Section 610.6054 VOR Civil Airway 54
is amended to read in part:

FROM	TO	MEA
Quitman,Tex.VOR	Naples INT,Tex.	1700
Naples INT,Tex.	Texarkana,Ark.VOR	*1800
*1700 - MOCA		

Section 610.6056 VOR Civil Airway 56
is amended to read in part:

FROM	TO	MEA
*Junction City INT,Ga.	**Roberta INT,Ga.	1700
*3000 - MRA		
**2800 - MRA		

Section 610.6059 VOR Civil Airway 59
is added to read:

FROM	TO	MEA
Parkersburg,W.Va. VOR	Newcomerstown, Ohio VOR	2600
Newcomerstown, Ohio VOR *3000 - MRA	*Mt.Hope INT,Ohio	2600
Mt.Hope INT,Ohio	Cleveland,Ohio VOR	2500

Section 610.6066 VOR Civil Airway 66
is amended to read in part:

FROM	TO	MEA
Midland,Tex.VOR	By Pass INT,Tex.	4400
By Pass INT,Tex. *6200 - MRA **3800 - MOCA	*Jack INT,Tex.	**6200

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
*Hagerman INT, N.Mex. *6500 - MRA **6500 - MRA	**Maljamar INT, N.Mex.	6000
Maljamar INT, N.Mex.	Hobbs,N.Mex.VOR	6000

Section 610.6069 VOR Civil Airway 69
is amended by adding:

FROM	TO	MEA
Shreveport,La. VOR Via W alter. *2000 - MRA	*Cotton INT,La. Via W alter.	1600
Cotton INT,La. Via W alter. *1600 - MOCA	El Dorado,Ark.VOR Via W alter.	*2000

Section 610.6071 VOR Civil Airway 71
is amended to delete:

FROM	TO	MEA
Pine Bluff,Ark. VOR	Tucker INT,Ark.	1500
Tucker INT,Ark.	Little Rock,Ark. VOR	1800

Section 610.6074 VOR Civil Airway 74
is amended by adding:

FROM	TO	MEA
Little Rock,Ark. VOR	Tucker INT,Ark.	1800
Tucker INT,Ark.	Pine Bluff,Ark.VOR	1500

Section 610.6074 VOR Civil Airway 74
is amended to read in part:

FROM	TO	MEA
*Paris INT,Ark. *5500 - MRA **8000 - MRA	**Roland INT,Ark.	4000

Section 610.6077 VOR Civil Airway 77
is amended to read in part:

FROM	TO	MEA
Rowena INT,Tex.	Abilene,Tex.VOR	3800

Section 610.6083 VOR Civil Airway 83
is amended to read in part:

FROM	TO	MEA
Carlsbad,N.Mex. VOR *6500 - MRA	*Lakewood INT, N.Mex.	5000
Lakewood INT, N.Mex.	Roswell,N.Mex.VOR	5000

Section 610.6103 VOR Civil Airway 103
is amended to read in part:

FROM	TO	MEA
Wheeling,W.Va.VOR	Bergholz INT,Ohio	3000
Bergholz INT, Ohio *3000 - MRA	*Mt.Hope INT,Ohio	2500
Mt.Hope INT,Ohio	Cleveland,Ohio VOR	2500

Section 610.6104 VOR Civil Airway 104
is amended to read in part:

FROM	TO	MEA
*Malone INT,N.Y. *3000 - MCA Malone INT, E-bound **3000 - MCA Plattsburg VOR, W-bound	**Plattsburg,N.Y. VOR	4700

Section 610.6114 VOR Civil Airway 114
is amended to read in part:

FROM	TO	MEA
Alexandria,La. VOR *4600 - MRA	*Woodside INT,La.	1300
Woodside INT,La.	Baton Rouge,La.VOR	1300

Section 610.6115 VOR Civil Airway 115
is amended by adding:

FROM	TO	MEA
Elwood City,Pa. VOR	Buffalo,N.Y.VOR	6000

Section 610.6118 VOR Civil Airway 118
is amended to read in part:

FROM	TO	MEA
Rock River,Wyo. VOR *10000 - MCA Laramie VOR, SE-bound	*Laramie,Wyo.VOR	9000

Section 610.6142 VOR Civil Airway 142
is amended to read in part:

FROM	TO	MEA
Erie,Pa.VOR	Jamestown INT,N.Y.	4000
Jamestown INT, N.Y.	Buffalo,N.Y.VOR	6000

Section 610.6161 VOR Civil Airway 161
is amended to read in part:

FROM	TO	MEA
*Walnut INT, Kans. *4300 - MRA **6000 - MRA ***2300 - MOCA	**Fulton INT,Kans.	***4300
Fulton INT,Kans. *2300 - MOCA	Butler,Mo.VOR	*4300

is amended to read in part:

FROM	TO	MEA
*Junction City INT,Ga. *3000 - MRA **2500 - MRA	**Roberta INT,Ga.	1700

Section 610.6210 VOR Civil Airway 210
is amended to delete:

FROM	TO	MEA
Farmington,N.Mex. VOR	Pueblo,Colo.VOR	16000

Section 610.6210 VOR Civil Airway 210
is amended by adding:

FROM	TO	MEA
Farmington, N.Mex.VOR *15000 - MCA Alamosa VOR, NE-bound	*Alamosa,Colo.VOR	15000
Alamosa,Colo.VOR *12000 - MCA Pueblo VOR, W-bound	*Pueblo,Colo.VOR	16500
Alamosa,Colo.VOR Via S alter.	Walsenburg INT,Colo. Via S alter.	15000
Walsenburg INT, Colo. Via S alter.	Pueblo,Colo.VOR Via S alter.	12500

Section 610.6210 VOR Civil Airway 210
is amended to read in part:

FROM	TO	MEA
Valle,Ariz.VOR *17000 - MRA	*Black Mesa INT, Ariz.	16000
Black Mesa INT, Ariz.	Farmington,N.Mex. VOR	16000

Section 610.6214 VOR Civil Airway 214
is amended to read in part:

FROM	TO	MEA
Shelbyville,Ind. VOR *3700 - MCA Camden INT, W-bound **2300 - MOCA	*Camden INT,Ohio	**3700

Section 610.6225 VOR Civil Airway 225
is amended to read in part:

FROM	TO	MEA
*Brighton INT, Fla. *5000 - MRA **2000 - MRA ***1200 - MOCA	**Dixie Ranch INT, Fla.	***1500

Section 610.6289 VOR Civil Airway 289
is amended by adding:

FROM	TO	MEA
Lufkin,Tex.VOR	Gregg County,Tex. VOR	2000
Gregg County, Tex.VOR *1700 - MOCA	Texarkana,Ark. VOR	*2000

Section 610.6612 VOR Civil Airway 1512
is amended by adding:

FROM	TO	MEA
Farmington,N.Mex. VOR	*Alamosa,Colo.VOR	15000

*15000 - MCA Alamosa VOR, NE-bound

FROM	TO	MEA
Alamosa,Colo.VOR	Walsenburg INT, Colo.	15000
Walsenburg INT, Colo.	Lamar,Colo.VOR	12500
Lamar,Colo.VOR *5500 - MOCA	Russell,Kans.VOR	*9500

Section 610.6612 VOR Civil Airway 1512
is amended to read in part:

FROM	TO	MEA
Valle,Ariz.VOR *17000 - MRA	*Black Mesa INT, Ariz.	16000
Black Mesa INT, Ariz.	Farmington,N.Mex. VOR	16000
Appleton,Ohio VOR	Newcomerstown,Ohio VOR	2500
Newcomerstown, Ohio VOR *3000 - MRA	*Moorefield INT, Ohio	2500
Moorefield INT, Ohio	Wheeling,W.Va.VOR	2500

Section 610.6614 VOR Civil Airway 1514
is amended to read in part:

FROM	TO	MEA
Appleton,Ohio VOR	Newcomerstown,Ohio VOR	2500
Newcomerstown, Ohio VOR *3000 - MRA	*Moorefield INT, Ohio	2500
Moorefield INT, Ohio	Wheeling,W.Va.VOR	2500

Section 610.6614 VOR Civil Airway 1514
is amended by adding:

FROM	TO	MEA
Lamar,Colo.VOR *5500 - MOCA	Russell,Kans.VOR	*9500

Section 610.6616 VOR Civil Airway 1516
is amended by adding:

FROM	TO	MEA
Farmington,N.Mex. VOR *15000 - MOCA	Raton,N.Mex.VOR	*17000

Section 610.6616 VOR Civil Airway 1516
is amended to read in part:

FROM	TO	MEA
Valle,Ariz.VOR *17000 - MRA	*Black Mesa INT, Ariz.	16000
Black Mesa INT, Ariz.	Farmington,N.Mex. VOR	16000

Section 610.6622 VOR Civil Airway 1522
is amended by adding:

FROM	TO	MEA
Sulphur Springs, Tex.VOR *1700 - MOCA	Texarkana,Ark.VOR	*1800
Texarkana,Ark.VOR *1600 - MOCA	Greenwood,Miss. VOR	*6400

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II dated August 15, 1957, as follows:

(1) Page 21, Louisville, Ky. - change CAA telephone number to: GL 8-2911.
(2) Page 22, Sault Ste. Marie, Mich. - change CAA telephone number to: ME 2-8271.
(3) Page 22, Westfield, Mass. - delete CAA telephone number.
(4) Page 22, Billings, Mont. - change WB telephone number to: 2-7309*.
(5) Page 24, Aberdeen, S. D. - change CAA telephone number to: BA 5-5264.
(6) Page 25, Seattle, Wash. (Seattle-Tacoma) - change WB telephone number to: LO 8060*.
(7) Page 25, Sheridan, Wyo. - change WB telephone number to: OR 4-7822.
(8) Page 25, Wichita Falls, Tex. - change CAA telephone number to: 322-1302.
(9) Page 25, Wichita Falls, Tex. - change WB telephone number to: 322-4102.
(10) Page 26, Harrisburg, Pa. - General Safety District Office - change telephone number to: CE 4-5844.
(11) Page 26, Westfield, Mass. - General Safety District Office - change telephone number to: LO 8-8691.
(12) Page 31, under Arizona, Yuma, radio stn KYUM, change hrs of opern to read: "0600-2400".
(13) Page 35, under Kentucky - add - Mt. Sterling, radio stn, WMST, freq: 1150; Power: 0.50; location: 2.1 ESE; 38-02-41, 83-54-05; elevation: 1064, height: 206', type: A, hours of opern: daytime.
(14) Page 75, add - La Crosse, Wisc.: --321°; lctd at LFR.
(15) Page 76, add - Oshkosh, Wisc.: --017°; WOSH commercial bdcst twr, 3.5 n mi from VOR.
(16) Page 79, add - Gulfport, Miss.: --098°; on airport.
(17) Page 28, Direction Finding (DF) Data-Military VHF/DF stations--delete Westover AFB Mass.

AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Vol. 12, #21, page 3, "Holding Patterns": item 10, correct - Mooresville Pattern to read: hold NE on 241°M radial Greensboro. Item 15, correct Waco Pattern to read: time one minute.

Correct Airmans Guide Vol. 12, #23 as follows:

(1) Page 7, Location Identifiers: Lake Ste. Anne, Quebec: change ZIS to read: "ZLS".
(2) Page 10, Holding Patterns; this tittle should be changed to: ON REQUEST REPORTING POINTS:
(3) Page 10, item 34, should read: LEON, FLA (LF) INTSXN - intsxn of the 210°M brng from Tamiami, Fla Rbn and the 267°M brng from Perrine, Fla. LFR.
(4) Page 10, item 36, should read: IUKA, MISS (VHF) INTSXN - intsxn of the 276°M radial of the Muscle Shoals, Ala. VOR and the 165°M radial of the Jacks Creek, Tenn. VOR.
(5) Page 11, Redesignated Reporting Points, item 7, Fulton, Ga. - correct Norcross, Ga. radial to read: "237°M".
(6) Page 12, item 6, SALT LAKE CITY, UTAH (LFR) - min alt should be 11,000'.
(7) Page 12, item 13, correct spelling to read "TOOELE, UTAH'(VHF) INTSXN".
(8) Page 12, item 14, SALT LAKE CITY, UTAH (VOR) - should read "time - 2 mins; min alt 11,000'."
(9) Page 12, item 16, CEDAR MT., UTAH (VHF) INTSXN - change "Booneville, Utah" to read "Booneville, Utah, VOR."
(10) Page 13, MEA's, under Arwy V-2S; delete last 2 lines and insert instead: "Muskegon Mich. VOR to Caledonia Int Mich. MEA - 2200'; Caledonai Int Mich. to Lansing, Mich. VOR MEA - 2000'."

V-72 AIRWAY CHANGE: Effective immediately the MRA at Middleburg, Int N.Y. on V-72 is raised to 5500'.

NAVIGATIONAL WARNING - EXPERIMENTAL LIGHTS: Effective immediately during the next three months United Air Lines will operate over their approved route system a Douglas DC6B with experimental oscillating high intensity position lights. The navigational light distribution and coloring are identical with conventional light system. The three position lights flash and emit lights of greatly increased intensity. These lights are dimmed to one half normal intensity when airplane is on the ground.

AERONAUTICAL CHART CORRECTION: Correct Coast and Geodetic Survey's RF Chart 29, dated 12/18/57 by changing Chanute, Kansas. LFR frequency from 114.6 mc to 248 kc.

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.
** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
✱ - New or revised radio data. Pilots should inscribe this information on charts and records.
NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-70° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Rnwy lgts inop. Flare pots avail. on request. (1-10)
BESSEMER ARPT: Caution - auto drag strip runs parallel to sod lndg strip with separation of 50'. Racing not done on rnwy. Drag strip ends mrkd. Racing Sun only. (8-28)
BIRMINGHAM-RADIO: Dec 12, VOR shut down - conversion to VORTAC. Caution - all arwys and ints based on VOR are not usable for navigational purposes until stn is recmsnd at new lctn. Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int via ADF track of 350° mag from BHM LFR, MEA 4500'. (8-27) Temp MEA CHA VOR to TCL VOR V115 and V18N, 5000'. Caution - E course LFR has severe multiples.
BIRMINGHAM ARPT-TOWER: ILS MM and LMM shut down - relctn. (8-7) FLD: Effect Feb 15, inbound VFR flgts, in rdo equipped acft, contact Birmingham Apch Ctl on 119.9 or 385.6 mc approx 25 mi out for lndg info. Birmingham Apch Ctl will specify the reporting point where flgt will change to Birmingham twr freq. (1-13) Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down for relctn due rnwy ext. (5-1)
CLANTON-WARE ISLAND ARPT: New arpt reported. Lctd 10 mi NE on an island in Coosa River. lat 33-57, long 86-31; elev 360'; 1 sod strip 2500' x 150'; no serv. (12-19)
DOTHAN-NAPIER FLD: Caution-- helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Const. Clsd.
EVERGREEN-RADIO: VOR radials 320° thru 360° out of tolerance acct excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy & threshold lgts inop. (1-7)
FAIRHOPE-KLUMPP ARPT: 999' (1201 MSL) lgtd twr erected 9 n mi N (12° T) at lat 30-40-55, long. 87-49-41. (12-6)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-RADIO: VOR radials 018°-028° out of tolerance due to severe scalloping. (1-17)
MOBILE-BATES FLD-TOWER: ILS glide slope inop - equip. and const vcnty transmitter bldg. (1-17) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' & 1/2 mi is absolute take-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones, are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
ARIZONA: AJO ARPT: Beacon and lights inop. (10-24)
**BISBEE ARPT: No servicing. Caution - horses on field. (1-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. ngts upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE COUNTY ARPT: Open daylgt opern only. (1-10)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255° 35 n mi at MEA. (5-8)
**DOUGLAS-BISBEE DOUGLAS INTNL ARPT: Rnwy 12-30 open to acft 30,000 lbs & above. 213' (4202'MSL) lgtd twr erected 7 n mi SE (143° T) at lat 31-22-08, long 109-31-45.

ARIZONA: DRAKE-RADIO: Soon, VOR will be cmsnd. Ident: DRK. Freq: 113.1 mc. Lctd lat 34-54-04, long. 112-25-00. Elev: 4630' MSL. Class: VORW. (12-6)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)

GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

MARANA ARPT: Reported inactive. (10-2)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take off xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx Mar 3 - conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int.-PHX; V105E PRC-PHX. (11-18)

SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)

SCOTTSDALE-THUNDERBIRD#2 ARPT: Closed. (3-26)

SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi 11,000'; 050°-060°, 22 n mi 11,000'; 060°-75°, 35 n mi 11,000'; 075°-085°, 21 n mi 11,000'; 090°-170°, 40 n mi 12,000'; 225°-230°, 40 n mi 7,000'; 330-345°, 35 n mi 11,000'; 345°-360°, 25 n mi 11,000' (7-17) About Feb 3, VOR will be shut down until approx Mar 4 - VORTAC conversion; following Victor arwys unusable durg IFR conditions: V-16 Toltec Int-CIE, V-66 GVN-Mescal Int, V16-S TUS-Mescal Int. (12-5)

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted wk-ends - caution. (2-15)

TUCSON ARPT: Perm structures in excess of 75' high being erected, 1 on E, 1 on S perimeter of fld. Clear of apchs. Lgtd at ngt. Obstn lgts apchs to tnwy 21 inop. (11-15)

TUCSON-DAVIS MONTHAN AFB-RADIO: USAF UHF/DF steers unreliable beyond 35 mi at or below the following alt: (a) NW quad 10,000'; (b) SW quad 10,000'; (c) SE quad 12,000' (d) NE quad 13,000'. (6-20)

TUCSON-DAVIS MONTHAN AFB-RADAR APPROACH CONTROL: About Feb 6, RAPCON will be cmsnd. Trans & rcvg freqs: 118.5, 121.5, 125.9, 125.1, 134.1, 136.8, 137.88, 142.02, 225.4, 126.18, 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4 mc. Rcvg only: 3023.5 kc; 122.5 mc. About Apr. 6, radar tfc ctl departure procedures will be implemeted. (1-22)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB-SPECIAL NOTICE: Ngt weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of light and some of them explode a small marker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: BLYTHEVILLE-SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

FT. SMITH-RADIO: About March 15, VOR will be shut down, modification. During shut down VOR flgts are authorized to use FSM BMH fac in lieu of FSM VOR on all arwys. Bears and MEAs used shall remain as charted except bear. from FSM BMH to Int of 295° radial Little Rock VOR on V-74 shall be 97°. Paris Int. redesignated as 97° from FSM BMH and FYV 160°. On V-13, use 192° from FYV VOR to FSM BMH. MEA for VOR-equipped acft on V-74 from TUL to FSM 7500' and on V-13 from FYV to FSM 5500'. (12-13)

ARKANSAS: ROGERS ARPT: 349'(1749' MSL) lgtd twr being erected 3 n mi S(200°T) at lat 36-19-54, long. 94-08-10. (1-22)

SEARCY ARPT: Clsd until approx Mar 30. Const. (12-30)

TEXARKANA-RADIO: DME coverage 145°-235°, 1700' MSL 30 n mi; 235°-270°, 1800' MSL 35 n mi. (5-21)

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)

ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

**ARCATA ARPT: Right tfc rnwys 13 & 19. (12-10)

BAKERSFIELD-KERN CO. ARPT-TOWER: Soon, 119.9 mc will be decmsnd and 119.8 mc cmsnd. (12-26)

BRASS LAKE-WISHON ARPT: Clsd to all operns until further notice. (8-23)

BLUE CANYON ARPT, 13, SFO-SLC: Closed due to snow. (12-18)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BLYTHE-HERON FLD: Caution - 90' TV antenna adj W. (1-24)

BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)

BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Feb 20, radar departure control will be placed in effect - freq 118.4 clearance limits El Monte Int-Newhall LFR Saugus Int Fillmore VOR Camarillo LFR Burbank OM. About Feb 10, ASR will be shut down until approx Feb 10- equip. modification. (1-29)

CAMARILLO-RADIO: All LF rng courses have multiples. (6-17)

**CORONA-THURSBY ARPT: To be abandoned Feb 28. (12-11)

CRESCENT CITY-RADIO: VOR arwy radials flgt-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (8-30)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

EL TORO MCAS-RADIO: VOR coverage restriction at and below 10,000' MSL beyond 25 mi from 360° clockwise to 070°. (12-13)

FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR coverage 250°-090°, 30 mi; 090°-120°, 15 mi; 150°-250°, 20 mi at min en route alt. (12-2)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

FRESNO AIR TERM: Extreme caution advised in vicinity of arpt. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N & E of arpt.

GLENDALE-GRAND CENTRAL ARPT: Extensive const. Fld clsd to all acft at sunset. (11-29)

GOFFS-RADIO: VOR coverage 265°-310°, 25 n mi at MEA. Below 9500' this area beyond tolerance. (11-8)

GORMAN-RADIO: About Mar 1, VOR will be cmsnd. Freq: 109.0 mc. Ident: GMN. Lctd lat 34-48-18, long. 118-51-42. Monitoring category (3). Class: VORW. (1-20)

**HALF MOON BAY ARPT: Unicom cmsnd 122.8 mc. (1-20)

LONG BEACH-RADIO: DME shut down until approx Feb 4 - relctn. VOR auto ident inop. (12-26)

LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. VHF/DF bearings unreliable below 12,000' MSL SW quad between 200° and 230°. FLD: Several 230' MSL protable oil derricks NW, W, & S of fld. Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of & roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1700P wk-days only due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd, const; 6200' avail. Rnwy 12 clsd. Straight in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

CALIFORNIA: LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) Jan 21, until approx Feb 3, radar arrival & departure control serv unavail - acct ASR shut down for modernization. (1-20) FLD: Rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd, avail. 30 min request thru twr. Equip. crossing rnwy north of E/W taxiway. Rnwy 25R clsd when 16-34 in use. Ditches across N end 16-34, overrun area eliminated. Durg VFR wea conditions: Civil acft ctc twr on 118.9 mc or listen 118.9 mc trans 122.7 at least 10 mi out. Durg IFR wea: civil acft ctc apch ctl on 118.1 or 119.3 or listen 118.1 or 119.3 & trans 122.7. USAF, NAVY, CG: VHF equipped acft ctc apch ctl on 118.1 or 119.3 mc. UHF equipped acft ctc approach control on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off shore W of arpt. All jet acft departing rnwys 25L & 25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding eastbound from Malibu or Pt Dume intsxn in VFR conditions making a track which approximates extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt & E of arpt between Downey rbn & arpt below 3000' in VFR wea. If desiring to cross apch area below 3000', ctc Los Angeles Apch Ctl before crossing. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt or between Los Angeles rbn and arpt. Avoid shoreline W due hi-performance jet acft. Apch lgt lane sequence flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (1-27)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MARTINEZ ARPT: Clsd until approx June. (11-27)

**MENDOTA ARPT: New arpt. Lctd 1/4 mi E; elev 174'; 1 rnwy - N/S - 2300' x 90' (dirt & sand compact); remarks - 3' fence at each end. (7-23)

MOFFETT FLD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' durg stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable btwn LMM and apch end rnwy. (10-21)

NEEDLES-RADIO: About March 15, VOR will be shut down until approx April 15 - conversion to VORTAC. (1-24) Durg shutdown the following MEA's will be unusable: V12, 1518 Daggett-Drake; V-12N Dawes Station Intsxn-Daggett; V-12S Needles-Prescott; V135 Blythe-Las Vegas, Ariz.; V-208 Cones Intsxn. -Needles; V-237 White Hills Intsxn. -Needles; V-1520 Daggett-Prescott. In addition the Hackberry, Peacock, Dawes Station, Clark, and Silver Lake reporting points will be unusable. The White Hills Intsxn. is temporarily redesignated as the Mormon Mesa 169° M radial and the Las Vegas 105° M radial. The Union Pass Intsxn. is temporarily redesignated as the Goffs 064° radial and the 181° M bearing to the Needles, LFR. The MEA on V-210 Daggett-Goffs will be 8500'. (1-24)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flight should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flight within a ctl zone when wea is less than VFR, since ceiling & visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flight into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flight into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flight should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flight into Oakland, Alameda NAS, Hayward or San Francisco.

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 n mi at MEA xcpt 020°-050°, 8000' MSL. (1-17)

** OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 7000' MSL. FLD: Dredging and clam shell equip. working S of lndg area. All berms and equip lgtd and mrkd. Use extreme caution when

CALIFORNIA: flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd. (8-22)

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at MEA. (1-16)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as mrkd by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp & taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000'; 150°-180°, 35 n mi at 9000'. (3-14)

PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)

POMONA-SPECIAL NOTICE: Intermittently durg daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W-adj to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative durg reconstruction. Caution - men and equip.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30) January 13, VOR shut down until approx February 13 - conversion to VORTAC. Durg this period, the following V arwys will be unusable IFR conditions: V23 FJS-Sutter-Buttes Int., V25 Geyserville Int. -LMT, V195 ILA-FOT. V107 UKI-RBL usable substituting RBL LF rng for VOR. (11-27)

REDDING ARPT: 330' lgtd twr being erected 3.2 n mi WNW(309°T) at lat 40-32-25, long. 122-21-11. (11-21)

RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)

RIVERSIDE-MARCH AFB-RADAR APPROACH CONTROL: Radar ctl exercised over mil acft only. (10-30)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

SAN DIEGO-MONTGOMERY FLD: Caution night lndg. Keep rnwy lgts in sight durg apch. Fld unattended sunset to sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flight plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

** SAN FRANCISCO INTNL ARPT-TOWER: About Feb 17, ILS LMM and twr freq will be chgd from 201 kc to 379 kc. (1-15) FLD: Const in progress continuously on various sections of fld. Caution advised. (11-4) New taxi sign system now in opern. (1-23)

SAN FRANCISCO BAY-SPECIAL NOTICE: A Moored Balloon (silver with black stripes) 8' x 25' is flown 500' MSL on an irregular schedule from U.S. Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN JOSE-RADIO: TVOR has scalloping, beyond tolerance, 230° thru 240°. (11-12)

**SAN RAFAEL-SAN FRANCISCO BAY ARPT: All apchs should be made S of fld to avoid residential area. (1-23)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Extreme caution advised durg night use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All rnwys unlgtd. (1-20)

**SANTA PAULA ARPT: Caution - grading & paving opern in progress all areas. (11-3)

CALIFORNIA: **SANTA SUSANA ARPT: Right tfc to W rnwy. (1-24)
SHOSHONE ARPT: Strip clsd for paving. (8-9)
**SOLEMENT 6-S RANCH ARPT: Dangerous wires W end. High hills E end. Use caution in NE wind condition. (1-24)
THERMAL-RADIO: VOR and DME coverage 330°-360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175°-180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500'MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked.
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000'MSL when lndg on rnwy 34; 2300'MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25) Depressions along edges of east N/S taxiway. Taxi with caution. (1-14)
VICTORVILLE-GEORGE AFB-RADIO: USAF VHF/DF steers unreliable 235°-325° and 360°-045° below 15,000'.
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity & grading.
WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5) Clsd to ngt opern. Use hard surfaced rnwy only days. (12-4)
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts, BL4; fuel, F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000'. MSL 154°-180° and below 16,000'MSL 181°-243°. VHF/DF bearings reliable in these areas.
** FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) Transmissometer cmsnd. (11-21)
**DURANGO-LA PLATA ARPT: 208' lgtd twr erected 10.5 n mi NW (329°T) at lat 37-18-07, long. 107-51-10. (1-24)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop for reconst of rnwy and installing rnwy lgts. (8-20)
HANOVER-RADIO: H fac bearings unreliable beyond 25 n mi in shadow area of Pikes Peak.
**HUGO ARPT: Abandoned. (1-8)
NUCLA ARPT: Clsd. Const. (10-23)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
PUEBLO-RADIO: VOR out of tolerance from 010°-070° - hvy scalloping. (12-16)
PUEBLO MEMORIAL ARPT: Hvy acft normally use rnwy 12-30. Rnwys 8-26 and 17-35 clsd to DC-3 and heavier acft daylgt hrs xcpt under hi-wind and instr apch conditions. Middle 1/3 rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas. (1-15)
**TRINIDAD-NEWCOMBS RANCH ARPT: Soft when wet. Cattle on fld. (1-8)
CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
**SALEM ARPT: Reactivated, lat 41-30, long. 72-14; lctd 2.4 mi E; elev: 420'; 2 rnwys - E/W 2200', NW/SE 1950'; Fl fuel; S5 serv; Unicom; rnwy lfts. (8-7)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea days, Mon-Fri. Fld occasionally clsd by standard mrkr.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-15)
WINDSOR LOCKS-BRADLEY FLD: Approx Mar 3, neon apch lgts rnwy 6 will be perm decmsnd. Simultaneously standard 3000' hi-intensity centerline configuration A apch lgt system will be cmsnd. (1-28)
DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - NNE/SSW and NNW/SSE rnwys rough. Men and equip on fld. Rnwy 16-34 W of intsxn rnwy 22 and N taxiway clsd. Center taxiway rnwy 4 to ramp clsd. (9-11)
KENTON-RADIO: About Mar 17, VOR/DME will be shut down until approx Apr 18 - conversion to VORTAC. During shutdown following substitute route structure and MEAs will be

DELAWARE: in effect: V16 Shadyside and Vineland VHF intsxn - Green at fly-by, white at fly-over lished. V29 OOD VOR, ENO VOR, SBY VOR - OOD VOR 205M radial to point of intsxn with SBY VOR 008M radial direct SBY VOR - MEA OOD VOR 2000, DOV RBN 053 M inbound bearing 3000 SBY VOR. Ingleside LF Int can be used in place of Ingleside VHF Int.
**NEW CASTLE-PIASECKI ARPT: Sod strips clsd-rough. Use rnwy and taxi strip only. Tfc pat alt 500'AGL. Tfc pats as follows: take-off and lndg NE - right turn. Lndg SW - left turn. Take-off SW - left turn while still within bndry of arpt to avoid ILS tfc and rnwy 1 and 19 tfc at New Castle Co. Arpt. Climb straight out SW only with approval of New Castle Ctl Twr. Apch and depart arpt from and to SE respectively. (1-28)
**WILMINGTON-DUPONT ARPT: Rotating bcn perm discontd Jan 1. (12-23)
WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83, in Flight Information Manual Vol. II, dated Aug 15, 1957, for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, hvy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) Fixed white 60 inch searchlight of high intensity operg near S bank of Potomac river near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt operd only during hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure crs. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (11-14)
WASHINGTON-RADIO: LFR SE crs bends 4-9 n mi from stn; 17-22 n mi from stn; multiples 3°-3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip acft on 353.9, 318.2, 362.3, 378.8, 385.4 mc only in Washington Metropolitan Area.
WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 mi. (10-28)
WASHINGTON NATIONAL ARPT: USAF, NAVY, DG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Hvy const equip operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion rnwys and taxiways may be clsd as rqrd to accomplish work adj to paved area. (6-10) Soon sequenced flashing lgt system serving rnwy 36 will be cmsnd to oper in conjunction with the existing configuration A apch lgt system. System consists of twenty flashing lgts spaced at 100' intervals along extended rnwy centerline, starting at 3000' and ending 1100' from end of rnwy. (12-6)
FLORIDA: ATLANTIC BEACH-BULL ARPT: 315' (325'MSL) lgtd twr being erected 1 n mi WSW (244°T) at lat 30-19-30, long. 81-25-42. (11-29)
**BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat, Sun, holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730-0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Arpt will be partially clsd Feb 10-13 daylgt hrs and Feb 15-22 ngt hrs for drag racing.
**COCOA-CENTRAL BREVARD ARPT: Name change. Formerly carried as Cocoa Arpt (Merritt Island). (1-31) N/S rnwy clsd. E/W rnwy under const. Use caution E end.
CRESTVIEW-RADIO: VOR radials 080°-110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LFR shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)
**CRESTVIEW ARPT: 120' (278'MSL) lgtd twr erected 1 n mi SSE (171°T) at lat 30-46-22, long. 86-34-02. (1-29)
CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance account of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF - equipped acft while VOR unusable. (9-12)

FLORIDA: CROSS CITY ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (12-27)

DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational features in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (1-30)

**DE LAND ARPT: 1000' (1034'MSL) lgtd twr erected 7.8 n mi S (193°T) at lat 28-56-25, long. 81-18-33. (10-3)

**FT LAUDERDALE-BROWARD CO INTNL ARPT: Unicom avail 123.0 mc. Call - Ft Lauderdale Unicom. Hours of opern 0700-2300 daily. (12-19)

FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld. (3-9)

FT MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

**FT MYERS-PAGE FLD: 300' (313'MSL) lgtd stack erected 8 n mi NNE (33° T) at lat 26-41-50, long. 81-46-40. (1-24)

**HAINES CITY ARPT: Abandoned. (1-7)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

**HOMESTEAD - OCEAN REEF ARPT: New arpt: "L"; 15SE; lat 25-19, long 80-15; elev 8'; 2 rnwys - longest rnwy 2500' oiled; 91/96 oct fuel. (3-28)

**INVERNESS ARPT: Reactivated. Unattended. (7-26)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180° - 260°, with xcptn apch course 248° usable to 9 n mi. (10-28)

✱JACKSONVILLE AIR ROUTE TRAFFIC CONTROL CENTER: Jan 27, freq 126.0 mc cmsnd at Daytona Beach peripheral site.

**JACKSONVILLE-IMESON ARPT: Effect Feb 27, inbound VFR flgts in rdo equipped acft, ctc Jacksonville apch ctl on 119.3 or 239.2 mc approx 25 mi out for lndg instructions. Jacksonville Apch Ctl will specify the reporting point where flgt will change to twr freq. (1-27) 996' (1003'MSL) lgtd twr erected 6.0 n mi S (187° T) at lat 30-19-22, long. 81-38-34. (9-23)

**KEY WEST-SPECIAL NOTICE: That portion of Warning Areas W-174 and W-465 which provides a 20 mi route width from the Santa Fe, Havana, Cuba H fac to both Key West and Marathon, within the Cuban controlled airspace south of the 24th parallel is rescinded.

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Taxi on taxiways only. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS.

LAKE CITY ARPT: Fuel and servs unavail. (9-23)

LONGWOOD - SLADE RANCH ARPT: 300' (318'MSL) lgtd concrete stack being erected 9 n mi N (13°T) at lat 28-50-50, long. 81-19-00. (9-11)

MARIANNA - RADIO: VOR radials 90° thru 150° out of tolerance - roughness and bends.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, Holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16) Caution - rnwys 18L-36R, 14-32, & 4-22 clsd. Equip on rnwys all hours. (1-28) 241' (437'MSL) lgtd twr being erected 5 n mi SW (231°T) at lat 30-46-53, long. 85-15-56.

**MEXICO BEACH ARPT: Abandoned. (1-9)

✱MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0 mc inop. Jan 24, freqs 124.0 and 301.4 mc cmsnd at Key West peripheral site. Jan 20, freqs 125.0 and 301.4 mc cmsnd peripheral site near Sarasota, Fla. (1-21)

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall established, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts.

**MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into & out of arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and take-offs authorized on rnwy 27 & 30 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apch prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect length of rnwy now 8200'. Lndgs & take-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Taxiways connecting N/S taxiway with W edge 20th St new term apron will be clsd as needed. Loading pier under const at 20th term to point 400' S of old gates. Caution - exten ditching, paving & const at 20th St term & ramp areas. Neon apch lgts decmsnd and hi-intensity centerline configuration A apch lgts cmsnd rnwy 9R. (1-17)

ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.

ORLANDO ARPT: Rnwy 28L-10R clsd for ngt lndgs and tk-offs to all acft. (2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21) Men & equip. working near S side rnwy 13-31, 2000' from NW end. Use rnwy at pilot's discretion. (1-6) 651'(749'MSL) lgtd twr being erected 6 n mi WSW (266° T) at lat 28-32-10, long. 81-27-00.

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. (11-21)

**PANAMA CITY-TYNDALL AFB-SPECIAL NOTICE: Effective Feb. 8, 1958 Warning Area W-470 boundaries revised as follows: beginning at lat 29-37-00, long. 85-22-00, to lat 28-10-00, long. 84-30-00; lat 28-56-00, long. 83-31-00; lat 29-42-30, long. 84-00-00; lat 29-42-30, long. 84-40-00; thence along the shoreline to point of beginning. Controlling Agency: Tyndall AFB, Fla. Effective Altitude: Unlimited. Time Used: Continuous. The East boundary of W-151 a straight line beginning at lat 29-37-00, long. 85-22-00, to lat 28-10-00, long. 84-30-00, to conform with West boundary of W-470. (12-4)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

ST PETERSBURG-PINELLAS CO INTNL ARPT-TOWER: Rcvr 257.8 mc inop. (11-4) FLD: Const. Extending N end rnwy 17-35. Lndgs must be made well clear of this area. (11-04) Rnwy 13-31 open daylgt hrs only. (12-3)

TALLAHASSE-RADIO: VOR radials 70° - 150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)

TALLAHASSE-DALE MARBRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and Pinellas County Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95° - 105° out of tolerance acct scalloping. (8-13)

TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32. 306' (326'MSL) lgtd twr being erected 8.5 n mi ENE (88° T) at lat 27-58-28, long. 82-21-16.

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (12-27)

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)

ZEPHRYHILLS ARPT: 213' (473'MSL) lgtd twr being erected 5 n mi NNW (337° T) at lat 28-18-20, long. 82-12-10. (1-22)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 mc for advisory info. If unable to ctc Turner twr ctc Albany rdo for relay. (11-18)

ALMA-RADIO: Mar 25, VOR shut down - modernization. Durg modernization shutdown VOR flgts are authorized to use the Alma LFR in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000'. Augusta 170° radial usable at Lott's Int MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

GEORGIA: AMERICUS-SOUTHER FLD: NE/SW rnwy clsd for hard surfacing. E/W rnwy open for 2500' W of NE/SW rnwy. Slightly rough. (1-4)
ATLANTA-RADIO: VOR courses 060°-090° out of tolerance acct bends and roughness.
**ATLANTA ARPT-TOWER: ILS back course restricted. (12-7) FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or flgt plan. Acft not equipped for 2-way commun on 125.7 mc will use other avail freq. Rnwy 15-33 clsd 0730-1730 Mon-Fri. (5-6) Rnwys 9L-27R and 15L-33R perm discontinued. (1-13)
ATLANTA-FULTON CO ARPT: Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29) 515' 1374'MSL) lgtd twr being erected 8.5 n mi ENE(80°T) at lat 33-48-40, long. 84-21-50. (10-22)
BAINBRIDGE-COMMODORE DECATUR ARPT: 210'(337'MSL) lgtd twr being erected 2.9 n mi E(101°T) at lat 30-54-40, long. 84-33-20. (11-20)
BRUNSWICK ARPT: Caution-intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns. (1-21)
COLUMBUS-RADIO: Caution-all courses LFR have moderate to severe multiples. (8-29)
COLUMBUS-MUSCOGEE CO ARPT: 150'(584'MSL) unlgtd water tank being erected 4 miles SE. (10-28)
LA GRANGE-RADIO: VOR rad 227° out of tolerance- severe scalloping and roughness. V-20 arwy utilizing ATL VOR radial 231° and MGM VOR radial 046° between Kent Int and LGC VOR satisfactory. MRA 3000' MSL. (12-17)
MACON-RADIO: VOR/DME usable dist. 35 n mi at [illegible]EA. (5-10)
**MACON-SMART ARPT: Unicom 122.8 mc cmsnd. Oper by Macon Air Service, daylgt hrs.
**MILLEDGEVILLE ARPT: Abandoned. (1-10)
MOULTRIE ARPT: Caution-intensive Spence AB student training. Right hand tfc rnwys 4, 10, 16. (10-17)
**MOULTRIE-SPENCE AIR BASE: Air Force primary Contract School. Intensive student training within 25 mi radius. Clsd to civil acft xcpt by prior approval. Clsd mil acft week-ends and holidays xcpt by prior approval. 2-way rdo required. (1-7)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
SAVANNAH-HUNTER AFB-RADAR APPROACH CONTROL: Radar vectoring will be for training purposes only. (1-13)
SAVANNAH-TRAVIS(CHATHAM) FLD-TOWER: ILS BC-restricted-excessive bends. Lclzr not to be used above 5000' MSL. (3-19)
STATESBORO ARPT: 320'(490'MSL) lgtd twr being erected 1.6 n mi SSW(203°T) at lat 32-27-32, long. 81-45-32. (11-7)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt course 003°, usable to 10 nautical mi. (8-31)
VIENNA-RADIO: About Feb 13, VOR will be cmsnd. Freq: 116.1 mc. Ident: VNA. Lctd lat 32-12-42, long. 83-30-00. Class: BVOR. (1-23)
IDAHO: **ATOMIC CITY-LITTLE BUTTE ARPT: 200'AGL lgtd twr erected 1.9 n mi NNW (352°T) at lat 43-33-26, long. 112-35-21. (1-27)
BOISE-RADIO: Oct 16, VOR shut down until approx Feb 28 - for VORTAC conversion. During this period the following arwys will be affected: V-4 Baker to Burley unusable. J-7-V Rome to Boise to Dillon, J-15-V Boise to Ogden, J-20-V Pendleton to Boise to Malad unusable. V-253 Boise to Twin Falls usable at MEA substituting Boise LFR for VOR. V-269 Twin Falls to Burley also usable at MEA substituting Burley LFR for VOR. Kuna and Glenns Ferry Ints unusable. (1-30)
BOISE AIR TERMINAL-TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)
BURLEY-RADIO: Nov 25, VOR shut down until approx Mar 16-conversion to VORTAC. The following V arwys will be unusable durg IFR conditions: V4 BYI-BOI, V269 BYI-TWF, BYI-PIH, V231 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD. Flgts using V1500-V1502 report to Pocatello Rdo. (11-22)
COEUR D'ALENE AIR TERMINAL: 240' lgtd twr being erected 5.5 n mi SE(153°T) at lat 47-41-05, long. 116-45-55. (10-16)
GRANGEVILLE-IDAHO CO ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg & take-off. (10-22)
**IDAHO FALLS-FANNING FLD: 180'AGL lgtd twr erected 2 n mi SE(155°T) at lat 43-29-36, long. 112-02-18. (1-27)
MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.
IDAHO: TWIN FALLS-RADIO: VOR radials 170° to 190° double dist altnce to 60 n mi at minimum terrain clearance altitude. (1-4)
TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (10-31) Men & equip. also on & around rnwy 7-25, particularly W end. (11-19)
ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.
AURORA ARPT: N/S rnwy clsd due const. No lights. (1-11)
**BLOOMINGTON ARPT: Unicom 122.8 mc cmsnd. Oper 0700-2200 daily. (1-23)
BRADFORD-RADIO: VOR coverage lmtd to 36 n mi MEA from 265° clockwise to 30°.
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon thru Sat. Use caution while in area. (9-13) Men & equip. operg on SE portion of fld including SE taxiway, daylgt hrs. (12-3)
CHICAGO AREA-SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW and NE courses LF rng. (11-8)
CHICAGO-MEIGS FLD: Caution-S end rnwy dist from threshold lgts to seawell 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tri-cycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT-TOWER: About Feb 3, DME at ILS will be shut down until approx Mar 5 - modernization. (1-30) FLD: Due to distance and non-visibility acct of parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single-eng transient acft will not be allowed dock space at the N term bldg-must use facs of S term bldg. All acft remain N of white line on S side of rnwy 27R while running-up, parking or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. Bldg 23' above gnd (627'MSL) being erected at 41-47N, 87-45W (NE intsxn of 55th St. & Cicero Ave-adj to arpt). Radar tower being constd corner of arpt, atop intnl term bldg. Twr will be 48' AGL, 658'ASL. Lctd lat 41-46-48, long. 87-44-35. To be mrkd & lgtd. (10-16) Rnwy 4R-22L clsd from rnwy 9R to extension rnwy 4R during daylgt hrs. Ditch 20' NW rnwy 22L with progressive opening approx 600' long mrkd by flashers ngts. Men & equip on fld. Caution when taxiing. (1-10) Effect Feb 1 rnwy 31L for left hand tfc only & rnwy 31R for right hand tfc only. (1-13) 200'(790'MSL) lgtd smoke stack being erected 3 n mi NNW(359°T) at lat 41-49-30, long. 87-45-00. (8-28) 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW(349°T) at lat 41-49-23, long. 87-45-12. (9-24) 262'(870'MSL) lgtd twr being erected 4.5 n mi S(187°T) at lat 41-42-54, long. 87-45-23.
CHICAGO-O'HARE INTNL ARPT; Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100'N rnwy 9-27, 800' SE intsxn rnwy 14-32 and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick Hangar, and terminal gates, 1, 2 and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 119.0 mc or 363.8 mc if UHF equipped regardless of wea. Hwy const 3600' NW of fld, passing thru apch to rnwy 14L Included are lgt standards 70' AGL, 717'ASL lctd lat 42-00-56, long. 87-55-46; 1200' N of Ravenswood Arpt, 2 mi SW of Des Plains. Not mrkd, painted or lgtd. (10-16) 120'(780' MSL) lgtd twr being erected 3.5 n mi WNW(312°T) at lat 42-01-38, long. 87-57-34. (1-10)
CHICAGO-STINSON ARPT: Const in SE corner of arpt and on new NW/SE rnwy. New rnwy not usable. (11-21)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317°, 35 n mi at 2000'. (6-12) Jan 17, DME shut down until approx Feb 17-modernization. (1-30)
DE KALB ARPT-SPECIAL NOTICE: Approx 11 n mi WSE, Flight Test Area is designated Oct 28, 1957 to Jan. 28, 1958 within a radius of 3 mi. centered at lat 41-52-25, long. 88-56-45. Tests will be conducted durg daylgt hrs only, when visibility is 5 mi or better.

ILLINOIS: DIXON ARPT: NE/SW rnwy clsd for const - men & equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area; Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL.
**ELGIN ARPT: Rgt tfc rnsys 18, 22, 27. (12-20)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)
**GILMAN ARPT: Perm closed. (1-11)
**HIGHLAND-WINET ARPT: NE/SW and NW/SE rnwys perm clsd. N/S rnwy, 2600' x 225', turf under const. Strip 100' side avail. W side N/S rnwy. Men & Equip. on fld. Soft when wet or thawing. Use extreme caution. (1-17)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths MEA. Auto. wea. cmsnd Aug 13.
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (11-5)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MACOMB ARPT: Unattended until approx Apr 15. (12-3)
**MARION-WILLIAMSON CO. ARPT: Use rnwys & taxiways only. Unicom avail. 122.8 mc.
MATTOON-COLES CO. MEMORIAL ARPT: 300' S end of N/S rnwy clsd. (11-4)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
MOLINE-QUAD CITY ARPT: 998' (1778' MSL) lgtd twr being erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (8-26)
OLNEY-ULRICH ARPT: Unattended. (11-8) 360' (820' MSL) lgtd twr being erected 2.9 n mi WNW (295° T) at lat 38-45-03, long. 88-05-23. (11-11)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at MEA. (10-11) Nov 18, VOR shut down until approx Feb 5 - conversion to VORTAC. Durg shutdown, following temp MEAs can be utilized: V116 UIN VOR-PIA LF rng, 2000'; PIA LF rng - JOT VOR 2000'; V48 BRL VOR-PIA LF rng, 1900'; PIA LF rng-PNT VOR, 2300'; V233 SPI VOR-PIA LF rng, 2300'; PIA LF rng - BDF VOR, 2000'. (1-28)
PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land at arpt. 5' unlgtd fence apch end rnwy 22. Const. NW/SE rnwy being extended 3000' at NW end. New const not usable. (12-4) 609' (1349' MSL) lgtd twr being erected 6.5 n mi ESE (106°T) at lat 40-38-03, long. 89-32-21. (10-11)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at MEA.
POLO-RADIO: VOR coverage 280°-350°, 39 to 43 n mi at MEA. (2-21)
QUINCY-RADIO: About Feb 10, VOR will be shut down until approx Mar 24 - conversion to VORTAC. See page 36 for temp MEAs to be utilized durg shutdown period.
ROCKFORD-GREATER ROCKFORD ARPT: Rnwy 18-36 open daylgt hrs only. Lgts unavail. Rotating bcn shut down until approx Feb 6 for relctn. (1-20)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT: Use overruns rnwys 4 and 22 in emerg only. (12-10)
TROY-RADIO: About Feb 10, VOR will be shut down until approx Mar 14 - conversion to VORTAC. (1-30) See page 37 for temp MEAs to be utilized durg shutdown period.
**WAUKEGAN-MEMORIAL ARPT: Name change. Formerly carried as Lake County. (12-20)
WHEELING-CHICAGOLAND ARPT: About Apr 1, 151' (796' MSL) twr will be erected 3 n mi SSE (167° T) at lat 42-08-21, long. 87-55-32. (1-17)
INDIANA: SPECIAL NOTICE: The atomic Energy Commission requests all pilots to maintain a reasonable alt when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indef period. (7-15)
COLUMBUS-BAKALAR AFB-RADIO: USAF VHF/DF unreliable 250°-270° clockwise below 3000' and 010°-250°, below 2500'. (8-18)
COLUMBUS ARPT: Use paved surfaces only. Sod soft. (12-20)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. Use caution while opern on first 200' rnwy 18 due to deterioration of rnwy. (12-30)
FT. WAYNE-RADIO: VOR radial 317° unusable beyond 10 n mi - excessive roughness.
FT. WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due
** to non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxi strip leading to apch end of rnwy. (8-21) Standard 3000' hi-intensity centerline configuration A apch lgt system cmsnd rnwy 31. Neon apch lgts decmsnd. (1-24)
GOSHEN RADIO: DME operg test basis only. (1-14)

INDIANA: GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. TACAN facs operg test basis only.
**INDIANAPOLIS-SHANK ARPT: 1022' (1846' MSL) lgtd twr erected 7.1 n mi NNE (23°T) at lat 39-55-43, long. 86-10-55. (7-20)
**INDIANAPOLIS-WEIR COOK ARPT: Due to non-visibility twr unable to ctl tfc on taxiway from SE hangar to Turners Ramp. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of Arpt Superintendent. Caution - soft shoulders all rnwys due const. Rdo rcvr rqrd. Fee multi eng acft. (1-8)
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
**KENDALLVILLE ARPT: N/S rnwy abandoned. (12-12)
KOKOMO-RUZICKA ARPT: New arpt reported. Lctd 4 mi SW, S5 serv, F2 fuel. (11-21)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE durg daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MISHAWAKA-SPORTSMAN FLD: 649' (1524' MSL) lgtd twr being erected 6.1 n mi SSW (212° T) at lat 41-36-58, long. 86-11-32. (12-30)
MUNCIE ARPT: New hard surfaced rnwys temp open as follows: NE/SW and NW rnwy 3500' SE rnwy 1600', taxi only, E/W (sod) 2300'. 10,000 lbs gross wt limit. Clsd ngts. (1-6)
PORTLAND-BRIGHAM FLD: Clsd to commercial opern. N/S strip avail. for emerg use. Fld unattended. (1-20)
SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide path not flyable from MM to touchdown.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: ANAMOSA-DASENBROOK ARPT: To be clsd perm Mar 1. (1-16)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
CLARINDA ARPT: 368' (1535' MSL) lgtd twr being erected 6.5 n mi S (202° T) at lat 40-36-30, long. 95-04-21.
**COLLINS-KINGMAN ARPT: Abandoned.
COUNCIL BLUFFS ARPT: 230 1/2' (1448' MSL) lgtd twr being erected 9 n mi ESE (122°T) at lat 41-08-42, long. 95-39-00. (1-14)
**CRESTON-HERRING FLD: Name change. Formerly carried as Creston Arpt. No storage. Land at own risk. P-line N. (12-16)
DES MOINES-RADIO: Nov 18, DME shut down indef. (1-31)
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
**DYSART-HARK ARPT: Abandoned. (1-11)
ELDORA ARPT: New arpt reported. 2 mi SSW; elev 1020'; 1 strip 2200'; rnwy lgts; minor repairs, 80 oct fuel; P-line S. (10-30)
GREENFIELD ARPT: New arpt reported. lctd 1.5 NNE; elev: 1364'; 1 strip NW/SE, 2400'; turf; rnwy lgts, F2 fuel avail. Remarks - P-line SE. Soft when wet or thawing. (1-20)
HARLAN ARPT: 213' (1447' MSL) lgtd twr being erected 3.5 n mi N (10°T) at lat 41-38-42, long. 95-19-30. (12-4)
MASON CITY-RADIO: About Feb 10, VOR will be shut down until approx Mar 24 - conversion to VORTAC. (1-16) Durg shutdown, following temp MEAs may be used: V13 Des Moines, Iowa VOR - *Ames, Iowa Int., 5000; (*Descent to 3000' authorized after passing Ames Int. S-bound). Ames, Iowa Int. - Int. DSM R001 and FOD R085 (Alden Temp Int.), 8000'; Alden Temp Int. - Int. DSM R001 and ALO R303 (Mason City Temp Int.), 8000'; Mason City Temp Int. - Hope Minn. (Int. via MSP R173), 8000'; V67 Int. ALO R303 & RST R310 (Mason City Temp Int.) - RST VOR, 5000'; Int ALO R303 & RST R210 - ALO VOR, 5000'. V13 FOD VOR - Int. FOD R048 & ALO R303 (Mason City Temp Int.), 5000'; V100, V160S-On Temp Alden Int. - FOD R085 and DSM R001, 8000'. (1-16)

IOWA: **OSAGE ARPT: New arpt. Type "L"; lctd 0.5 NE elev 1160; 1 rnwy (N/S) - sod - 4780'; Rnwy lgts; remarks - P-line N, (9-6)
SHELDON ARPT: Clsd for const - machinery on fld. (5-3) Bcn inop. (11-21)
SHELDON MUN ARPT: New arpt reported. Lctd 2 NNE; Elev 1422; 1 strip, NE/SW, 2350'; rnwy lgts on prior req; P-line NW; soft when wet. (10-14)
**SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and taxiway NE of Air Force hangars, and on first 1500' rnwy 22. (10-24) Jet barriers installed apch ends rnwys 13&31. Barriers will be raised for mil acft only.
SPENCER ARPT: Caution during snow & thaw. Soft portions near rnwy intersections. (12-4)
STORM LAKE ARPT: NW/SE & NE/SW rnwys clsd-const. N/S rnwy open. Extreme caution.
**WALLINGFORD ARPT: Perm. clsd. (1-31)
WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY ARPT: Caution - New NW/SE rnwy 3100' usable but rough. Soft when wet. During snow, use N/S rnwy & asphalt taxi strip at N end of fld only. (12-10)
KANSAS: **COLBY ARPT: Unicom 122.8 mc cmsnd
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at MEA. (5-29)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)
ESKRIDGE-CONVERSE FARM ARPT: New arpt reported. Lctd 8 mi S; 1 rnwy N/S, 2400'; No facs. (9-20)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GARDEN CITY ARPT: 179'(3084'MSL) lgtd twr being erected 7.9 n mi W(292°T) at lat 38-01-14, long. 100-57-21. (11-26)
GARDEN CITY-NEW GARDEN CITY ARPT: 291'(3096'MSL) lgtd twr being erected 8.8 n mi SE(148°T) at lat 37-48-22, long. 100-38-58. (11-26)
GOODLAND-RADIO: DME shut down until approx Feb 15. (1-20)
GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000'AGL. 307'(2167'MSL) lgtd twr being erected 5 n mi ENE(70°T) at lat 38-22-55, long. 98-45-30.
HILL CITY ARPT-SPECIAL NOTICE: Airborne VOR rcvr check point 057° radial over Hill City Arpt bcn temp decmsnd. (1-2)
**IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution. (9-5) Unicom 122.8 mc cmsnd. (1-2)
KINGMAN ARPT: 305'(1920'MSL) lgtd twr being erected 4.5 n mi SSE(169°T) at lat 37-35-38, long. 98-06-59. (11-6)
**LIBERAL ARPT: Unicom 122.8 mc cmsnd. (1-23)
**MANHATTAN-MANKAN ARPT: Closed. (11-20)
**RUSSELL ARPT: Caution - 4 strand barbed wire fence completed around entire arpt bndry.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const on S end rnwy 17-35. Equip 17' high lctd 400' S of rnwy 17-35. Obstn lgtd. N 4500' rnwy 17-35 usable and threshold lgtd. Sod strips clsd. (12-19)
SYRACUSE ARPT: 126'(3281'MSL) lgtd twr being erected 18.8 n mi E(108°T) at lat 37-53-25, long 101-22-45. (11-26) 216'(3693'MSL) lgtd twr being erected 7.8 n mi SW(239°T) at lat 37-55-06, long. 101-53-27. (11-26)
**TOPEKA-PHILIP BILLARD ARPT: Due non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S, and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas un-usable.(4-18) Two 158'(1067'MSL) lgtd steel stacks being erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34. (6-10)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-04-42, long 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd; A&P by appointment; 80/87 oct. (4-9)
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. (8-7)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for landing instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads: Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & recv 124.5 or 125.7 m. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)
WINONA-GUNNELS RANCH ARPT: New arpt reported. Lat 39-07, long 101-26; lctd 2.5 mi N; elev 3480; 3 strips (sod) N/S 2300', NE/SW 2100', NE/SW 2000'. Soft when wet, use rnwy.
KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 N mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vcnty.
GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: Unattended. (11-20)
LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23) About Mar 17, VOR will be shut down until approx Apr. 18 - conversion to VORTAC. See page 40 for substitute route structure & MEAs durg shutdown.
**LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to term bldg from hangar line SE to taxi ramps NW and NE. Transient acft load at gate No.4, limit 15 minutes. Helicopters land SE end NW/SE taxiway. Unicom 123.0 mc avail. Hi-intensity rnwy lgts cmsnd rnwy 4-22. (1-7) 553'(1624'MSL) lgtd twr erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26)
LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next hangar line and in tfc pat. SW of fld.
LOUISVILLE-STANDIFORD FLD-TOWER: About Feb, ASR will be shut down until approx
** Feb 18 - antenna modernization. (1-3) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. (9-1) Configuration B apch lgts decmsnd. (1-1)
SOMERSET-PULASKI CO. ARPT: Closed to night operation. (10-11)
YORK-RADIO: DME coverage 35 n mi at 2500' MSL.
LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution - jet acft operg in vicinity. (6-26)
BATON ROUGE-RYAN ARPT: 310'(330'MSL) lgtd twr being erected 9 n mi WSW(261°T) at lat 30-30-34, long. 91-19-49. (10-18)
**DERIDDER-BEAUREGARD PARISH ARPT: Unicom 122.8 avail. (11-19)
**GUEYDAN-SIMON ARPT: Abandoned. (5-10)
**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)
LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)
LAKE CHARLES-McFILLEN ARPK: 199'(213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW(291°T) at lat 30-11-20, long 93-19-45. (9-24)
MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1620, 7.5 n mi S(188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)
MONROE-RADIO: Nov 27, VOR shut down until approx Feb 27, conversion to VORTAC. (11-27) Durg this period LFR may be substituted for VOR on adj V arwys. (11-21)
NEW ORLEANS-RADIO: VOR/DME shut down - extreme scalloping and roughness. (12-6) Durg shutdown, MSY LFR may be used in lieu of VOR. (1-24)
NEW ORLEANS ARPT-TOWER: Effect. Oct 24 - Feb 24, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans and rcvg: 119.5, 121.7, 121.5, 126.18, 257.8, 243.0, 348.6 and rcvg 122.5 mc. (11-26) FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR are prohibited from lndg without permission.
NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.
SHREVEPORT-GREATER SHREVEPORT ARPT: 190'(234'MSL) lgtd twr being erected 2.5 n mi NE(46°T) at lat 32-28-22, long. 93-47-48. (1-23)
WELSH ARPT : E/W rnwy closed ngts. Beacon inop. (12-4)
**VILLE PLATTE-NEW EVANGELINE ARPT: Abandoned. (7-17)
**WOODWORTH-DELANEY ARPT: Abandoned. (5-6)
MAINE: AGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.
BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

MAINE: HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obstn lgts inop. Rnwy 1-19 clsd wheel equipped acft winter months. (12-2)

JACKMAN-NEWTON FLD: New arpt reported. Lctd 0.2 E; elev 1170'; 1 strip 2100'. Caution use gravel strip only. Sod areas rough and soft. (12-9)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag course. (6-27)

**MILLINOCKET ARPT: Durg winters only rnwy 11-29, apron, and entrance/exit strip plowed. Rnwy 16-34 suitable for ski equipped acft. Caution advised due high snow banks this rnwy intsxn rnwy 11-29. Contact lgts rnwy 16-34 not usable winters.

OLD TOWN ARPT: Rnwy 4-22 clsd acct snow. (1-15)

**PORTLAND ARPT: First 1000' rnwy 33 clsd to lndgs and take-offs. Avail. as taxiway. Rnwy mrkd at 1000' lctn. 20' embankment 200' from apch end rnwy 33. Marked by obstruction lgt 250' from apch end and in line with S edge rnwy 33. (1-14)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

SANFORD ARPT: Fuel and lgts unavail. (12-9)

TOPSHAM ARPT: New arpt reported. Lctd 2.2 NW, RR & river SW; elev 120'; 1 strip 1800' S5 facs; F1 fuel; no storage. Hi-tension line S. (12-9)

MARYLAND: BALTIMORE-RADIO: VOR out of tolerance and unusable beyond 31 n mi from 10° clockwise to 35°; 14 mi 35°-80°; 35 mi 80°-260°; 15 mi 260°-310°; 8 mi 310°-340°; 35 n mi 340°-10° at MOCA. (12-13)

**BALTIMORE-MAETIN ARPT: Two-way radio required. (1-3) Rnwy lgts prior request.

**BALTIMORE-PIER 4 HELIPORT: 39-18N, 76-36W; lctd Pier 4, Pratt St; elev: 10'; size 100' x 72'; air marked; no lgtd; no service. Pier 6 heliport clsd. (10-22)

**CAMBRIDGE ARPT: New arpt. Type P; 2 mi SE; elev 20'; lat 38-33, long. 76-02; services minor repairs; 80 octane; Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 250'. Rnwy extremely slippery when wet. Positively no ngt lndgs without rnwy lgts in opern.

**CLINTON-HYDE FLD: Rnwy lgts pelor request only. (1-21)

**FARMINGTON ARPT: New arpt Type P - 2 mi SE; elev 400'; lat 39-41, long. 76-02; services major repairs; 80 octane; 2 rnwys - lngst 1700' (sod).

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 318° at MOCA. VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730-2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd - parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution - provide proper clearance over U.S 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots discretion. W end E/W rnwy being extended. Use caution. Const equip. operg close to end of rnwy. (9-20) 75' temp steel twr erected approx 1500' off apch end rnwy 20. (11-1)

LAYTONSVILLE-DAVIS ARPT: First 500' of rnwy at ENE end unusable. (12-13)

SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)

**SALISBURY-DELMARVA ARPT: Perm clsd. (1-2)

**WHITE MARSH-QUINN ARPT: New arpt Type P - 1.4 NE; elev 200'; lat 39-24, long. 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 1800' x 200'.

MASSACHUSETTS: SPECIAL NOTICE: Arpt condition info avail by calling State Police Barracks.

**ACUSHNET ARPT: New arpt. 41-40-35, 70-53-35; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 1700' sod; hangars; F2 fuel. (6-12)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14) About Apr 18, VOR/DME will be shut down until approx May 20 - conversion to VORTAC. (1-17) See page 35 for temp MEAs durg shutdown

BOSTON-BEDFORD (HANSCOM) ARPT: Tfc pat procedures: All acft with pat speed below 140 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (7-31)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (9-26) FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs to NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs & take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including

MASSACHUSETTS: grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. Nonstandard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft, xcpt emerg use. Transmissometer cmsnd. (1-16) 1249' (1349' MSL) lgtd twr erected 10.8 n mi WSW (252°T) at lat 42-18-37, long. 71-14-10. (10-16)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

**EDGARTOWN-KATANA AIRPARK: Unicom avail. 122.8 mc. (1-13)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

GARDNER-RADIO: VOR V-39 and V106 NE and SW and V151 NW and SE have excessive intermittent roughness ranging from 3 to 18 n mi MEA. (1-30)

HYANNIS-BARNSTABLE ARPT: Majot const in progress. Men and equip. on all fld areas during daylight hours. Equip. or hazards obstn lgtd at ngt. Caution. Rnwy and threshold lgts inop rnwy 11-29. 1500' rnwy 24 ext unusable. Area flagged. (1-15)

**MANSFIELD ARPT: Unicom, 122.8 mc avail. (12-9)

MARSHFIELD ARPT: Unattended. (11-29)

**MARTHA'S VINEYARD ARPT: 640' (700' MSL) lgtd twr erected 7.8 n mi WSW (251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: Sept. 30, HH fac shut down until approx Feb 28 - conversion to consolan. (2-3)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

MICHIGAN: ANN ARBOR MUN ARPT: Caution last 700' NW rnwy. Only 2100' SE end usable. Some bndry lgts inop due const. 104' (945' MSL) lgtd water tank being erected 1 n mi SSW (212°T) at lat 42-12-30, long. 83-44-40. (12-20)

BAD AXE-HURON CO. MEML ARPT: Clsd for const. (9-16)

BATTLE CREEK-KELLOGG FLD: Const work E ramp, mrkd days and ngts. (8-30) Men and equip. on fld days. Trees above obstn lgts on SE edge of fld. (3-29)

BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3) 306' (956' MSL) twr being erected 1 n mi SW (232°T) at lat 42-32-33, long. 83-07-46. (12-29)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)

BOYNE CITY ARPT: 207' (1422' MSL) lgtd twr being erected 8.9 n mi NE (47°T) at lat 45-17-58, long. 84-51-09. (10-14)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

**DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. Rnwy light installation rnwys 15-33 and 7-25. Use extreme caution. Control twr will issue special instructions. (11-1) 145' (772' MSL) lgtd twr erected 3.1 n mi WNW (300° T) at lat 42-26-10, long. 83-03-35. (12-12)

DETROIT-METROPOLITAN WAYNE CO. ARPT: Due to non-visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys and sod areas old arpt clsd to lndgs & take-offs. Ramp and bldg const in front of and alongside main term bldg. Taxiway const left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 15. Taxiway const to right of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men and equip. on or adj to ramp and rnwys.

DETROIT-WILLOW RUN ARPT-TOWER: About Feb 10, radar departure control will be cmsnd. Freqs 118.4, 126.18 and 355.8 mc will be cmsnd for IFR departures from Metropolitan Wayne Co., and Grosse Ile NAS arpts. (1-9) FLD: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.

[redacted]: LOCANADA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)

FREELAND-TRI-CITY ARPT: 305' (915'MSL) lgtd twr being etected 9 n mi NNE (28°T) at lat 43-39-58, long. 83-59-54. (10-24)

GAYLORD-OTSEGO CO. ARPT: N/S rnwy plowed. Remainder clsd wheel equipped acft.

**GRAND RAPIDS-KENT CO. ARPT: Rnwy 9-27 clsd xcpt for winds exceeding 20 knots. Unlgtd acft parked W rnwy 18R-36L and intsxn rnwy 4. Rnwy 4L-22R perm clsd. Taxi only. 700' overrun rnwy 18L paved. 600' additional overrun across hwy, clsd to civil opern, avail for emerg use on request. Longest rnwy 5700'. (12-27)

INDIAN RIVER-CAMPBELL ARPT: 308' (1174'MSL) lgtd twr being erected 5.9 n mi SE (153°T) at lat 45-19-30, long. 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area. (11-14)

KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

KEELER-RADIO: VOR has crs deviations in all quads exceeding tolerance beyond 25 mi from stn. (12-19)

LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 - 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) ILS glide slope inop - relctn to 400' S of centerline E/W rnwy and 1200' from apch end. (1-30) About Feb 16, twr will oper continuously. (2-1) FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24, and connecting taxiway. NE/SW rnwy now 4000'. (10-8)

MT. CLEMENS-MACOMB ARPT: Caution - const W end of fld. 2200' E end rnwy 9-27 open.

MT. CLEMENS-SELFRIDGE AFB-RADIO: USAF VHF/DF steers unreliable below 3000' in all quads.

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S rnwy clsd to ngt flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

NILES-TYLER MEMORIAL ARPT: Unicom inop. (10-4)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Clsd. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24)

SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45, long. 83-51-45. (9-25)

SAGINAW-TRI-CITY ARPT: Caution - men and equip on rnwys daylgt hrs. (9-12)

ST IGNACE-MACKINAC CO ARPT: Pilots planning winter wheel lndgs phone St Ignace 854 prior to planning flgt. (9-9)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10) All rnwys xcpt 9-27 clsd due snow. Rnwy 9-27 operative, but caution advised due snow. (12-10)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)

AUSTIN ARPT: 150' (1326'MSL) church bldg being erected approx 3000' WSW. Completion date Apr. Not mrkd, painted or lgtd. (2-1)

BACKUS ARPT: Not maintained for wheel equipped acft winter months. (11-6)

BEMIDJI-RADIO: TVOR voice fac out of service. (1-9)

BROOTEN ARPT: New arpt reported, lat 45-30, long. 97-07; elev: 1305'; 1 strip 2600', turf; no fuel or serv. (12-2)

**CLARISSA ARPT: New fld. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'. (7-25)

**DULUTH ARPT: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip on fld days. Transmissometer cmsnd. (12-17)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

FAIRBAULT ARPT: NW/SE rnwy only will be plowed winter months. (12-6)

45-38, long. 94-28. (7-16)

★MINNEAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: Jan 31, freqs 121.2 and 125.2 mc cmsnd at Duluth, Minn. peripheral site. (2-3)

MINNEAPOLIS-ANOKA CO. ARPT: Only N/S rnwy open for wheels. (12-3)

MINNEAPOLIS-CYRSTAL ARPT: Caution - extensive const - men and equip on fld. NW/SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22) Taxi strip to NE/SW rnwy under const. NW/SE and NE/SW rnwys open for wheels. (12-3)

MINNEAPOLIS-FLYING CLOUD ARPT: Const N/S and E/W rnwys open for wheels. (12-3) Two 263' twrs being erected 2.9 n mi N (15°T) at lat 44-52, long. 93-25. One twr completed and lgtd. Second twr not completed. (12-5)

MINNEAPOLIS-ST PAUL INTNL (WOLD-CHAMBERLAIN) FLD: First 1000' rnwy 22 clsd to non-mil acft. Take-off permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 and 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R and taxiway 11R-29L. Area fenced. Const area and equip hazard mrkd day and ngt. (10-10)

NODINE-RADIO: About Feb 13, VOR/DME will be cmsnd; relctd from La Crosse, Wis. Freq: 117.9 mc. Ident: ODI. Lctd lat 43-54-42, long. 91-28-00. Monitor category (1). Associated ATCS La Crosse Wis. Class: BVOR. (1-3)

PARK RAPIDS-SKY MANOR FLD: New arpt reported. Lat 47-03, long. 95-07; elev: 1482'; 1 rnwy, 3200', turf; no serv. (12-24)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6) VOR radial 313° from 10-36 mi at MEA out of tolerance below 3300'MSL - roughness and scalloping. (12-23)

ROCHESTER-LOBB FLD: Rnwy 17 clsd ngt lndgs. (11-26) 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. (4-29) Green flashing code bcn atop ctl twr inop. (12-7)

ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

ST PAUL-LAKE ELMO ARPT: NE/SW strip clsd. Only NW/SE rnwy will be plowed. (12-3)

SANDSTONE ARPT: New arpt reported, lat 46-07, long. 92-53; elev: 1088'; 1 strip, 2600' turf; no fuel or serv. (12-2)

SILVER LAKE ARPT: 315' (1325'MSL) lgtd twr being erected 17 n mi ESE (120°T) at lat 44-47-19, long. 93-54-30. (11-18)

TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045'MSL; lat 47-04-00, long. 91-40-48; lctd 3 mi N. (4-12)

WARROAD ARPT: 310' (1440'MSL) lgtd twr being erected 3 n mi SSW (216°T) at lat 48-53-43, long. 95-23-10. (12-23)

WILLMAR ARPT: 500' (1648'MSL) lgtd twr being erected 3.8 n mi NE (57°T) at lat 45-08-25, long. 95-00-50.

WINONA-RADIO: TVOR unusable beyond 14 mi - crs instability. (3-30)

MISSISSIPPI: BROOKHAVEN ARPT: About 15 Feb, 329' (823'MSL) lgtd twr will be erected 4.8 n mi NNW (351°T) at lat 31-40-18, long. 90-25-03. (1-22)

COLUMBUS-RADIO: Soon, VOR will be cmsnd. Freq: 115.8 mc. Ident: UBS. Lctd lat 33-29-12, long. 88-30-32. Class: VORW. Until voice cmsnd on Columbus rdo, Tuscaloosa rdo will furnish in-flgt and emerg assistance serv on standard ATCS freqs. (1-23)

COLUMBIA ARPT: Clsd due const. (8-14)

CORINTH ARPT, 7, MEM-TPA: Clsd. Const. (12-11)

GREENVILLE AFB: Caution all alts, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)

GULFPORT ARPT: All tfc left; alt 1500' jet and hvy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway #4 for take-off on rnwy 32 and 36. (6-11)

INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vcnty of Indianola AF Aux from gnd to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 120°-249° and 285°-352° out of tolerance due to roughness. Scalloping and bends. Soon, VOR will be shut down - conversion to VORTAC and relctn. During this period, VOR flgts are authorized to JAN LFR in lieu VOR. Ints and alts as charted. (12-18)

[MISSOURI]: JACKSON-HAWKINS ARPT: 185'AGL derrick boom being erected 1.8 n mi N (12°T) at lat 32-21-22, long. 90-12-45. (12-18)
LAUREL ARPT: 491'(781'MSL) lgtd twr being erected 4.2 n mi NE(66°T) at lat 31-41-48, long. 89-05-50. (11-21)
MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4 mc. Lctd lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints. based on VOR are not usable for navigational purposes until stn is cmsnd. LF rng may be used in lieu of VOR temp. (8-22) MEA V194 MCB-MEI remain as published. (8-23)
MERIDIAN-KEY FLD-RADIO: ILS glide slope inop until approx April 1 - relctn. (12-17)
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. (7-5) Rnwy 9-27 clsd. (11-1) Men and equip on fld days. (7-5)
NATCHEZ AIRPARK: 206'(557'MSL) lgtd twr being erected 3.2 n mi SSW(222°T) at lat 31-32-35, long. 91-25-33. (11-24)
RIPLEY ARPT: Clsd - construction. (5-16)
[MISSOURI]: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DE SOTO ARPT: New arpt reported: Lat 38-08, long 90-33; lctd ENE; elev 675'; 1 rnwy-2500' - turf; fuel avail. (4-29)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted durg daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at,or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
**GRAIN VALLEY ARPT: Unicom avail. E/W rnwy 2500' with rnwy lgts sunset to sunrise.
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwy clsd. 929' (1773'MSL) lgtd twr being erected 6.8 n mi NNE(35°T) at lat 38-41-28, long. 92-05-43.
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)
✱KANSAS CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Jan 10, freq 125.8 mc cmsnd at Mason City, Iowa peripheral site. Jan 27, freq 120.4 mc cmsnd at Sioux City, Iowa peripheral site. January 31, freq 124.8 mc cmsnd Quincy, Ill. peripheral site. (Received too late for inclusion in ANRA page.)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. Taxiway on W side of fld bgnb at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution. (9-12)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
KIRKSVILLE, 12, MKC-CHI ARPT: About 24 Feb., 223'(1030'MSL) lgtd twr will be erected 8 n mi ENE(69°T) at lat 40-12-16, long 92-10-36. (1-28)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for night operns. Daylgt use of fld at pilot's discretion and risk. (11-9)
MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)
MARYVILLE MEM'L ARPT: 243'(1383'MSL) lgtd twr being erected 7.5 n mi ESE(113°T) at lat 40-18-24, long 94-45-57. (12-24)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
POPLAR BLUFF-FIELDS MEMORIAL ARPT: Bcn & rnwy lgts inop due const. (1-16)
PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)
ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long 90-35, N to lat 38-54, long. 90-35, NNW to lat 39-00, long. 90-39, W to lat 39-00, long. 90-45, S to lat 38-55, long 90-45, ESE to lat 38-51, long 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi btwn 2500' and 5500' MSL. (12-30)
[illegible]

[MISSOURI]: lat 38-50-05, long. 90-28-12. (1-3)
ST. JOSEPH-RADIO: Feb 2, DME shutdown. (2-2)
ST. JOSEPH-KING'S EASTSIDE ARPT: 243'(1306'MSL) lgtd twr being erected 11.8 n mi NE(45°T) at lat 39-55-21, long. 94-37-05. (12-24)
ST. JOSEPH-ROSECRANS MEML ARPT-TOWER: ILS lclzr and glide slope shut down until approx April 15, - relctn of lclzr. (1-28) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260' SE from center intsxn of diagonals on rnwy 13 for a dist of 340' and beginning 300' SW from center intsxn of diagonals on rnwy 22 for a dist of 560'. (10-22) 5530' S portion of N/S rnwy open. 1600' of apch end rnwy 22 open. Hi-intensity rnwy lgts operg on N/S rnwy. Apch lgts rnwy 35 inop. (1-23) 268'(1328'MSL) lgtd twr being erected 16 n mi SE(150°T) at lat 39-32-29, long. 94-44-53. (12-24)
✱ST. LOUIS AIR ROUTE TRAFFIC CONTROL CENTER: Jan 23, freqs 118.4, 125.8, 301.4 and 379.9 mc cmsnd at Fayette, Ark peripheral site.
ST LOUIS-LAMBERT FLD: Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution - men and equip. Shoulders soft. Rnwy apchs rough & unusable. Grass area clsd. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. Hi-intensity apch lgt system undergoing modernization. Number of lgts operg will vary as work progresses. (1-3) 1152'(1649'MSL) lgtd twr being erected 10.5 n mi SSE(169°T) at lat 38-34-08, long 90-19-51. (8-30) 18'(564'MSL) lgtd bldg being erected 1 n mi WNW(306°T) at lat 38-45-21, long 90-23-05. (1-21)
ST LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi btwn 2500' and 5500' MSL. (4-22)
ST LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
**ST LOUIS-SOUTHWEST ARPT: Abandoned. (12-7)
SEDALIA-MEMORIAL ARPT: Caution - hvy equip. in opern, new rnwy const. Use NE/SW rnwy only. (1-4)
**SEYMOUR-OWEN FLD: Fuel avail. 91 octane only. (12-17)
SPRINGFIELD-RADIO: About Feb 17, VOR will be shut down until approx April 3 - conversion to VORTAC. See page 36 for temp MEAs to be utilized durg shutdown period. (1-17)
**SPRINGFIELD ARPT: Unicom unavail. (12-20) Caution - Const in progress near apch end rnwy 19. Use paved rnwy only. (1-8)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (11-12)
[MONTANA]: **BILLINGS-LOGAN FLD: 4249'MSL lgtd twr erected 4.9 n mi ESE(131°T) at lat 45-45-27, long. 108-27-13. (1-21)
BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)
BUTTE-RADIO: VOR/DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi, -10,500'; 20°-68°, 26 n mi, -10,500'; 68°-80°, 35 n mi - 10,500'; 80°-118°, 43 n mi-10,500'; 118°-135°, 35 n mi - 11,000'; 135°-157°, 43 n mi - 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi - 11,000'; 176°-198°, 17 n mi - 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi - 11,000'; 248°-264°, 26 n mi - 11,000'; 264°-317°, 35 n mi - 11,000'.
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290° 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
HELENA-RADIO: VOR flight-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)
LEWISTOWN-RADIO: VOR flight-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 20 n mi at 11,000'.

[illegible]: MISSOULA-COUNTY ARPT: Taxi strip btwn rnwys 25 and 29 clsd, rnwy [illegible] clsd. Rnwy 7-25 clsd to acft over 25,000 lbs gross wt. Last 1300' rnwy 29 unusable for acft over 25,000 lbs. (1-30)

MULLAN PASS-RADIO: Caution-E course LF rng has multiple spread 7° to 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000';47°-70°, 35 n mi at 11,000';70°-96°, 35 n mi at 9000';96°-118°, 26 n mi at 11,000';118°-164°, 17 n mi at 11,500';164°-197°, 35 n mi at 10,500';197°-213°, 26 n mi at 11,500';213°-228°, 17 n mi at 11,500';228°-250°, 26 n mi at 11,500';250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000';299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: BRUNING-STATE ARPT: Bcn inop. (12-5) NE/SW taxiway clsd. (12-27)

CENTRAL CITY-SILVER T ARPT: Two 349'(2049'MSL) lgtd twrs being erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)

DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long. 96-54-57. (9-3)

HAY SPRINGS ARPT: 583'(4578'MSL) lgtd twr being erected 2.1 n mi S(180°T) at lat 42-38-25, long. 102-42-04. (11-11)

**LORENZO ARPT: Perm clsd. (12-26)

NORTH PLATTE-RADIO: DME inop. (1-28)

OMAHA-RADIO: About Feb 10, VOR/DME will be shut down until approx Mar 24-conversion to VORTAC. (1-17) Durg shutdown following temp MEAs may be utilized: V6, V8, V1510 GRI VOR-Int. SUX R151 and GRI R073(Omaha Temp. Int), 7800'; Omaha Temp. Int. to *Int DSM R254 and Neola R148(Kimberly Temp. Int), 7800' (*Effect on cmsng Neola, Iowa VOR 3/13/58); Kimberly Temp Int. -**Middle River Int., 7800'(**MRA 3000'); Middle River Int-DSM VOR, 2600'. Direct Route:-STJ VOR via R325-#Int. GRI R073 and STJ R325(Omaha Temp. Int), 7800'; #Omaha Temp. Int. -SUX VOR, 7800' (#After passing intsxn S-bound, descent can be made to 4500'. Descent to 5400' authorized after passing intsxn N-bound). SUX VOR via R166-Int SUX R166 and Omaha ILS lclzr course 315/135 (Blair Temp. Int.), 2500'; Blair Temp Int. -Omaha LOM, 2700'; Omaha LOM-OMA LFR 2700'; OMA LFR (bear. 138/318)-STJ VOR via R323, 2700'. (1-15)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones, Rnwy 2-20 clsd ngt opern. (9-11)

ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)

SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution. Rough spots S edge rnwy 23 from NE end to intsxn. Use center rnwy. (12-10) 677'(5144'MSL) lgtd twr being erected 8.5 n mi NNW(339°T) at lat 41-59-58, long. 103-39-55. (12-10)

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW during daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY-RADIO: About Feb 10, VOR will be shut down until approx Feb 24, -freq change from 113.1 mc to 108.2 mc. (1-17)

SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi; 125°-170°, 17 n mi;170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12,000'.

BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used. (10-29)

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'.

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000';240°-05°, 35 n mi at 12,000'. About February 5, DME will be shut down - relocation. About Feb. 15, VOR will be shut down until approx March 16-relctn and conversion to VORTAC. Durg VOR shutdown following V arwys will be unusable IFR conditions: V-6 1502, 1504 between Battle Mountain and Reno, Nevada. (1-16)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000';130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

NEVADA: RENO-RADIO: VOR coverage 200°-250°, 30 n mi at 12,000';250°-300° and 30°-60°, 35 n mi at 11,000'; DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000';280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'.

**RENO-SKY RANCH ARPT: Perm clsd. (1-7)

RENO-STEAD AFB-RADIO: USAF VHF/DF unreliable on inbound bearings 360°-030° due to terrain.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000';50°-80°, 30 n mi at 12,000'

WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14) VOR radials 180°-215°, 015°-030°, 15 mi; 335°-015°, 20 n mi at min IFR alt. (1-30)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt anytime (tel Capital 5-6151 or acft in flgt call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000';350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)

**CONCORD ARPT: Const S end rnwy 17-35, extending rnwy. Lgts rnwy 12-30 discontd.

**FRROL ARPT: Longest rnwy avail 1800'. (12-19)

LEBANON ARPT: E/W rnwy not maintained winter mos. (12-12)

NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs-spray equip testing. Safety strips SW side of rnwy unsafe. Caution-ngts-green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy (12-5)

**PEMBROKE ARPT: Abandoned. (10-16)

WOLFEBORO-LAKES REGION ARPT: Clsd - construction. (4-2)

NEW JERSEY: **BASKING RIDGE-SOMERSET HILLS ARPT: Occasional parachute drops at less than 700' daylgt hrs. Fld clsd durg these operns. (11-11) Only 91 oct fuel avail.

BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension resumed. Men & equip on fld. (12-30)

CALDWELL-RADIO: VOR out of tolerance 071° beyond 12 n mi;204° beyond 10 n mi;238° 6 n mi; 259°, 10 n mi;290°, 13 n mi;303°, 6 n mi and 356°, 13 n mi at MOCA. Usable from 090° clockwise to 180°, 32 n mi. MRA from CDW VOR to Captain Int. at 5000'MSL along V251 and 8000' MSL from CDW VOR to Bellemeade Int. along V3. (12-17)

FLORENCE ARPT: Closed. (8-1)

MILLVILLE ARPT: Non-military glider opern wk-ends & holidays. Eng testing by acft parked N end rnwy 18, day and night. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: About Mar 1, ILS serving runway 22 will be cmsnd. Localizer freq: 109.1 mc. Ident: ARK. Lctd 575' SW rnwy 22-4. Glide slope freq: 331.4 mc. Glide angle 2.65°. Apch bearing 217°. Vari. 10°57'. MM lctd 3547' from apch end rnwy. Glide slope transmitter lctd 800' from apch end rnwy 22 and 300' NE rnwy centerline. Alt over OM 1763' MSL; OM lctd 8.17 s mi from apch end rnwy. (1-31) Both ILS systems will not be operated simultaneously, except markers. (1-31) FLD: MILITARY: Clsd to mil aircraft except on official business. Closed to all fighter type, jet type aircraft regardless of official orders. Restrictions are not applicable to New Jersey National Guard T-6, F-51, C-45 & C-47 type aircraft based at Newark Airport. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing aircraft operating at terminal. NATCC preferential runway system in effect. Unusable landing area rnwy 29 marked with red lights. Earth mound 1250' E of threshold lights runway 29 with obstruction lights 20' high. Hangar const. lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Const taxiway B from Taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway & E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men & equip. on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A serving rnwy 22 will be cmsnd. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25) Approx Mar 1, 3000' hi-intensity centerline configuration A apch lgts serving rnwy 22 to be cmsnd. ILS & apch lgts rnwy 4 to be operd as primary system. ILS & apch lgts rnwy 22 to be operd under instr conditions & hrs of darkness when rnwy 22 in use.

NEW JERSEY: PRINCETON-NASSAU AIR PARK: Closed until approx March 15. (1-16)
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)
SCOTLAND LIGHTSHIP-RADIO: Marine rdo bcn operg 294 kc - careful tuning required.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.
STILLWATER-RADIO: VOR monitor. category temp changed to (3) (5-10)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special request. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) 200' x 400' mrkd sod area N of center taxiway & 350' E of west taxiway restricted to lndgs & take offs of STOL type acft having prior permission of arpt mgr. Daylgt opern only. (12-18)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14) TVOR voice ident weak; unusable beyond 3 mi from stn. (1-30)
TRENTON-MERCER CO° ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & equip. working in apch areas of rnwys 24 and 29. Rnwy extension. (1-28)
**TUCKERTON-MATHIS ARPT: Permanently closed. (1-17)
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR (WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone on freq 137.88 or 121.5 mc. Caution - exten jet operns during VFR and IFR wea up to 20,000'. (12-19)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF coverage 40 n mi at min en route alt xcpt 25 n mi at min 15,000' from inbound heading 185° thru 335°. (12-19)
FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30)
** Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING ARPT: Rnwy 17-35 clsd. (11-20)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (12-10)
OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)
RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)
SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)
TAOS-ZIA ARPT: Fuel unavail until April 15. (10-8)
**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes and extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)
NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15) About Feb 14, VOR/DME will be shut down until approx Mar 18, - conversion to VORTAC. (1-31) See page 41 for substitute route structure and MEAs.
ALBANY ARPT-TOWER: ILS glide slope unusable beyond MM, inbound. (11-22) FLD:
** 1356' (2176' MSL) lgtd twr erected 25.4 n mi NW (316° T) at lat 43-03-36, long. 74-12-42.
BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.
BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19)
BUFFALO-RADIO: DME coverage 40° - 110°, 39 n mi at MOCA. (6-14) Jan 16, VOR/DME

NEW YORK: shut down until approx Feb 20 - conversion to VORTAC. See page 36 for temp MEAs durg shutdown. (1-17)
BUFFALO ARPT-TOWER: VHF/DF coverage 40 mi from stn 105° clockwise to 136°, 3000'; 136° - 155°, 3500'; 155° - 198°, 4200'; 198° - 215°, 3300'; 215° - 250°, 2500;; 250° - 105°, 2100'.
** FLD: ILS lndg mins straight in rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9) Rnwy 9-27 abandoned. Use as taxiway only. (12-18)
**CANAJOHARIE ARPT: Abandoned. (1-9)
CATSKILL-CATSKILL VALLEY ARPT: Closed. (1-20)
DOLGEVILLE ARPT: Closed. (12-31)
DUNKIRK ARPT: Caution - men & equip. all rnwys 0800-1600 Mon-Fri. (1-20)
**EAST AURORA-PRONER ARPT: Water twr NW. (1-3)
**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)
GLEN FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11)
**GOUVERNEUR ARPT: Perm closed. (9-25)
**HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)
HUGUENOT-RADIO: VOR coverage restricted to 18 n mi. 210° clockwise to 230° at MOCA. (6-14) May 10, VOR monitor. category temp changed to (3). (5-10) Jan 20 VOR shut down until approx Feb 21 - conversion to VORTAC. See page 35 for temp MEAs durg shutdown.
IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi; 75°-50°, 26 n mi at MOCA. (6-14) Nov 26, DME shut down until approx Jan 30 stn modification preparatory future VORTAC installation. Soon, VOR freq will be changed from 117.2 mc to 115.9 mc. (1-17)
ITHACA-TOMPKINS CO ARPT: Rnwy 1-19 clsd to all tfc. Acft may contact MOH on 129.7, 130.0; ELM twr; or ELM rdo for lndg info. (12-5)
LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)
MASSENA-RADIO: J fac temp converted to BMH, indef Freq: 242. Kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (1-30)
MASSENA-RICHARDS ARPT: Caution - men & equip. working apch end rnwy 23. (1-22)
MIDDLETOWN-RANDALL ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)
**MIDDLETOWN-RANDALL ARPT: Unicom 122.8 mc cmsnd. (1-21)
NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)
NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shorelines S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.
NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.
NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: ATC radar beacon operating intermittently on test basis only. Pilots of commercial acft equipped with transponders are requested to cooperate with the New York ARTC Center during these tests. (2-3)
NEW YORK INTNL (IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR-holding E one min left turn pattern, Lido rdo bcn holding SW on SW course of HEM rng 1 min left turn pattern when ILS apchs are being conducted to rnwy 22. (12-23)
NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230° 055°, 2000' at 40 n mi. (9-9)

NEW YORK: **NEW YORK INTNL (IDLEWILD) ARPT: Clsd to fighter type, motorless, and jet propelled acft. Clsd to mil acft xcpt on offl bus or flag rank or higher. Caution - use paved surface only. Rnwy 1R-19L perm clsd for lndg and take-off, avail for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 165' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and or taxiway lgts irregularly spaced. Unstable shoulders. (8-2) Const equip 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft en route to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 349° radial of ILT VOR - holding S one mm left turn pattern in lieu of the Oradell Holding Pattern. (9-27) VOR rcvr check point signal 108.6 mc shut down. (1-8)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc re-
** gardless of wea. About Feb 18, trans and rcvr 275.8 mc will be cmsnd. (1-29) FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndg and take-off prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 or appropriate UHF freq. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip, mrkd - flags days, lgtd ngts. Equip parked 250' from centerline of rnwys when not in use. Caution - use paved surface only. Sod areas unsuitable for acft operns. (12-3)

NEW YORK-STATEN ISLAND ARPT: No ngt flying permitted. Stay clear of mrkd-off area in vcnty of windsock. Use grass for taxiing. (5-22)

NEW YORK HELIPORT: Lctd W 30th St & Hudson River. Two concrete landing pads, 80 x 80. Elev: 7'. 91-115 oct fuel. 2-way rdo (unicom) required with 30 min advance notice. Caution - ship tfc. (12-31)

NIAGARA FALLS ARPT-TOWER: ILS lclzr and glide slope shut down. VHF/DF unreliable
** below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (1-31) FLD: Due to non-visibility twr unable to control tfc first 400' apch end rnwy 10L; that portion of the N perimeter taxiway from rnwy 10L to 100' N; the NW portion of the navy taxiway and the NE portion of E perimeter taxiway. Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. Rnwy 10L-28R lengthened 1500' to W. Avail length of rnwy now 9100'. (11-31)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: E/W rnwy clsd due obstn. (1-17)

PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)

PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000'MSL until W of arpt. Over that position acft shall let down to pat alt. (10-31)

POUGHKEEPSIE-RADIO: DME coverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int to Poughkeepsie unsuitable IFR tfc. (11-1)

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas No signal between sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Caution - rnwy 5-23 clsd for lndg and take-off acct broken pavement. Avail for taxiing only. (1-28)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat at 1879'NSL. (5-17)

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180°-220°, 35 n mi at MOCA. (6-14)

NEW YORK: UPPER ST REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000'MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes.

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF rdo bcn unreliable W quad beyond 20 mi. (3-22) USAF TVOR 20 and 40 mi courses not flgt-checked. (6-10)

WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" clsd. (10-21) Rnwys 5 clsd ngt opern. (1-15)

WURTSBORO-MAMAKTING ARPT: Glider and soaring operns beind conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ASHEVILLE-RADIO: About Feb 25, VOR will be shut down - conversion to VORTAC. During shutdown, following temp MEAs will apply: V35 and V53 Roan Mountain Int to AVL via TRI VOR radial 187° and 100° bearing AVL Rbn, 8500'; V53 SPA to AVL via SPA radial 325° and 100° bearing AVL Rbn, 6000'; V35 Clemson Int to AVL via RYN VOR radial 033° and 100° bearing AVL Rbn, 6000'; V185 W unusable Tigersville Int to AVL; V185 Piedmont Int to AVL VOR unusable. V185E Ottway Int to AVL VOR unusable. CLT-AVL direct route redesignated CLT LFR - AVL Rbn. (1-17)

CHARLOTTE-DOUGLAS ARPT: All acft operg in and out of arpt required to have operg transmitter and rcvr on a twr freq, xcpt in emerg or on prior approval of twr or aprt mgr's office. (1-20) Hi-intensity rnwy lgts, rnwy 23 inop. (1-29)

CHERRY POINT MCAS-RADIO: VOR may have radial error to 9° in 180°-300° sector.

COFIELD-RADIO: About Mar 15, VOR will be shut down for conversion to VORTAC. The following MEAs will apply during shutdown period: V194 RMT to intsxn of ECG VOR radial 288°, 2000'; V194 RMT-Corapeake Int, 3000'; V282 ECG to Int RMT VOR 063°, 2000'; V229 EWN to Int ECG VOR radial 288°, 5000'; V1 unusable LaGrange Int-Cofield. (1-10)

ELIZABETH CITY-RADIO: VOR DME operg test basis at new lctn, lat 36-15-27, long. 76-10-33. (9-25)

GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360°, out of tolerance due to excessive roughness and bends. (6-10)

KINSTON-STALLINGS FLD: Rnwy lgts avail only on prior request. Fone 71520 0730-1600, Mon-Fri. (1-21) 185' (292'MSL) lgtd twr being erected 19 n mi W (282°T) at lat 35-23-03, long. 77-59-32. (12-31)

LAURINGBURG-MAXTON ARPT: New arpt reported: lctn 3.5 mi NNW; elev 220'; number of rnwys 1; longest rnwy 6500'; remakrs - use NE/SW rnwy only. Transient acft park W ramp in vncty arpt bcn. Caution - vehicular parking and tfc W ramp. (1-10)

LUMBERTON-RADIO: Pilots are requested to contact Fayetteville rdo when reporting over LBT or SOP. (12-1)

RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) About Mar 15, VOR will be shutdown for relctn. Durg shutdown the following temp MEAs are established: V45 from GSO T to EWN via GSO 109 EWN 302 MRA 4500. V45E Reid Int to RDU unusable. V45W GSO to Moncure Int MRA 2100 Moncure Int. Flagged 10,000' MRA. V136 SBV to Int RMT radial 257° MRA 2000. V155 LVL to Int GSO radial 109 MRA 2500. V194 RMT to Int SBV radial 167° MRA 2000'. V194 CLT to Int SBV radial 167° 12,000'. V3 FLO to FAK and V3W FLO to RDU unusable. Temp Apex Int. RDU ILS lclzr and GSO radial 109° minimum holding altitude 3000'. Temp Leesville Int. TDU ILS lclzr and SBV radial 167° minimum holding altitude 3000'. Temp Clayton Int RMT radial 241° and EWN radial 302° minimum holding altitude 4500. Temp Moncure Int GSO radial 125° and CLT radial 060° flagged 10,000' MRA. Temp Highfalls Int GSO radial 150° and CLT radial 069°. Temp Raleigh-Durham Int RMT radial 257° GSO radial 109° MRA 2500. Wake Forest Int unusable. (1-28)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

RICH SQUARE ARPT: New arpt reported: 36-15N, 77-17W; elev 78'; 1 strip, turf, 2900', NW/SE; no facs; p-line NW. (10-7)

**SALISBURY-ROWAN CO. ARPT: Name change. Formerly carried as Salisbury Mun. (12-10) Const. Clsd xcpt with prior approval during daylgt hrs. (9-12)

WILMINGTON-RADIO: VOR quad 65°-235° flgt-checked to shoreline only. (8-14)

NORTH CAROLINA: WILMINGTON-NEW HANOVER CO, ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9.

WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: BISMARCK-RADIO: VOR radials 198°-216° and 231°-247° out of alignment tolerance. (12-26)

FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.

**FARGO-HECTOR FLD: Hi-intensity configuration B apch lgt system cmsnd. Length 1500'. Unicom 123.0 mc cmsnd. (1-4)

GRAND FORKS INTNL ARPT: 315' (1145' MSL) lgtd twr being erected 5.5 n mi NNW (350° T) at lat 48-00-25, long. 97-07-02. (12-23)

LANGDON ARPT: Caution - NW/SE rnwy rough & under const. Parallel strip usable.

MINOT INTNL ARPT: 1053' (3123' MSL) lgtd twr being erected 12.1 n mi S (191°T) at lat 48-03-02, long. 101-20-29. (8-14) 440' (2200' MSL) lgtd twr being erected 2 n mi SSW (222° T) at lat 48-12-56, long. 101-19-05. (8-15)

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility twr unable ctl tfc SSW airdock on apch to rnwy 36.

AKRON -CANTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown - acct roughness. (1-24) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17 perm U.S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)

CANTON-MARTIN ARPT: Clsd. (1-11)

CARDINGTON-SPRING VALLEY ARPT: Type "P" Lat 40-30, Long. 82-52; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 oct gas; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

**CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (9-26) Jan 27, ASR-3 shut down

** until approx Feb 15 - modernization. (1-3) FLD: Rnwy 14-32 restricted to NW takeoffs and SE lndgs. Rnwy 9L-26R opern& normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Neon apch lgt system rnwy 5L decmsnd. Standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5 L cmsnd. Unlgtd obstns from 20' to 60' protruding above apch lgts within apch zone rnwy 5L. (12-11) 64' twr & antenna on top of 41' bldg being erected 2 n mi SSE (163°T) at lat 41-22-18, long. 81-50-24. (1-28)

CLEVELAND-LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and during periods low visibility. (1-24)

**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of Arwy Red 8 and and SE bndry Amber 6 and proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to point of intsxn with the N bndry of Arwy V128; thence E along the N bndry of Arwy V128 to point of intsxn with the NW bndry Arwy V44; thence NE along the NW bndry of V44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V38; NW along SE bndry V38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins;

OHIO: (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted with the confines of Victor Arwy 45 and Blue 15. (8-29)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const E/W rnwy clsd. Hvy equip. crossing rnwys. (12-11)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of airport control zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of airport control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-offs: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach. (3-23)

**COLUMBUS-PORT COLUMBUS ARPT: Due to non-visibility twr unable to ctl tfc on E taxi strip between hangars 1 & 4. Excavation 2' deep 150' wide in extension N taxiway between 6500' - 8000' mark. Men and equip. working 0700-1700E daily. Men and equip. also working 30' N of rnwy 12-30 0730-1600E. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 and 18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "I" approx 75' N of intsxn with rnwy 12-30. Traffic rules revised as follows: Carrier break-ups or overhead apch, enter at 2500' MSL until breakup, then descend to 2000' MSL in first 90° of turn. Rnwy 27 - Enter tfc pat on heading 295° until approx 1 mi of arpt to avoid ILS apch area. Rnwy 9 - Enter tfc pat on heading 175° until approx 1 mi to arpt to avoid ILS back course apch area. (12-12)

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON-RADIO: About Feb 14, VOR/DME will be shut down until approx Mar 18 - preparatory to future VORTAC installation. (12-30) See page 37 for substitute route structure and temp non-compulsory reporting points durg shutdown period. (1-17)

DAYTON ARPT-TOWER: All IFR tfc lndg Patterson AFB, Wright AFB, Wilmington and Springfield, Ohio call DAY apch freqs 118.4, 137.88, 142.02 and 363.8 mc. (1-27) FLD:

** Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxi strip. No grass opern. (12-31) Neon apch lgt decmsnd. Standard 3000' configuration A hi-intensity apch lgt system serving rnwy 6 cmsnd. Unlgtd obstns from 40' to 60' protruding above apch lgts within apch zone rnwy 6. (12-26)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF/DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

**DEFIANCE- BRYAN-DEFIANCE MEML ARPT: N/S rnwy perm clsd. (12-17)

**DELAWARE ARPT: E/W rnwy now 2100'x 40' concrete. Over all length 2500' x 200' sod.

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n miat MOCA.

**FREMONT-JENKINS ARPT: New arpt. Type P. Lctd 2 mi S; lat 41-19, long. 83-07; elev 650'; 1 rnwy - 1800' sod; 80 oct avail.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (12-12)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. VOR monitor. category temp changed to (3). (5-10)

LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet. (8-9)

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 n mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

**MANSFIELD ARPT: Four 60' lgtd antennas erected 3200' NNW from center of arpt and 700' NE of apch end of rnwy 14. (12-19) 320' lgtd twr erected 5 mi SW of apch end rnwy 4.

MARION ARPT: Use hard surfaces at all times. Holes of various depths along side. All fld lgts and bcn on and optg normally.

MARION COUNTY ARPT: Avoid fresh dirt fill on NE/SW rnwy. Mrkd by flags. (12-30)

MIDDLETOWN ARPT: Caution - obstn, unlgtd smoke stack, 900' MSL, SW corner of fld.

**MT. VERNON-WYNKOOP ARPT: Caution. Paved automobile race strip 1/2 mi NW of arpt. Unsafe for acft opern. (11-22)

NAVARRE-RADIO: Dec 4, VOR test site, experimental basis. Freq: 109.0 mc. Ident: CAK Lctd lat 40-44-24, long. 81-25-50. (12-4)

NEWCOMERSTOWN-RADIO: About Mar 13, VOR will be cmsnd. Monitoring category (3).

OHIO: NORTH CREEK-HILTNER ARPT: To be closed permanently Mar 1. (1-23)
PORT CLINTON ARPT: Const. Men & equip on fld. N end N/S rnwy unusable. Fld lgts on but clsd ngts to all except emerg tfc. Lndg & taxiing at own risk. (9-30)
PUT IN BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)
**SHELBY-AMERICAN TOWER COMPANY ARPT: Name change. Formerly carried as Shelby Airstrip. (3-18)
SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)
TOLEDO-EXPRESS ARPT: Rnwy 7-25 usable length 6050'. 850' extension NE end and adj taxiway opened and lgtd. 950' extension SW end not yet opened. (11-20)
WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280° 34 n mi at 2000'. (10-5) DME inop. (1-30)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE. Flagged days. (12-13)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end. (2-15)
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
★BARTLESVILLE-RADIO: Acft may ctc Bartlesville rdo on 118.5 mc. Freq avail: trans & rcvg 118.5, 121.5, 126.18, rcvg 3023.5 kc; 122.7 mc. (2-3) Too late for ANRA page.
BEAVER CITY ARPT: Clsd due men & equip on fld and rnwys unsafe. (7-10)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1000' NW end NW/SE rnwy clsd. 3500' avail. (12-18)
GAGE-RADIO: Jan 2, VOR shut down until approx Feb 15 - conversion to VORTAC. (9-23) Durg shutdown VOR flgts will be authorized to utilize LF rng fac in lieu of VOR on all arwys Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to int of V12 (GAG) 11,000' (12-27)
**GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to air carrier and ngt operns.
McALESTER-RADIO: VOR shut down - conversion to VORTAC. (9-23) Durg this period V63 MLC - Bunch Int unusable. (11-29)
MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS ARPT: NE/SW & NW/SE rnwys clsd due extensions. Bcn inop. (12-18)
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)
**OKLAHOMA CITY-TULAKES ARPT: Unicom, 122.8 mc avail. (12-13)
**OKLAHOMA CITY-WILL ROGERS FLD: 150' (1429'MSL) lgtd water tank erected approx 1 n mi NNE (25°T) at lat 35-24-04, long. 97-36-58. (12-31)
PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd, drag racing. Use N/S rnwy.
PONCA CITY-RADIO: About Mar 1, VOR will be shut down-modernization. Durg shutdown flgts are authorized to utilize PNC H fac in lieu of VOR on V 77 OKC to PNC; V74 TUL to ANY; V74S TUL to PNC. Bearings and MEAs remain as charted. V77 PNC H fac to VOA H fac direct 2500'; V77 VOA H fac to temp Milton Int direct 2900'; V190 SGF VOR to Capron Int unusable. V1516 SGF VOR to Clear Lake Int unusable. Temp Mayfield Int VOA H fac 140 and ICT S course ILS; Temp Milton Int VOA H fac 320 and ICT 216. These routings unusable for VOR only equipped acft. (1-28)
PONCA CITY ARPT: Work in progress on taxiway S of ramp and parking area N of ramp. Obstn mrkd and lgtd. (8-1)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
STILLWATER-SEARCY FLD: Until approx May 1, extensive ramp repairs, installation of N/S rnwy lgts, and other arpt const. Men & equip. on rnwys & taxi strips. Use extreme caution. Ngt flying hazardous during this period. (1-28)
TULSA-RADIO: DME coverage 43 n mi throughout 360° at 2800' MSL. (5-20) Dec 9 VOR shut down until approx Mar 9, conversion to VORTAC. (12-9) During shutdown, flgts authorized to utilize LFR fac in lieu of VOR on all arwys except V-14N OKC-TUL and V-140 Crescent Int to Tulsa unusable. Bearings and MEAs remain as charted except bearings from LFR to following intsxns: Adair 054°, Wagoner 110°, Mazie 110°, Pryor 081°, Shell Lake 247°, Sand Springs 225°, Mounds 194°, Sapulpa 211°, Drumright 233°, Yale 250°

OKLAHOMA: College 041°, MEA for VOR equipped acft [illegible]
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. (11-26)
OREGON: SPECIAL NOTICE: The following state forest service strips clsd acct snow: Wallowa, Pinehurst, Lake of the Woods, Crescent Lake-Junction, Lapine, Stearns, Santiam-Junction. (1-29)
ALBANY ARPT: Caution - N/S rnwy surfaced with fresh loose gravel. Use at own risk. Hangars & buildings being moved E to edge of sod strip. (12-12)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. About March 15 VOR will be shutdown until approx Apr 15 - conversion to VORTAC. During shutdown following arwys unusable for IFR: V4 PDT-BOI; V182 DLS-BKE. (1-25)
BEAVER MARSH ARPT, 73, RIV-DLS: Clsd acct snow. (12-18)
BEAVERTIB-BERNARD ARPT: Road const N end of rnwy. Hvy equip in motion. (11-6) Gas pipe line being trenched N edge of strip. Const equip. dirt piles, flagged days lgtd ngts.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON-SWEET ARPT: Numbers and other markings not painted on rnwy 16-34. No warm-up apron at N end or taxiway to N end rnwy 16-34. Soft shoulders at ends and both sides rnwy 16-34. (11-6) Rnwy lgts & apch lgts rnwy 16-34 not installed. (11-20)
HAINES-BEACON SITE 42, SLC-PDT Inop. (11-21)
HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long 119-29-20; S-lat 45-49-40; W-long 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cable crossing canyon. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-285°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway SW side of fld. All take-offs to W using left tfc pat. All lndgs to E using right tfc pat. All pats below 300' & taxiway used only when tfc is on rnwy 14-32. (2-3)
NEWBERG-RADIO: VOR flgt checked for en route Victor arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'
NORTH BEND-RADIO: The following radials are beyond tolerance: 003° at 30 n mi 6000'; 21° at 21 n mi 5000'; 162° at 23 n mi 6400'; 344° at 25 n mi 4500'. Coverage 360°-10° 40 n mi at 7500'; 10°-45°, 40 n mi - 6000'; 45°-75° 40 n mi - 6500'; 75°-110° - 40 n mi-6000'; 110-185°, 40 n mi - 8000'; 185°-340° over Pacific Ocean; 340°-360°, 40 n mi - 6000'.
**PALMER LAKE-BEACON SITE 6, PUB-CYS: To be perm discont Feb 18. (1-28)
PORTLAND INTNL ARPT: S portion of East N/S taxiway not lgtd. (11-25)
PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500'; 80°-110°, 32 n mi at 9000'; 228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000; 352°-354°, 35 n mi at 7500'. (10-28)
ROME-RADIO: VOR operns normal xcpt usable dist many radials lmtd in signal shadow area due to terrain.
SILVER LAKE ARPT: New arpt reported.: lat 43-07, long 121-04; lctd 2.5 SW; elev 4475'; 1 rnwy 3200' gravel; remarks - Caution - fence across both ends of fld. (4-18)
SPRINGFIELD ARPT: Tfc pat right hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES-RADIO: About Feb 11, VOR will be shut down until approx Mar 10 - conversion to VORTAC. Following V arwys unusable durg IFR: V112, V112N. PDX-PDT; V182, V182N PDX-BKE; V 25 YKM-RDM; V25E YKM-DLS. (1-9)
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26n mi at MOCA. DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to ctl tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line between MM and rnwy 6. (5-18)

PENNSYLVANIA: ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19) 129' (3185'MSL) lgtd antenna twrs being erected 11.3 n mi WSW(269°T) at lat 40-17-43, long. 78-34-35. (1-17)

BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip. on fld. (9-17)

BRADFORD-HARRI-EMERY ARPT: Clsd due snow and soft fld conditions. (12-2)

BRISTOL-3M ARPT: Caution-const equip. on S apch N/S rnwy-hazardous. (12-16)

BUTLER-RADIO: H fac usable dist 17 n mi to 26 n mi-due heavy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry-lat 40-01-00; S-lat 39-59-30; E-long. 77-47-00; W-long. 77-49-00.

**CHESTER-DELAWARE COUNTY ARPT: Permanently closed. (1-20)

DOWNINGTON ARPT: New arpt reported: Lat 39-58, long. 75-43; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW; Attended weekends only. Limited services. (12-11)

**EMPORIUM-KEYSTONE PARK ARPT: Emerg use only. No services. (1-8)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT: Sod area 300' around new term bldg clsd. Flagged. Unlgtd.

FREEPORT-MCVILLE ARPT: New arpt reported. Lctd 7 mi NE. Lat 40-44, long. 79-36; 2 strips, turf, N/S 1550', E/W 1500'; 80-87 oct fuel avail. (11-14)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

GREENVILLE ARPT: Closed, due soft turf. (1-6)

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500';70°-150°, 43 n mi at 2500';150°-210°, 35 n mi at 3000';210°-240°, 35 n mi at 5500';240°-280°, 39 n mi at 5500';280°-310°, 26 n mi at 5500';310°-330°, 26 n mi at 4000';330°-350°, 17 n mi at 4000';350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25) 3 obstn lgts on warehouse S side of arpt inop. (1-14)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

**LEESPORT-MARELLO ARPT: Abandoned. (12-27)

MONTGOMERYVILLE ARPT: NW/SE rnwy closed. (5-13)

NEW LONDON ARPT: New arpt reported: Lat 39-47, long. 75-53; lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; F1 fuel. (9-20)

OIL CITY-SPLANE MEM'L ARPT: Due ice & snow operns limited to necessary flgts.

PHILADELPHIA INTNL ARPT-TOWER: VHF/DF coverage at 40 n mi from stn 10° clockwise to 50°, 2000';50°-130°, 1800'; 130°-170°, 2000';170°-260°, 1800';260°-300°, 2000'; 300°-10°, 2500'. About Feb 24, ILS lclzr and glide slope will be shut down until approx Mar 1 - lclzr antenna modernization. (1-28) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 & 9-flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 & 35 on river's edge-flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail, load and unload stops at Pier C only avail for 3 min. Acft requiring customs serv use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. 1116'(1364'MSL) lgtd twr being erected 11 n mi WSW(257°T) at lat 40-02-38, long. 75-14-26. (9-13)

PHILIPSBURG-RADIO: About Mar 1, TACAN will be cmsnd. (1-17)

PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long. 78-15; 1 strip, shale, E/W, 3650'. Fuel avail. (11-14)

**PITTSBURGH-ALLEGHENY CO. ARPT: Rnwy 12-30-double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx center line. Floodlight standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution-non-controlled vehicles operg on all ramp areas. (7-15) 842'(2042'MSL) lgtd twr erected 7.5 n mi NW(336°T) at lat 40-27-47, long. 80-00-17. (7-17)

PENNSYLVANIA: PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy no touchdown. VHF/DF coverage 45°-180°, 4000';180°-45°, 2500', 40 mi. (9-11) FLD: Extensive civil air carrier tfc. Steep drop-off on apch end rnwy 28. First 500' rnwy 28 overrun, do not land short of threshold mrkgs. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. E dock of term under const vcnty E parking area. (1-20)

PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSTOWN-TROPP ARPT: New arpt reported. Lat 40-43, long. 76-13; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINGSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5, -100°, 35 n mi at 4000';100°-120°, 26 n mi at 4000';120°-150°, 17 n mi at 4000';150°-180°, 26 n mi at 3500';180°-215°, 35 n mi at 3500';215°-255°, 35 n mi at 4000';255°-305°, 26 n mi at 4000';305°-335°, 35 n mi at 4000';335°-005°, 26 n mi at 4000'.

SLATINGTON ARPT: New arpt reported: Lat 40-46, long. 75-36; lctd 1 mi N; elev 200'; 1 rnwy; S1 facs; F1 fuel. (7-19)

SOMERSET-COUNTY ARPT: Clsd. Men & equip. on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down. (10-17)

WASHINGTON ARPT: Caution-const. NE/SW rnwy clsd. Soft shoulders E/W rnwy. (1-29)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANA ARPT: New arpt reported. Lat 41-13, long. 77-05; lctd 3.5 mi W; elev 538'; one strip, sod, 2500';Major repairs & F2 fuel avail. (10-15)

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported: lat 40-48, long. 80-10; lctd 3/4 mi WNW; elev 945; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT-TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°. (1-3) FLD: Caution-exten const-turf areas clsd. Jet and transient mil practice operns prohibited. (5-20) 185'MSL rdo twr erected 2500' W apch end rnwy 10 & 1200' S centerline. Lat 41-43-36, long. 71-26-37. Unmrkd. Unlgtd. (1-24)

SOUTH CAROLINA: ALLENDALE-RADIO: VOR radials 165° clockwise to 189° out of tolerance-scalloping. (11-22)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR minimums. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: Jan 27-Feb 15, DME operg test basis, without ident. VOR shut down. Durg shutdown the following temp flgt opern procedures are estab: MEA V-1 SAV to MYR 3000';V-3 FLO to CHS-LFR direct 2000';V18 North Int CHS-LFR 5000';Jamestown Int FLO 183, MYR 236; Lake Moultrie Int FLO 198, MYR 247; Holly Hill Int CAE 138, ALD 075 Flag MRA 2000, St. George Int ALD 81, CAE 144 Flag MRA 2000. Following Intsxns unusable: Bull Point, Isle of Palms Tybee and Azalea. (10-21) Portable VOR, monitored by Charleston Twr operg test basis. Freq: 111.6 mc, Ident CHS-test. Lctd lat 32-54-40, long. 80-02-45. Class: VORW. Area from 190° clockwise to 295° out of tolerance. (1-27)

CHARLESTON AFB/MUN ARPT-TOWER: About Feb 12, ILS glide slope, MM and LMM will be shut down until approx May 12-relctn. ILS lclzr back course unusable. (12-23) FLD: Men & equip. installing taxiway lgtg in close proximity to all taxiways. Open ditches mrkd days, lgtd ngts. Sections of taxiways clsd for short periods during const. (9-21) Apch lgts rnwy 15 inop. (12-23) Rnwy 3-21 clsd. Rnwy 15-33 open xcpt first 1000' rnwy 15 which is clsd. Rnwy lgts and green threshold lgts indicate usable portion of rnwy ngts. (1-13) Rnwy 15-33 will be clsd from approx Feb 1 to Mar 15. 5400' NW end rnwy 15 and 5300' SW end rnwy 3 will be open approx Mar 15 to Mar 30 while main intersection is paved. Men & equip. will be in close proximity to open rnwys during entire const period.

CHESTER ARPT: Drag races in progress every Saturday 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 265° out of tolerance-roughness and bends.

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

SOUTH CAROLINA: MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SOUTH DAKOTA: EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots" discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.(9-13)

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT: 393'(4173'MSL) twr being erected 8.8 n mi W(280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-RADIO: Nov 18, DME shut down. (1-22)

WATERTOWN-RADIO: About Feb 3, VOR will be shut down until approx Mar 18 - conversion to VORTAC. Simultaneously temp VORW will be cmsnd. Freq: 117.4 mc. Lctd at lat 44-58-51, long. 97-08-33; 500' from regular VOR at azimuth 336°T. Monitor. category (I). (1-16)

WATERTOWN ARPT: 310'(2209'MSL) lgtd twr being erected 27.8 n mi WSW(265°T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville radio rng to the Atomic Energy Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

**BRISTOL-TRI-CITY ARPT: Hangar const completed 350' W of N end rnwy 2-20. Height 45' unlgtd. (1-21)

**CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a receiver capable of receiving instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23) Transmissometer cmsnd rnwy 19. (1-24)

DYERSBURG-RADIO: Jan 14, VOR shut down until approx March 1, conversion to VORTAC. Durg this period H fac may be substituted and the following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH to Milan Int. as charted, Milan Int. to McEwen Int.7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints. (1-14)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution - VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis only.(10-22)

** FLD: Rnwy lgts rnwy 18-36 inop. (6-19) Rgt tfc rnwy 4R.

MEMPHIS-RADIO-SPECIAL NOTICE: Effect. Feb 1, inbound VFR flgts contact MEM apch ctl on 119.1 or 291.6 mc approx 25 mi out for lndg instructions. MEM apch ctl will specify the reporting point where flgt will change to MEM twr freq. (12-27)

MEMPHIS ARPT-TOWER: About Mar 10, radar departure control will be inaugurated in conjunction with long range clearance procedures. (2-3) FLD: Caution. Const. Resurfacing rnwy 9-27. Portions of rnwy and occasionally entire rnwy will be clsd. (11-25) Effect Feb 1, inbound VFR flgts, in rdo equipped acft, contact MEM apch ctl on 119.1 or 291.6 mc approx 25 mi out for lndg instructions. MEM apch ctl will specify the reporting point where flgt will change to MEM twr freq. (12-27). 200'(474'MSL) lgtd twr being erected 5.3 n mi ENE

** (78°T) at lat 35-04-31, long. 89-52-37. (11-16) 210' twr erected 3.5 n mi W(274°T) at lat 35-03-55, long. 90-03-17 dismantled. (12-2)

MORRISTOWN-MURRELL ARPT: 263'(1552'MSL) lgtd twr being erected 4 n mi NE(63°T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 180°-270° 35 n mi at MEA. (1-20)

NASHVILLE-BERRY FLD-TOWER: Effect. Feb 1, apch ctl will utilize radar procedures to effect ctl and separation of departing tfc from Berry Fld. Departure routes specified individually. (12-27) FLD: Inbound VFR flgts to Berry Fld in rdo equipped acft, contact Nashville apch ctl on 118.1 mc civilian, 383.8 mc military, approx 25 mi out for lndg instructions. Nashville apch ctl will specify the reporting point where flgt will change to

TENNESSEE: Berry Twr freq. (12-27) Taxiway between clsd of rnwy 9 and to clsd. (12-13)

**PARIS-HENRY CO ARPT: Unicom, 122.8 mc, avail. (12-12)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

**UNION CITY-TOM STEWART ARPT: Unicom, 122.8 mc avail. (12-12)

TEXAS: **ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16) Unicom 123.0 mc cmsnd. (1-24)

ALICE ARPT: Rnwy lgts inop. (10-22) 165' AGL drilling derrick being erected 1.5 n mi SE (152°T) at lat 27-43-00, long. 98-01-00. (1-13)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant or R. I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-27) Jan 13, ILS glide path and MM shut down until approx Jan 1959. (12-5) ILS lclzr course structure may be affected beyond systems monitor area due proximity

** Hvy const equip. ILS apchs rnwy 3 and 21 cancelled, xcpt ADF portion. (1-21) FLD: Rnwy 17-35 & E/W sod strip perm discontinued. (12-23) Due to proximity of hvy construction equipment, the ILS course structure may be affected beyond the systems monitor area. ILS apchs to rnwy 3 & 21 are cancelled. (1-16) 465'(4044'MSL) lgtd twr erected 9.5 n mi WNW(296°T) at lat 35-17-33, long. 101-50-48, height being increased to 722' AGL(4295' MSL). (11-14) 834'(4295'MSL) lighted tower being erected 8.8 n mi WNW(308°T) at lat 35-18-55, long. 101-50-03. (10-31)

ANAHUAC-CHAMBERS COUNTY ARPT: 313'(334'MSL) lgtd twr being erected 1.1 n mi SW (240°T) at lat 29-45-30, long. 94-41-00. (1-20)

AUSTIN MUELLER ARPT-TOWER: Dec 10, ILS glide slope shut down until approx Feb 15 - relctn to lat 30-17-37, long. 97-41-35. (1-23) FLD: Acft landing and taking-off are cautioned to avoid Bergstrom AFB tfc pattern - extensive jet opern all alt. Neon apch light sys inoperative. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING -SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet traffic. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING -HAMILTON ARPT: Caution all alts - intensive jet trng. 250'(3049'MSL) lgtd tower being erected 4.2 n mi SSE(165°T) at lat 32-12-17, long. 101-26-46. (12-10)

BROWNSVILLE-RADIO: Nov 14, VOR shutdown. - modernization. (1-23)

BROWNSVILLE-RIO GRANDE VALLEY INTNL ARPT: Approximately Feb 15 construction will begin on weather radar tower 92' (114'MSL). Lctd on arpt Lat 25-54-00 Long 97-26-00. Will not be obstn lgtd or painted. (1-23)

**BROWNWOOD ARPT: 549'(2049'MSL) lgtd twr erected 4.8 n mi SSW(214°T) at lat 31-43-33, long. 90-00-45. (5-3)

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000' ; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: About Feb 1, VOR will be shut down - modification. During shutdown, following temp MEAs established: V20 ALI - PSX 4000'; V-68 Kingsville Int to CRP and CRP to Int of V-68 and V-163 unusable. (1-21)

DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°-345° out of tolerance - severe scalloping. (11-19)

DALLAS-ADDISON ARPT: New arpt reported. 32-58N, 96-49W; Elev 644'; rnwys, 2, longest 4500' asphalt surface; Fuel F4; Facs S-5; Lighting BL4; Attended 24 hours. (9-8) Use rnwy 15-33 only. NE/SW runway unsafe acct const. (12-13)

DALLAS-LOVE FLD: Inbound VFR flights in radio equipped aircraft, contact approach control on 121.1 or 307.2 mc approximately 25 miles out for landing instructions. Dallas approach Control will specify the reporting point where flight will change to Love Tower frequency. Aircraft not equipped for 2-way communication on 121.1 or 307.2 mc will use other available frequencies and contact Love Tower. (12-30) Formation take-offs not permitted. Caution - aircraft often hidden from control tower view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading, and paving operations in progress entire arpt area including taxiways and ramp adj to runways and new terminal building. Hazard marked and lighted. (11-14)

TEXAS: DALLAS-LOVE FLD: 255' (635'MSL) lgtd twr being erected 3.4 n mi SSE (168° T) at lat 32-47-58, long. 96-50-19. (12-20)

**ELDORADO-BURTON ARPT: 310' (2828' MSL) lgtd twr erected 4 n mi NNW (338° T) at lat 30-57-50, long. 100-48-45. (12-16)

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: About Feb 15, radar arrival and departure ctl will be implemented for El Paso Intnl Arpt and Biggs AFB. Radar separation as specified in MANOP Radar Procedures for Arpt Tfc Ctl Twrs will be applied. Arriving acft will normally be cleared to El Paso LOM, LFR, VOR, Waterhole VHF intsxn, Hueco H fac, Newman VOR, Harrington Ranch LF and VHF intsxns, Clint H fac. Normal arrival ctl freqs 118.1, 363.8 mc. Departing non-jet acft will normally be cleared to following short range clearance limit: Hudspeth VOR, Fabens VHF intsxn, Salt Flat VOR, LFR; Pinon VOR, Hueco H fac, Columbus VOR and LFR, Harrington Ranch LF and VHF intsxn. Normal depart ctl freqs 119.1, 270.6 mc. PPI apchs approved for rnwys 22 and 26 El Paso Intnl Arpt and rnwy 21 Biggs AFB. (1-15)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. TFC make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness.

FALFURRIAS-BROOKS CO. ARPT: . 268' (298'MSL) lgtd twr being erected 17.8 n mi ENE (73° T) at lat 27-17-15, long. 97-48-30. (10-18)

★FT WORTH AIR ROUTE TRAFFIC CONTROL CENTER: Feb 3, freq 120.8 mc cmsnd at Waco, Texas peripheral site.

FT WORTH-CARTER FLD-TOWER: About Apr. 1, freqs 123.9, 119.6 will be cmsnd. (1-29) FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (12-2)

FT WORTH-MEACHAM FLD-TOWER: ILS lclzr and glide slope shut down until approx Apr. 4. (1-29)

FT WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

**GALVESTON ARPT: Unicom unavail. (12-17)

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**HARLIGEN-HARVEY RICHARDS ARPT: 994' (1049' MSL) lgtd twr erected 5 n mi SW (225° T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radials 120° thru 140° and 306° radial unreliable. (1-16)

**HOUSTON-CLOVER ARPT: Caution on lndgs and takeoffs. 80' (AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (12-26) Rotating bcn optg sunset to sunrise. (1-14)

HOUSTON INTN'L ARPT - SPECIAL NOTICE: Effective Feb. 10, inbound VFR flgts contact Houston apch ctl on 118.1 or 284.6 or 257.8 mc approx. 25 mi out for lndg instructions. Houston apch ctl will specify when flgt will change to Houston twr freq. (1-9)

HOUSTON INTNL ARPT-TOWER: About Mar 1, trans & rcvr 120.7 mc will be changed to 123.7 mc. (1-30) FLD: Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-offs to E only, no lndgs. (3-11)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LA GRANGE-GUENTHER FLD: N/S rnwy clsd. Use rnwy 15-33 only. Use taxi strip to hangar. (11-20)

LAMESA-ADCOCK ARPT: New arpt reported. Lat 32-48, long 101-36; lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000'; Fl fuel. (8-27)

LAMESA-JAMISON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2940', E/W 1620'; 91 oct fuel. (10-7)

**LAPORTE ARPT: NW/SE rnwy clsd. Const. (10-30) Bcn operd sunset-0100. (12-19)

LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)

LEONA-RADIO: Caution when using VOR radials 35 mi N, due to severe scalloping. (11-19)

LEVELLAND ARPT: 338' (3958'MSL) lgtd twr being erected 3.5 n mi NNW (337° T) at lat 33-36-11, long. 102-24-05. (10-16)

LOMETA-RADIO: About Feb 17, VOR will be shut down - conversion to VORTAC. During shut down: V-163 Spring Branch Int to Mill Int, V-163W Lometa to Fredericksburg Int. unusable. Kingsland Int and Marble Falls Int unusable. Llano Int redesignated as AUS VOR 284 and JCT VOR 072, MRA 5000'. MRA Llano Int to Lake Travis Int 3800' Eastbound, 5000' Westbound. (12-9) V76N between SJT VOR and AUS VOR unusable. (1-27)

LONGVIEW-GREGG CO ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK ARPT: E ramp clsd until approx Apr 1. W 300' open as taxiway. (12-11) Only S 6300' rnwy 17-35 lgtd. (12-27)

LUFKIN-RADIO: DME coverage: 017°, 2400' 34 n mi; 032°, 2400' 35 n mi; 090°, 2000' 20 n mi; 170°, 1600' 40 n mi; 190°, 1600' 40 n mi; 310°, 2500' 25 n mi. (5-8)

LUFKIN-ANGELIA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22) Men & equip working near N end of rnwy. (1-28)

McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26) 150' (276'MSL) lgtd stack being erected 9.2 n mi W (282° T) at lat 26-13-00, long. 98-24-30.

**MARATHON ARPT: Abandoned. (1-2)

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

MIAMI-CLARK ARPT: New arpt reported lat 35-45, long 100-45; lctd 10 mi NW; elev 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

MINERAL WELLS-RADIO: Dec 4, VOR/DME shut down until approx Mar 4 - conversion to VORTAC. Durg shutdown, flgts authorized to use MWL "H" in lieu of VOR. Alts as charted, routes as follows: V163 Mill Int. - MWL H fac by MWL rad 180°. To FTW VOR by FTW 199. V16N ABI VOR to Breckenridge Int. by ABI 055; to MWL H fac by MWL 262; to HTT H fac by MWL 062; to McKinney Int. by HTT H fac 247; to DAL VOR by DAL 257. V16S ABI VOR to Cisco Int. by ABI 085; to MWL H fac by MWL 231; to Russell Int. by MWL 091. Intsxns as follows: For Breckenridge Int. use radials ABI VOR 055, MWL H 262; Russell Int. use MWL H 091, FTW ILS; Mill Int. use ACT VOR 306, BRT VOR 255; Cisco Int. use ABI VOR 085, MWL H 231; Newark Int. use FTW VOR 128, MWL H 059; Lake Worth Int. Use FTW VOR 149, DAL VOR 257; Saginaw Int. use DAL VOR 257, FTW ILS; Chapel Int. use MWL H 332, FTW VOR 239; Haslet Int. use MWL H 064, FTW ILS. For Roanoke, Lewisville, and Little Elm Ints use HTT 056 in lieu of MWL VOR 256. (10-1)

MUNDAY-LEFLAR ARPT: 433' (1939'MSL) lgtd twr being erected 9.8 n mi WSW (258° T) at lat 33-25-00, long. 99-48-16. (10-21)

**ODESSA-ECTOR CO. ARPT: Rnwy 7-25 closed. (12-18) 500'(3444'MSL) lgtd twr erected 5.5 n mi SSW (220°T) at lat 31-50-50, long. 102-27-15. (9-19) 268'(3374'MSL) lgtd twr being erected 12.1 n mi SW(227° T) at lat 31-46-45, long. 102-33-32. (11-14) 394'(3294'MSL) lgtd twr being erected 4 n mi SE (137° T) at lat 31-51-40, long. 102-19-42. (11-29)

ORANGE-BROWN ARPT: 767'(787'MSL) lgtd twr being erected 10 n mi WNW (297° T) at lat 30-08-59, long. 93-58-54. (10-3)

PALACIOS-RADIO: LF rng Z marker gnd checked only. (1-17)

PALACIOS ARPT: 150' AGL oil derrick being erected NE corner arpt. Lgtd at ngt. (11-15)

PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE(113° T) at lat 27-51-46, long. 97-15-41. (9-18)

PORT LAVACA-REIKERT ARPT: 153'(169'MSL) lgtd twr being erected 1.2 n mi ENE (69°T) at lat 28-36-43, long. 96-37-22. (12-7) Two 190'MSL lgtd twrs being erected 4 n mi NE (59°T) at lat 28-38-42, long. 96-33-46. (1-16)

RAYMONDVILLE FOX ARPT: 286'(301'MSL) lgtd twr being erected 4.6 n mi SSE (177° T) at lat 26-24-13, long. 97-47-32. (10-26)

ROCKPORT-ARANSAS CO. ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

to VORTAC. Durg shutdown, LFR may be substituted for VOR as follows: V17, V68, V198, V163 direct to next VOR; V163W, V222 SAT LF rng 328 to Fredericksburg; V163 SAT N course and MTA 163 to MTA VOR; V17W SAT N course to Spring Branch Int.; V222 SAT LF rng direct SIH rbn thence via SIH 065 to Round Top Int. V68 SAT LF rng 158 and CRP 312. MEAs remain as charted. Reporting points remain as usable with following substitution: Blanco Int. SAT LF rng 188 bearing and AUS VOR 228, Sattle and Kyle Ints. use SAT LF rng direct. CMK rbn course use CMK rbn for Bergstrom Int. (11-7)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHERMAN ARPT: 316'(1060'MSL) lgtd twr being erected 8 n mi NNE(35°T) at lat 33-44-23, long. 96-29-56. (10-29)

SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted & lgtd. (1-30)

SPEARMAN ARPT: 315'(3422'MSL) lgtd twr being erected 1.3 n mi SE(147°T) at lat 36-11-03, long 101-11-55. (1-16)

**SUGAR LAND-HULL ARPT: Rotating bcn, white & green, cmsnd. Operg sunset to sunrise.

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

TILDEN-TRUE RANCH ARPT: New arpt reported: Lat 28-18, long 98-36; lctd 11-1/2 mi SSW; 1 strip (NW/SE) sod, 4000'; elev 320' MSL. (7-10)

UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men & equip. on fld 0800-1700C every Friday. (7-31)

WACO-CONNALLY AFB-RADAR APPROACH CONTROL: About Feb 20, radar arrival and departure ctl will be implemented Waco Mun Arpt & Connally AFB. Arriving acft will normally be cleared to Waco LF rng, VOR and Prairie Hill & West H facs; and following intsxns: Meridian, Whitney, Brandon, Perry, Satin, Moody and Eddy. (1-17)

WEATHERFORD-GAARE ARPT: Closed. (11-28)

WHEELER-HOLT ARPT: 400'(2930'MSL) lgtd twr being erected 1.8 n mi SSW(205°T) at lat 35-25-47, long 100-16-28. (12-19)

WICHITA FALLS-GILCHRIST ARPT: E/W rnwy clsd. Oil wells & tanks on each end.

WICHITA FALLS-SHEPPARD AFB: 2-way rdo required. (10-25) Rnwys 17R-35L and 2-20 clsd due const. Rnwys 17L-35R, 12-30, & E/W taxiway open & normal. (1-16)

UTAH: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys & taxiways. (10-15)

BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.

BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.

DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.

LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)

MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) October 22, VOR shut down until approx Feb 28-conversion to VORTAC. Durg this period the following arwys will be affected: V21 btwn MMM-DTA, V21W btwn MMM and DTA will be unusable. (1-30)

OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'. DME coverage 360°-150°, 17 n mi at 12,000'.

SALT LAKE CITY-RADIO: VOR course scalloping prevalent btwn 290°-350°. Coverage this area 17 n mi at 6500' MSL; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000' MSL; 180°-235°, 35 n mi at 12,000' MSL; 340°-20°, 26 n mi at 12,000' MSL. (8-10)

SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bear. 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. Area 95° to 135° from stn unreliable all alt. Until approx Feb 6, radar departure ctl will be inop. (1-30) FLD: Stay on rnwys, taxiways and aprons. Shoulders soft. (12-22)

UTAH LAKE-RADIO: VOR usable dist at 14,000' MSL from 010° thru 040°, 35 n mi; 40°-thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' MSL from 145° thru 155° 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E btwn 15 and 20 n mi. (2-1)

VERMONT: SPECIAL NOTICE: Arpt condition info avail. by calling VT. Aero Comm (tel. CApital 3-2311, Ext. 808) 0830-1630, Mon thru Fri or CAA Communs Stn, Barre-Montpelier Arpt any time (tel. CApital 3-2376). Acft in flight call Montpelier Rdo.

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 035°-110° below 3000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW; elev 130'; 1 strip 1900'; P-line N. (10-25)

VIRGINIA: BLACKSTONE (CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip. Exercise extreme caution when in vcnty. Ctc Blackstone Rdo for advisory info. (7-25) Rnwy 3-21, 12-30, & 8-26 clsd & mrkd with white X. (10-16)

BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

CAPE CHARLES-RADIO: About Feb 21, VOR will be shut down until approx March 24 - conversion to VORTAC. (1-17)

**COLONIAL BEACH-RENO SKYPARK ARPT: Type "P"; lat 38-14, long 77-01; lctd 3 mi W; elev 45'; 1 rnwy: 3500'. sod: rnwy lgts, major repairs, 80 octane. (8-16)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.

FLAT ROCK-RADIO: October 31, VOR/DME shut down until approx Feb 17 - conversion to VORTAC. (1-31)

FREDERICKSBURG-SHANNON ARPT: Night opern prior req basis only. (10-24)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. (1-9)

FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men & equip. on fld.

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14) VOR/DME shut down until approx Feb 21 - conversion to VORTAC. (12-12) See page 33 for temp MEAs during shut down. (1-17)

HOT SPRINGS-INGALLS FLD: Clsd until approx April 15. Use in emerg only. (11-20)

INDEPENDENCE-COX ARPT: Closed. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000'MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flight plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended - no fuel.

LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, nights.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)

*NEWPORT NEWS-PATRICK HENRY ARPT-TOWER: Feb 4, ILS MM cmsnd. Lctd 3300' (0.62 s mi) from apch end NE/SW rnwy. Glide slope alt over MM: 272 MSL. (1-17) FLD: Rnwy 2-20 length 5000'-1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage 10°-40°, 35 n mi at 6000'; 40°-120°, 43 n mi at 6000'; 120°-200°, 35 n mi at 6000'; 200°-225°, 26 n mi at 6000'; 225°-255°, 43 n mi at 6000'; 255°-010°, 26 n mi at 6000'. (6-14)

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)

RICHMOND-BYRD FLD: Rnwy 6-24 open entire length. Last 1000' NE end open 150' width only & outlined flares night, flags, days. Broken shoulders 75' wide each side NE end of rnwy. Const area mrkd by flares night, flags, days. Rnwy lgts mrk 300' width exclusive of const area. Threshold for NE end rnwy 6-24 mrkd by flares. Rnwy 15-33 clsd - const. All acft required to have operg 2-way rdo for night opern and at least functioning rdo rcvr for

VIRGINIA: RICHMOND-BYRD FLD: daylgt opern. Due to non-visibility twr unable to ctl tfc N portion N/S taxiway parallel to rnwy 2-20. Use paved areas only, all others soft. Lndg fees for non-sked and executive acft waived with certain servicing. (1-2)
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men & equip adj all rnwys and taxiways-caution. No 180° turns on rnwys.
WAVERLY ARPT: Unattended - no services avail-land at own risk. (4-20)
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000';260°-300°, 15 n mi at 1500'. (12-4)
**BELLINGHAM ARPT: Rnwy 2-20 abandoned. (12-10)
BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
BREMERTON-LEISURELAND ARPT: Land at own risk. No fuel or serv avail. (12-2)
EASTON ARPT, 5B, SEA-HLN: Clsd winter months. (12-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000';60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000';260°-290°, 43 n mi at 8000';290°-40°, 26 n mi at 10,000'.
**ELLENSBURG MUNICIPAL ARPT: Name change. Formerly carried as Bowers Fld. (1-22)
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area;227°-280° 35 n mi at 8000';280°-340°, 26 n mi at 5000';340°-350°, 35 n mi at 5000'.
EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (1-22)
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000';45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000';155°-225°, 43 n mi at 5000';225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oregon intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution-unlgtd power line approx 50' high E end-unmrkd.
PULLMAN-MOSCOW REGIONAL ARPT: W taxiway clsd. Use rnwy to taxi for E take-off. Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion. (12-20)
RENTON ARPT: Until about Mar 15, const in progress-use rnwys & taxiways only. (3-11)
★SEATTLE AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvr 301.4 mc decmsnd at Portland, Oregon peripheral site. (1-24)
SEATTLE-BOEING FLD: 2-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. (3-15)
SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)
SEATTLE-TACOMA INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto. apch. (3-15) About Feb 17 until approx Feb 28, ILS lclzr and glide slope will be shut down for relctn of lclzr. (1-27) FLD: Taxiway btwn rnwy 29 and rnwy 34 clsd. (8-14)
SPOKANE-RADIO: VOR has course roughness and excursions exists at Min Instr Alts and below in all areas from 8 to 17 mi from the stn. 340° radial beyond tolerance at this dist. Apch radial 027° has roughness from 2 mi to the arpt at alt of 3200' MSL to 2700'MSL.
SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.
SPOKANE-GEIGER FLD: Caution. Soft shoulders entire length rnwy 3-21. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6)
TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: lat 46-00-30, long. 121-32-00; elev 1820'; 1 rnwy(E/W) 1700' x 70'; remarks - trees E. (8-29)
YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000';130°-195°, 8000';195°-30°, 40 n mi at 10,000' MSL. (9-20)
WEST VIRGINIA: BECKLEY-RADIO: Dec 16, VOR placed on test-basis only. Freq: 109.8 mc. Ident: BKW. Lctd lat 37-46-49, long. 81-07-25.
CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'. [illegible] (10-24) [illegible]
CHARLESTON-KANAWHA COUNTY ARPT-TOWER: ILS glide slope 335 mc opers on test basis. (10-24) [illegible]

WEST VIRGINIA: county ramp. (1-8)
ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'. (7-1)
ELKINS ARPT: Rnwy 4-22 clsd ngt opern acct rnwy lgts inop. (1-15)
HUNTINGTON-TRI-STATE ARPT: Men & equip. N & S of rnwy and 200' beyond W end, lgt hrs only. Ditches along N side rnwy. Use rnwy only. Four antenna posts 8' high, beyond E end of rnwy. Obstn lgtd.
MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.
**MARTINSBURG ARPT: Taxiway from civil parking ramp S to rnwy 35 clsd acct parked jet acft. Jet & other hvy acft use rnwy 8-26 regardless of wind direction. Other civil tfc land according to tfc direction indicator located adj to NE taxiway running from civil ramp to rnwy 8-26. For rnwy info call Martinsburg Rdo. Caution lndg rnwy 17-35. Watch for conflicting jet tfc. (11-14) Hi-intensity apch lgts, overrun type, avail rnwy 26. (1-7)
MORGANTOWN-RADIO: LF rng has multiples and fades all courses. About Feb 24, VOR/DME will be shut down until approx Mar 28-conversion to VORTAC. (1-31) Durg shutdown period, substitute route structure and MEAs on page 41.
WISCONSIN: EAGLE RIVER ARPT: 148'(1758'MSL) unlgtd twr being erected 3 n mi S(200° T) at lat 45-52-50, long. 89-17-26. (11-22)
EAU CLAIRE ARPT: 265'(1191'MSL) lgtd twr being erected 7.1 n mi NE(46°T) at lat 44-56-54, long. 91-22-55. (10-21)
FOND DU LAC-COUNTY ARPT: New arpt reported. Lat 43-46, long. 88-29; elev 808'; 1 rnwy N/S 3600' x 100' hard surface; facs: bcn, rnwy lgts, F4 fuel, S5 serv, Unicom. E/W rnwy under const. Equip. on fld. (11-27)
**FOND DU LAC SKYPORT: Perm clsd. Opern transferred to new arpt. (12-3)
HAYWARD ARPT: 306'(1491'MSL) lgtd twr being erected 4.5 n mi WSW(244°T) at lat 45-59-03, long. 91-32-20. (11-22)
LA CROSSE-RADIO: About Feb 13, VOR will be decmsnd. Concurrent with VOR decmsng, new VOR/DME will be relctd & cmsnd at Nodine, Minn. Class: BVOR. (1-3) About Feb. 13, TVOR ident will be changed to LSE. Coverage restricted at MEA: 120°, 18 mi; 034° clockwise 070° and 300°-315°, 20 mi; 140° clockwise 160°, 190°-200°, 220°-290°, 340°-360°, 25 mi. (1-31)
**LA CROSSE ARPT: 150'(1335'MSL) twr erected 26.5 n mi SE(140°T) at lat 43-32-04, long. 90-52-23. (1-24)
**LADYSMITH-RUSK CO ARPT: NE/SW strip rolled winters. Lgtd sunset to sunrise. (12-17)
**LAKE TOMAHAWK-DOLHUNS ARPT: Bcn & rnwy lgts oper prior request only. (1-6)
LODI-LAKELAND ARPT: New arpt reported: Lat 43-19-40, long. 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip-(E/W)2640' x 200'; 87 oct gas; remarks - unattended. (1-14)
MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm closed to all acft over 10,000 lbs. Sod unsafe.
MERRILL ARPT: Closed due const. (10-3)
MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500' MSL at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic apchs. (11-18) FLD: Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwy 13-31 clsd to jet acft. (8-21) 4350' rnwy 7L-25R open to daylgt opern only. 630' not usable mrkd with yellow line and yellow cone. (11-20)
OSHKOSH-RADIO: VOR coverage 205°-235°, 36 n mi at MEA. (1-20)
OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld-use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)
PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)
WATERTOWN ARPT: 103'(923'MSL) lgtd pole & pipe supporting an antenna being erected approx 0.8 mi N at lat 43-10-57, long. 88-43-15. (10-23)
WAUSAU ARPT: 648'(2549'MSL) lgtd twr being erected 3.1 n mi WSW(263°T) at lat 44-55-10, long. 89-41-12. (11-12)
WOODRUF-ARBOR VITAE ARPT: Attended part time until May 1: Fone Minoqua 367 for service. (11-12)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. (12-5)
GILLETTE ARPT: Rnwys open and usable as follows: S 3400' of N/S, 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft and rough. Not maintained. Emerg or overrun only. (11-5)
GREYBULL ARPT: E/W rnwy clsd. Const equip stored E of N/S rnwy. (11-12)
JACKSON ARPT: Bcn and rnwy lgts turned off for remainder of winter. (12-19)
KEMMERER ARPT: Clsd. Unsafe for acft. Use only in extreme emerg. All lgts turned off. (11-14)
LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.
NEWCASTLE-MONDELL ARPT: Caution - men and equip working on rnwy 14-32. (8-9)
ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. (1-16)
SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area mrkd by red flags. (8-16)

WYOMING: SHERIDAN-RADIO: VOR coverage limited to approx 30 n mi between 100-300 Moderate crs roughness exists in mountainous area.
**SHERIDAN-COUNTY ARPT: 200' (5671'MSL) lgtd twr erected 9.1 n mi SSE (169°T) at lat 44-36-31, long. 106-55-56. (12-9)
THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail. (12-5)
TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end. New arpt and rnwy under const 1 mi E of town. Clsd to all tfc until completion approx March. (11-11)
PUERTO RICO: SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Use extreme caution operg E and S of arpt. Due to non-visibility, broken and fogged window glass in the twr, air tfc ctl cannot accept responsibility for ctl of acft operns in this area. (1-13)
**SAN JUAN-ISLA GRANDE ARPT: All fld lgtg oper sunset-sunrise Longest usable rnwy 9 27, 4800'. (12-30)
VIRGIN ISEANDS: ST THOMAS-HARRY S. TRUMAN ARPT: Men surveying and test boring 500' E of rnwy. (1-14)

VOR RECEIVER CHECK SIGNALS

Provisions are being made to provide pilots with a means of checking the accuracy of VOR receivers to insure satisfactory operations of the airborne system. These provisions consist of three different methods:(a) a radiated test signal consisting of a signal radial; (b) certified check points on the airport surface; or (c) certified airborne check points. The radiated test signal is used by tuning the receiver to the published frequency of the test facility. With the flight path deviation indicator(FPDI) centered, the omnibearing selector should read 0° with the to-from indication being "From"; or the omnibearing selector should read 180° with the to-from indication reading "To". Should the VOR receiver be of the automatic indicating type the indication should be 180°. (This is true for all airborne receivers except Mitchell which will indicate 0°). Two means of identification are used with the VOR radiated test signal. In some cases, a continuous series of dots is used while in others a continuous 1020 cycle tone will identify the test signal. Information as to identification of an individual test signal can be obtained from the local control tower. Ground and airborne check points consist of certified radials that should be received at specific points on the airport surface or over specific landmarks while airborne in the immediate vicinity of the airport. Pilots are requested to contact control tower, communication station or airport manager for location details. Should an error in excess of 4° be indicated through use of the ground check or +6° using the airborne check, IFR flight should not be attempted without first correcting the source of error. CAUTION, no correction other than the "correction card" figures supplied by the manufacturer should be applied in making these VOR receiver checks. As of this date check points or facilities have been established at the following airports (listed under city name).

RADIATED TEST SIGNAL

*Chicago (Midway 111.0 mc)
*Kansas City (Municipal 113.0 mc)
*Los Angeles(International 111.0 mc)
*Pittsburgh(Greater Pittsburgh 108.6mc)
**Atlanta (Municipal 112.0 mc)
**Miami (International 112.0 mc)
**Wichita (Municipal 111.0 mc)

NOTES: *Continuous monitoring
**Checked daily for accuracy

AIRBORNE

Abilene, Texas - Municipal
Akron, Colo., Site 9, DEN-GRI
Alexandria, Louisiana
Alexandria, Minnesota
Alton, Illinois - Civil Memorial
(Troy, Illinois VOR)
Anderson, South Carolina
Anthony, Kans., 24, AMA-MKC
Ardmore, Oklahoma AFB
Asheville, N.C.-Hendersonville
Augusta, Georgia - Bush
Austin, Texas - Mueller
Bakersfield, Calif., - Kern County #1
Baton Rouge, Louisiana - Ryan
Beaumont, Texas - Jefferson County
(Port Arthur)
Bellingham, Washington
Big Spring, Texas
Billings, Montana
Birmingham, Alabama
Blacksburg, Virginia, VPI
(Pulaski, Virginia VOR)
Boise, Idaho-Boise Air Terminal
Brownsville, Texas - Rio Grande
Valley International
Brunswick(St.Simons Is.)Ga., -McKinnon
Burlington, Iowa
Butler, Missouri
Butte, Montana
Casper, Wyoming-Air Terminal
Cedar Rapids, Iowa
Centralia, Illinois
Chadron, Nebraska, 15, CYS-HON
Charlotte, N.C.-Douglas
Cleveland, Ohio - Cleveland-Hopkins
Coalinga, California - Coalinga
Columbia, Missouri
Corpus Christi, Texas - Cliff Maus
Cotulla, Texas, 6, LRD-SAT
Crescent City, Calif., -Del Norte Co.
Crestview, Florida
Cut Bank, Montana
Daggett, California-Daggett Intn'l
Dallas, Texas-Love Field
Danville, Virginia
Decatur, Alabama-Pryor Field
Delta, Utah
Denver, Colorado
Des Moines, Iowa
Detroit, Michigan-Wayne-Major
(Goodison, Michigan VOR)
Dillon, Montana 33, SLC-GTF
Douglas, Ariz., -Bisbee-Douglas Intn'l
DuBois, Idaho, 23, SLC-GTF
Dubuque, Iowa
Eagle Lake, Texas
El Dorado, Arkansas-Goodwin Field
Ellensburg, Washington-Bowers
El Paso, Texas-El Paso Intn'l
Ephrata, Washington
Eugene, Oregon - Mahlon-Sweet
Evansville, Indiana-Dress Memorial
Evergreen, Ala., -Middleton, 20, MSY-ATL
Fargo, North Dakota - Hector Field
Farmington, Missouri
Fayetteville, Arkansas
Fort Smith, Arkansas
Fortuna, California-Rohnerville
Gage, Oklahoma
Galveston, Texas - Municipal
Goodland, Kansas
Goshen, Indiana
Grants, New Mexico
Great Falls, Montana
Harrisburg, Pennsylvania
Hill City, Kansas
Hobart, Oklahoma
Hobbs, New Mexico-Lea County
Hoquiam, Wash., -Bowerman Field
Houston, Texas - Andrau
Houston, Texas - Ellington AFB
(Houston, Texas VOR)
Hutchinson, Kansas
Imperial, California
Imperial, Nebr., -Site 17A-DEN-GRI
Jackson, Michigan-Reynolds Field
(Litchfield, Michigan VOR)
Jackson, Tenn., -McKellar Field
(Jacks Creek, Tenn. VOR)
La Junta, Colorado
(Lamar, Colorado VOR)
Lamoni, Iowa - Lamoni
Laredo, Texas
Las Vegas, New Mexico
Lawrenceville, Virginia
(Blackstone, Virginia VOR)
Lewiston, Montana
Livingston, Montana
Long Beach, California
Lufkin, Texas
Lynchburg, Virginia- Preston Glenn
Malden, Missouri
Marysville, California - Yuba County
Massena, New York-Richards Field
McComb, Mississippi-Pike County
Meridian, Mississippi-Key Field
Midland, Texas - Air Terminal
Miles City, Montana
Milwaukee, Wisc., -General Mitchell
Minneapolis, Minn., -St. Paul Intn'l
(Wold-Chamberlain)
Minot, North Dakota
Modesto, California - Modesto
Modesto, California-Stockton Field
Moline, Illinois-Quad City
Monroe, Louisiana-Selman Field
Montgomery, Ala., -Dannelly Field
Muscle Shoals, Alabama
Nashville, Tenn., -Berry Field
Nevada, Missouri
Oakland, California
Oklahoma City, Oklahoma-Will Rogers
Old Town, Maine
(Bangor, Maine VOR)
Omaha, Nebraska
Ontario, Calif., -Ontarion Intn'l
Ottumwa, Iowa
Palmdale, Calif., -Air Force Plant #42
Peoria, Illinois-Greater Peoria
(Bradford, Illinois VOR)
Phoenix, Arizona
Pittsburgh, Pa., -Greater Pittsburgh
Plattsburgh, New York
Pocatello, Idaho-Phillips
Pontiac, Illinois
Portland, Maine-Portland
(Kennebunk, Maine VOR)
Portland, Oregon-Portland Intn'l
Poughkeepsie, N.Y., -Dutchess Co.
Prescott, Arizona
Presque Isle, Maine AFB
Pueblo, Colorado-Pueblo Memorial
Raleigh, N.C., -Raleigh-Durham
Rawlins, Wyoming-Rawlins
Red Bluff, California - Municipal
Rockford, Ill., -Greater Rockford
(Janesville, Wisc. VOR)
Roswell, New Mexico
Russell, Kansas
St. Joseph, Mo., -Rosecrans Memorial
St. Louis, Missouri-Lambert
Sacramento, California
Salina, Kansas
Salinas, California
Salt Flat, Texas, 8A, ELP-FTW
Salt Lake City, Utah #1
San Diego, California - Lindberg
San Francisco, Calif., -International
(Oakland, California VOR)
Sayre, Oklahoma - Sayre
Shreveport, La., -Greater Shreveport
Shreveport, La., -Shreveport-Downtown
Sidney, Nebraska
Spokane, Washington - Geiger
Tampa, Florida - International
Terre Haute, Indiana - Hulman Field
Texarkana, Arkansas
Thurman, Colorado
(Akron VOR)
Topeka, Kansas-Philip Billard
Tucson, Arizona
Tyler, Texas - Pounds Field
(Quitman & Sulphur Springs VOR)
Ukiah, California
Valdosta, Georgia
Vandalia, Illinois
Waco, Texas
West Palm Beach, Florida-Palm
Beach AFB
White Plains, N.Y.-Westchester Co.
(Wilton, Connecticut VOR)
Wichita, Kansas-Municipal
Wichita Falls, Tex., -Sheppard AFB
Wilkes Barre, Pa., -Wilkes Barre-
Scranton
Wink, Texas, 18, ELP-FTW
Winslow, Arizona
Winston Salem, North Carolina
Worcester, Massachusetts
(Gardner, Massachusetts VOR)
Yakima, Washington
Yuma, Arizona-Yuma County

OUT OF ALPHABETICAL ORDER

Huron, South Dakota - Howes
La Crosse, Wisconsin
Oshkosh, Wisconsin
Philip, South Dakota

GROUND

Aberdeen, South Dakota - (Saunders)
Albany, Georgia
Albuquerque, N. Mex., - Kirtland AFB
Alice, Texas - Alice Municipal
Allentown, Pa., - Allentown-Bethlehem-
Easton
Amarillo, Tex., -Amarillo Air Terminal
Ardmore, Oklahoma - Municipal
Baltimore, Md., -Friendship Intn'l
Beaumont, Texas-Jefferson County
(Port Arthur)
Binghamton, N.Y., -Broome County
Bismarck, North Dakota
Blythe, Calif., Site 21, LAX-PHX
Boston, Massachusetts - Logan
Bowling Green, Kentucky-Bowling
Green-Warren County
Bozeman, Montana - Gallatin
Bristol, Tennessee - Tri-City
Brownsville, Tex., -Rio Grande Valley Int.
Carlsbad, New Mexico
Charleston, South Carolina AFB
Charleston, W. Va., -Kanawha County
Chattanooga, Tenn., -Lovell Field
Cheyenne, Wyoming
Childress, Texas
Cincinnati, Ohio(See Covington, Ky.)
College Station, Texas-Easterwood
Columbia, South Carolina-Municipal
Columbus, Ga., -Muscogee County
Columbus, Ohio - Port Columbus
Covington, Ky., -Greater Cincinnati
Crestview, Florida
Cross City, Florida, MEM-TPA 58
Dalhart, Texas
Daytona Beach, Florida
Dickinson, North Dakota
Dodge City, Kansas
Dothan, Alabama -Dothan
Duluth, Minnesota
Dyersburg, Tennessee
Eau Claire, Wisconsin
Elko, Nevada
Elmira, New York-Chemung County
Emporia, Kansas
Fillmore, California
Florence, South Carolina
Fort Myers, Florida -Page Field
Fort Stockton, Texas
Fort Wayne, Indiana - Baer
Fresno, Calif., -Fresno Air Terminal
Garden City, Kans., -New Garden City
Gila Bend, Ariz., -Gila Bend AF Aux.
Grand Island, Nebraska
Green Bay, Wisc., -Austin-Straubel
Greensboro, North Carolina-High Point
Greenwood, Miss., -Greenwood Mun.
Helena, Montana
Hobbs, New Mexico
Hobbs, New Mexico-Lea County
Houston, Texas
Huron, South Dakota - Howes
Indianapolis, Indiana - Weir-Cook
Jackson, Mississippi-Hawkins Field
Jacksonville, Florida - Imeson
Jamestown, North Dakota - Municipal
Johnstown, Pennsylvania
Joliet, Illinois
Junction, Texas-Kimble County
Key West, Florida - Boca Chica
Key West, Florida - Key West Intn'l
Kirksville, Missouri, 12, MKC-CHI
Klamath Falls, Oregon - Klamath
Knoxville, Tenn., -McGhee Tyson
La Crosse, Wisconsin
Lafayette, Indiana-Purdue
Lafayette, Louisiana
LaGrange, Georgia - Callaway
Lansing, Michigan-Capital City
Laramie, Wyoming-Brees Field
Laredo, Texas
Las Vegas, Nevada - McCarran Field
Las Vegas, New Mexico
Lawton, Oklahoma VOR
Little Rock, Arkansas - Adams Field
Longview, Texas - Gregg County
Los Angeles, California
Louisville, Kentucky-Bowman
Louisville, Kentucky-Standiford
Lubbock, Texas
Macon, Georgia - Cochran
Mansfield, Ohio
Marfa, Texas - Marfa Alpine
Marianna, Fla., -Graham Air Base
Martinsburg, West Virginia
Mason City, Iowa - Municipal
McAlester, Oklahoma (New)
Memphis, Tennessee
Milwaukee, Wisconsin
Mineral Wells, Texas
Missoula, Montana-Missoula County
Mobile, Alabama-Bates Field
Morgantown, West Virginia
Muscle Shoals, Alabama
Muskegon, Mich., -Muskegon County
Myrtle Beach, South Carolina
Nantucket, Massachusetts-Memorial
Needles, California, 25A, LAX-AMA
New Bern, North Carolina
New Orleans, Louisiana-Moisant
North Platte, Nebraska-Lee Bird
Olympia, Washington
Orlando, Florida
Panama City, Florida-Bay County
Palacios, Texas
Parkersburg, W.Va., -Wood County
Paso Robles, Calif., -Paso Robles Co.
Pendleton, Oregon
Peoria, Illinois - Greater Peoria
Phillipsburg, Pa., 51A, CHI-LGA
Pierre, South Dakota
Pine Bluff, Arkansas - Grider
Pittsburgh, Pa., -Allegheny County
Ponca City, Oklahoma
Pontiac, Illinois
Pueblo, Colorado-Pueblo Memorial
Quincy, Illinois-Baldwin Quincy
Rapid City, S. Dakota
Red Bank, New Jersey
Redmond, Oregon-Roberts
Reno, Nevada
Roanoke, Va., -Woodrum Field
Rochester, Minnesota - Lobb
Rochester, N.Y.-Monroe County
Rock Springs, Wyoming
Rocky Mount, North Carolina
Roswell, New Mexico
St. Petersburg, Fla., -Pinellas Co. Intn'
Salisbury, Md., -Salisbury-Wicomico Co
San Angelo, Texas-Mathis
San Antonio, Texas - International
San Francisco, Calif., -San Francisco
Santa Barbara, California
Santa Fe, New Mexico(New)
Savannah, Georgia-Travis Field
Seattle, Wash., -Seattle Tacoma Intn'l
Sheridan, Wyoming-Sheridan County
Sioux City, Iowa
Sioux Falls, South Dakota-Municipal
South Bend, Ind., -St. Joseph County
Spartanburg, South Carolina-Memorial
Springfield, Illinois-Capital
Springfield, Missouri
Syracuse, New York- Hancock
Tallahassee, Florida-Dale Mabry
Terre Haute, Indiana - Hulman
Thermal, California
Truth or Consequences, New Mexico
Tucumcari, New Mexico
Tulsa, Oklahoma
Tuscaloosa, Alabama-Van De Graaf
Twin Falls, Idaho- Joslin Field
Vero Beach, Florida
Vichy, Missouri
Walnut Ridge, Arkansas
Washington, D.C.-Washington National
Waterloo, Iowa
Watertown, South Dakota
Wausau, Wisconsin - Alexander
W. Palm Beach, Fla., -Palm Beach Intn'l
Wheeling, W.Va., -Wheeling-Ohio County
Wilmington, North Carolina
Youngstown, Ohio

OUT OF ALPHABETICAL ORDER

Gulfport, Mississippi

Attention, Pilots!

CHECK YOUR AERONAUTICAL CHARTS AND MAKE SURE THAT EACH OF THE OBSTRUCTIONS LISTED BELOW IS CARRIED!
IF ANY ARE MISSING, INSERT THEM NOW, DON'T DELAY! ONLY YOU CAN MARK YOUR CHARTS: IT IS YOUR RESPONSIBILITY!

This list covers recent obstructions (television towers, smoke stacks, etc) which are 500 feet or more above the ground. It will be carried in the Airman's Guide at frequent intervals. When the list does not appear in the Guide, all new obstructions will be carried as two-starred items in the NOTAMS. The list will be brought up to date each time it is issued; newly added or changed material will be indicated by arrows.

The Coast and Geodetic Survey sectional charts show all known dangerous obstructions at the time a particular chart is issued. As these charts are published at intervals of six months to a year, dangerous obstructions built during the interim between issues must be placed on the charts by the user. The position, height and top elevation above MSL of these new obstructions can be taken from the list given below. New obstructions will be carried in this list until six months after the issuance of the sectional charts depicting the obstruction data and then deleted.

CITY AND AIRPORT NAME	DISTANCE & BEARING ARPT--TWR	(FEET) (MSL)	(AGL)	LATITUDE LONGITUDE	CHART REF
ALABAMA					
→ Fairhope, Klumpp	9 N;12	1201	999	30-40-55, 87-49-41	53
ARIZONA					
COLORADO					
CONNECTICUT					
DELAWARE					
DIST. OF COLUMBIA					
FLORIDA					
Stuart, Witham	13.5SE; 150	650	625	26-59-01; 80-05-42	49
De Land	7.8 S;193	1034	1000	28-56-25, 81-18-33	61
Jacksonville, Imeson	6.0 S;187	1003	996	30-19-22, 81-38-34	37
→ Orlando	6 WSW;268	749	651	28-32-10, 81-27-00	61
GEORGIA					
Augusta, Bush	6.5 ENE; 70	1677	1292	33-24-15; 81-50-19	75
→ Atlanta, Fulton County	8.5 ENE;80	1374	515	33-48-40, 84-21-50	8
IDAHO					
ILLINOIS					
Moline, Quad City	9.8SE;138°	1778	998	41-19-40; 90-22-47	24
Peoria, Greater Peoria	6.5 E;106	1349	609	40-38-03, 89-32-21	17
INDIANA					
Mishawaka, Sportsman	6.1SSW;212	1524	649	41-36-58, 86-11-32	17
Fort Wayne, Smith	2.5SSW;223	1589	770	41-06-03; 85-11-00	17
Franklin	4.0 WSW;250	2100	1225	39-24-26; 86-08-52	18
Indianapolis, Shank	7.1 NNE; 23	1846	1022	39-55-43; 86-10-55	18
New Albany, Haps	4.0 SSW;219	1010	550	38-16-00; 85-50-00	18
Terre Haute(Stacks) Cox	13.0 SSW;211	1005	550	39-14-00; 87-34-00	18
KENTUCKY					
Lexington, Blue Grass	7 ENE;89°	1624	553	38-02-07; 84-27-04	18
Paducah, Barkley	6.5 E; 101	1046	583	37-02-55; 88-38-36	56
LOUISIANA					
Lafayette	7.9 NW;330	539	500	30-18-56; 92-04-19	6
MASSACHUSETTS					
Martha's Vineyard,	7.8 WSW;251	700	640	41-20-01; 70-48-44	10
→ Boston, Logan	10.8WSW;252	1349	1249	42-18-37, 71-14-10	10
MICHIGAN					
MINNESOTA					
Duluth	4.8SE;135	2049	805	46-47-20; 92-06-51	28
Fairmont	2.0SW;240	1710	500	43-38-00; 94-28-00	27
Willmar	3.8 NE; 57	1648	500	45-08-25, 95-00-50	82
MISSISSIPPI					
MISSOURI					
St. Louis, Lambert Fld.	10.5SSE;169	1649	1152	38-34-08, 90-19-51	38
Jefferson City Memorial	6.8NNE;35	1773	929	38-41-28, 92-05-43	38
MONTANA					
NEBRASKA					
→ Hay Springs	2.1 S;180	4578	583	42-38-25, 102-42-04	13
→ Scottsbluff	8.5NNW;339	5144	677	41-59-58, 103-39-55	16
NEVADA					
NEW JERSEY					
Pitman	3.6 E; 106	1049	899	39-44-02; 74-04-10	83
NEW YORK					
Albany	25.4NW;316	2176	1356	43-03-36; 74-12-42	2
NORTH CAROLINA					
Charlotte, Douglas	10.5ENE;74	1932	1076	35-15-41; 80-43-38	14
Wilmington, New Hanover County	16.0 W;281	1049	999	34-19-15; 78-13-42	14
NORTH DAKOTA					
Minot, Minot International	12.1S(191°T)	3123	1053	48-03-02; 101-20-29	52
Williston, Chandler	6.1WSW;267	3221	878	48-08-02; 103-51-36	85
OREGON					
PENNSYLVANIA					
Philadelphia, Intn'l	5.5 NE; 40	627	587	39-57-04; 75-10-08	83
Pittsburgh-Allegheny Co.	7.5 NW;336	2042	842	40-27-47; 80-00-17	19
Philadelphia, North Phila.	11.0WSW;257°	1364	1116	40-02-38, 75-14-26	58
RHODE ISLAND					
SOUTH CAROLINA					
SOUTH DAKOTA					
Reliance, Fletcher	6.2NNW;346	2883	711	43-57-55; 99-36-11	78
TENNESSEE					
TEXAS					
Amarillo, Air Terminal	8.8WNW;302	4295	834	35-18-55; 101-50-03	60
Brownwood	4.8SSW;214	2049	549	31-43-33; 99-00-45	5
Harlingen, Harvey Richards	5.0 SW;225	1049	994	26-08-56; 97-49-18	20
Odessa, Ector County	5.5SSW;220	3444	500	31-50-50; 102-27-15	30
Orange, Brown	10WNW;297	787	767	30-08-59; 93-58-54	6
Robstown, Nueces Co.	2.5 E; 90	792	724	27-46-50; 97-38-03	20
VERMONT					
VIRGINIA					
WASHINGTON					
WEST VIRGINIA					
Charleston, Kanawha Co.	14.9 W;277	2049	999	38-24-28; 81-54-14	36
Glen Dale, Glen Dale (Stacks)	6.5SSW;209	1250	601	39-50-47; 80-19-14	36
Parkersburg, Stewart	25.0SSW;211	1227	600	38-56-15; 81-49-30	36
WISCONSIN					
Eau Claire, Eau Claire	5.5SSE;159	1847	958	44-47-58; 91-27-59	82
→ Wausau	3.1 WSW;263	2549	648	44-55-10, 89-41-12	35

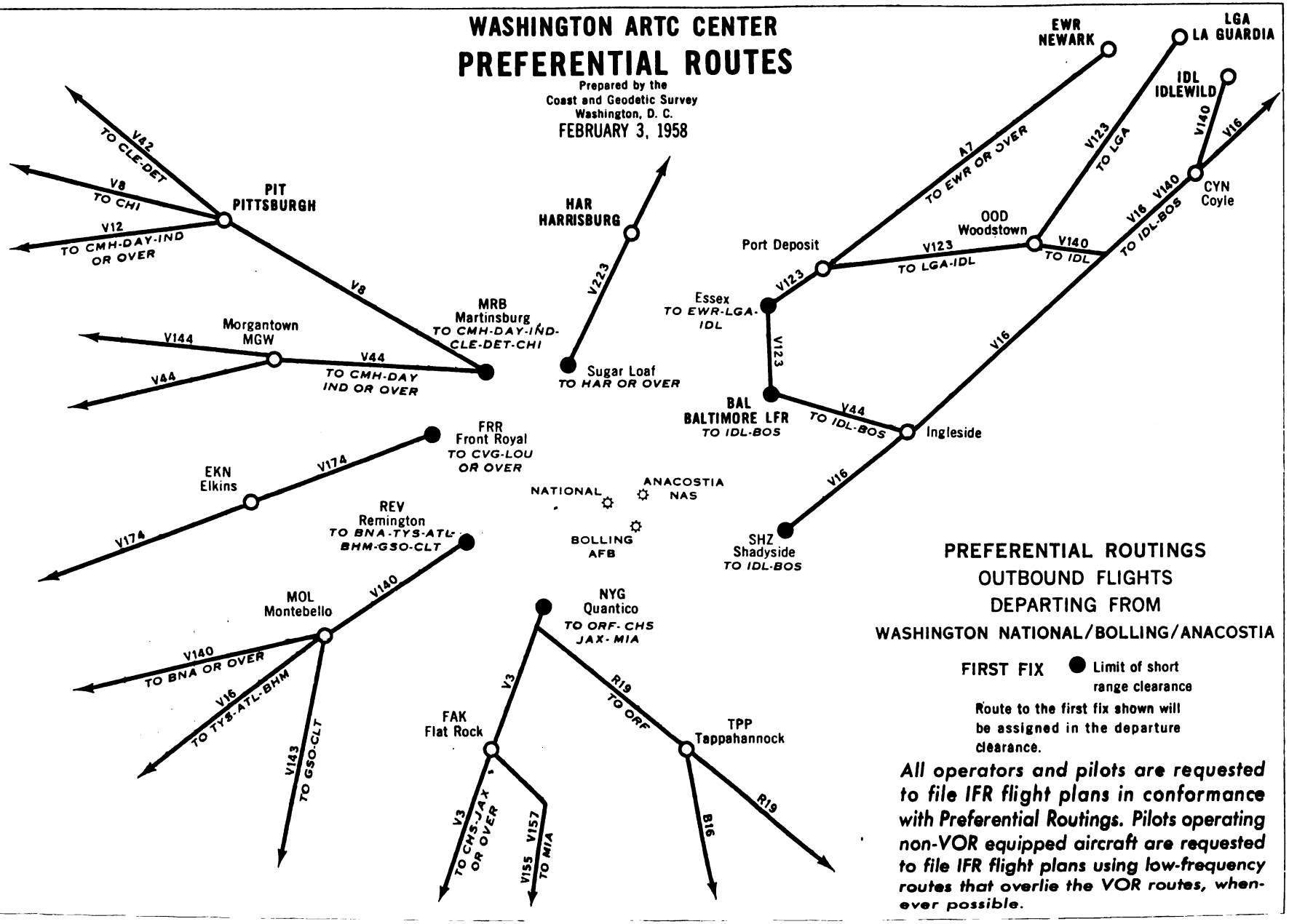
LEGEND: (MSL) - Mean sea level. (AGL) - Above ground level. B - Antenna structure on a building. DISTANCE is given in nautical miles. BEARINGS are true.

COAST & GEODETIC SURVEY SECTIONAL CHARTS: 1-Aberdeen 2-Albany 3-Albuquerque 4-Aroostook 5-Austin 6-Beaumont 7-Bellingham 8-Birmingham 9-Boise 10-Boston 11-Burlington 12-Butte 13-Casper 14-Charlotte 15-Chattanooga 16-Cheyenne 17-Chicago 18-Cincinnati 19-Cleveland 20-Corpus Christi 21-Dallas 22-Del Rio 23-Denver 24-Des Moines 25-Detroit 26-Douglas 27-Dubuque 28-Duluth 29-Elko 30-El Paso 31-Fargo 32-Glacier Park 33-Grand Canyon 34-Grand Junction 35-Green Bay 36-Huntington 37-Jacksonville 38-Kansas City 39-Klamath Falls 40-Kootenai 41-LaGrande 42-Lake Huron 43-Lake Superior 44-Lake Of The Woods 45-Lewiston 46-Lincoln 47-Little Rock 48-Los Angeles 49-Miami 50-Miles City 51-Milwaukee 52-Minot 53-Mobile 54-Mt. Shasta 55-Mt. Whitney 56-Nashville 57-New Orleans 58-New York 59-Norfolk 60-Oklahoma City 61-Orlando 62-Phoenix 63-Pocatello 64-Portland 65-Prescott 66-Rapid City 67-Reno 68-Roswell 69-Sacramento 70-Salina 71-Salt Lake City 72-San Antonio 73-San Diego 74-San Francisco 75-Savannah 76-Seattle 77-Shreveport 78-Sioux City 79-Spokane 80-Trinidad 81-Tulsa 82-Twin Cities 83-Washington, D.C. 84-Wichita 85-Williston 86-Winston Salem 87-Yellowstone

(4 February 1958)

WASHINGTON ARTC CENTER
PREFERENTIAL ROUTES

Prepared by the
Coast and Geodetic Survey
Washington, D. C.
FEBRUARY 3, 1958



PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM
WASHINGTON NATIONAL/BOLLING/ANACOSTIA

FIRST FIX ● Limit of short range clearance

Route to the first fix shown will be assigned in the departure clearance.

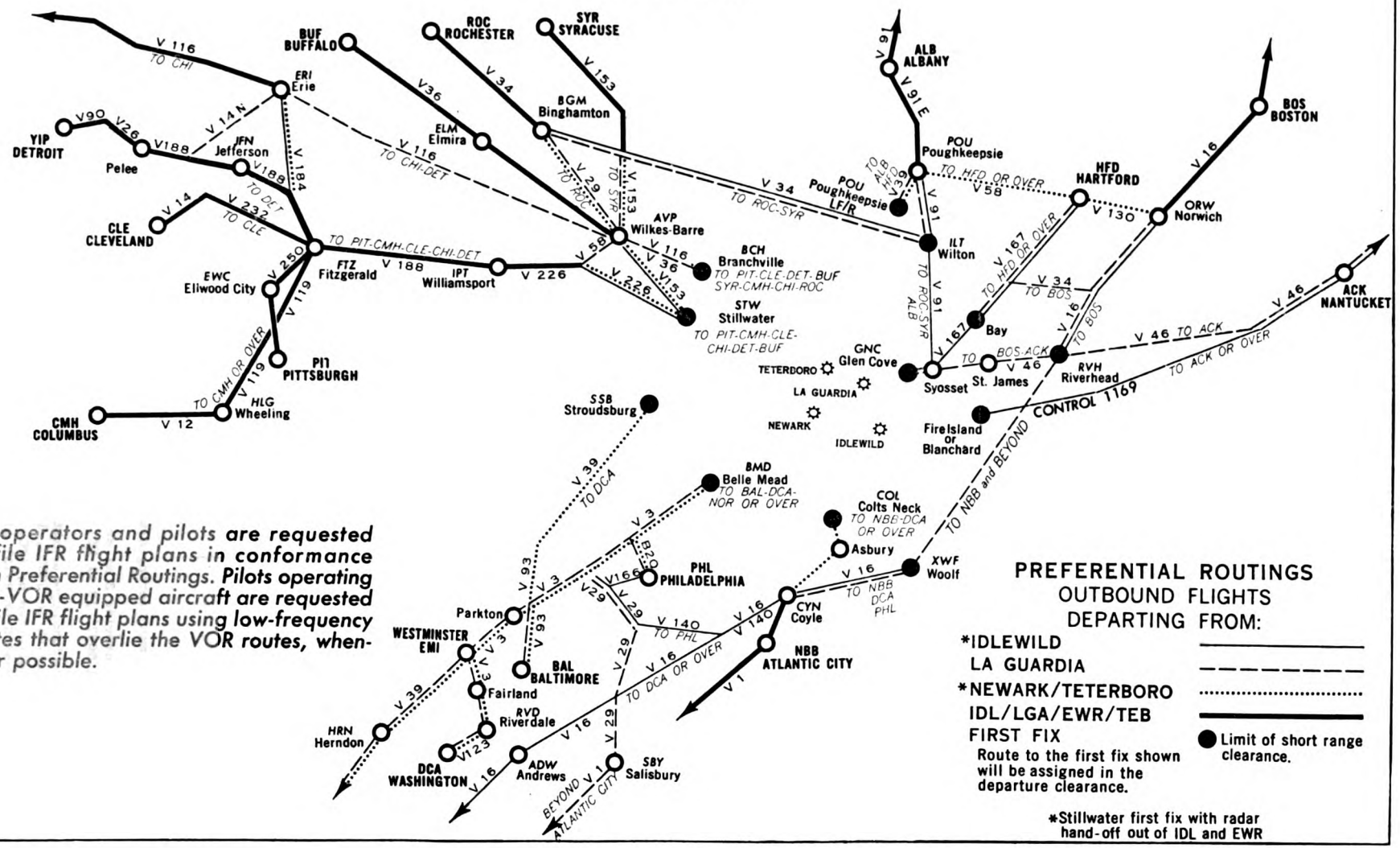
All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.

(4 February 1958)

NEW YORK ARTC CENTER

PREFERENTIAL ROUTES

Published at Washington, D. C. by the
Coast and Geodetic Survey-
NOVEMBER 13, 1957



*All operators and pilots **are requested to file IFR flight plans in conformance** with Preferential Routings. **Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.***

PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:

*IDLEWILD
LA GUARDIA
*NEWARK/TETERBORO
IDL/LGA/EWR/TEB

FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.

● Limit of short range clearance.

*Stillwater first fix with radar hand-off out of IDL and EWR

(4 February 1958)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

TUCUMCARI, NEW MEX., -TUCUMCARI MUN. ARPT, Procedures No. TerVOR-21 and TerVOR-26, Amdt. 1, Effect. 8 Mar. 58: Change minimum altitude over facility on final approach crs to read "4500" in lieu of "4463".

Disregard amendments to LaCrosse, Wisc. TerVOR-13, TerVOR-17, and TerVOR-35 procedures, dated 13 February 58, forwarded with Transmittal Letter No. 58-2, dated 16 January 58. Procedures replacing these will be furnished at a later date.

TUSCALOOSA, ALA., -VAN DE GRAAFF ARPT, ADF Proced. No. 1, Amdt. 5, Effect. 1 Mar. 58: Change missed approach to read, "within 00 miles, climb to 1700' on crs of 015° within 10 miles" in lieu of "within 00 miles, climb to 1700' within 10 miles".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine: More Than 65 Knots
All directions	radar site	within 25 mi	1800###	Precision approach			
				C-dn 4R	500-1*	600-1	600-1½
				S-dn 4R ¢	200-½	200-½	200-½
				A-dn 4R	600-2	600-2	600-2
				Surveillance approach			
				T-dn % ¢	300-1	300-1	200-½
				S or Cdn**	700-1	700-1	700-1½
				C-dn*** #	600-1	600-1	600-1½
				S-dn*** #	600-1	600-1	600-1
				C-dn ##	500-1*	600-1	600-1½
				S-dn ##	500-1	500-1	500-1
				A-dn-all	800-2	800-2	800-2

###except 2300 when more than 6 mi from airport between NW & SW crs Boston LFR.
CAUTION: Standard clearance not provided over 370' stack SW of airport.
→ 1349' TV tower 10.5 mi. W of airport.
* 600-1 required when circling W of airport.
** 4L, 4R, 15 *** 22L, 22R ## 27, 33

% Except where radar vectoring is used, and weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.

¢ Ceiling 200' and runway visual range 2600' also authorized for takeoff and landing on Rwy 4 provided all
→ components of the PAR and related airborne equipment are in satisfactory operating condition.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . climb to 1300' on the N crs of the Boston LFR within 8 mi. Alternate missed approach when requested by ATC: climb to 1500' on E crs of the Boston LFR within 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Boston, Mass	Logan 19'	Logan Radar	1, Amdt 7, 15 Feb 58	6, 23 Feb 57

T-dn	300-1	300-1	200-½
C-dn	400-1	500-1	500-1½
S-dn-22,26	400-1	400-1	400-1
A-dn	800-2	800-2	800-2

Radar terminal area maneuvering altitudes, measured clockwise around radar site: 335° to 205° 0-15 NM 5000'
15-20 NM 7000'

Radar control must provide 3 mi or 1000' vertical separation or 3 to 5 mi and 500' vertical separation from stacks 4148' 4 mi S; hill 5067' 13 mi NE; hill 4651' 9.5 mi E, and hill 6717' 22 mi NE.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . turn left to 125°, climb to 5000', intercept and proceed on S crs LFR or intercept and proceed S on R-151 within 20 miles, or when directed by ATC, turn left to 125°, climb to 6000', intercept and proceed on S crs LFR or intercept and proceed S on R-151 within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★El Paso, Tex	International 3936'	El Paso Radar	1, Orig, 15 Mar 58	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR (Continued)

From	To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS: Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
260	120	within 20 mi	2300*	Surveillance approach			
				T-dn	300-1	300-1	200-½
120	260	within 20 mi	2000	C-dn#	500-1	500-1½	500-1½
				S-dn#	400-1	400-1	400-1
				C or S-dn##	500-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitudes - all bearings are from the radar site with sector azimuths progressing clockwise.
*2800' within 3 miles of 1849' tower; 2800' within 3 miles of 1815' tower; and 2900' within 3 miles of 1855' tower, E & NE of airport.
#Runways 9, 13, 18, 27, 31, 36, 4R, 4L.
##Runway 22L & R - minimums higher due to ground clutter.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 4L, 4R, 9, 13, 18, climb to 2900' on E crs IND-LFR and proceed to Greenfield Int, or as directed by ATC, as follows: 1. climb to 2200' on S crs of IND-LFR within 25 mi, 2. climb on SW crs ILS to 1900'; proceed to LOM.
Rnwys 22L, 22R, 27, 31, 36, climb to 2000' on W crs of IND-LFR within 15 mi. of station or, as directed by ATC as follows: 1. climb on SW crs ILS to 1900', proceed to LOM. 2. climb to 2100' on NW crs of IND LFR within 25 miles.

AUTION: No landings authorized on Rnwy 4R with aircraft occupying 4R taxiway. Landings not authorized on nwy 4L if aircraft are occupying 4R taxiway when weather below 500-2. Taxiway 4R is 2000 foot paved extension f old Rnwy 4R that intersects with end of Rnwy 4L. Night operations on Rnwy 4L & 22R authorized when runway ighting completed and in operation.

ity and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
ndianapolis, Ind	Weir Cook Mun. 796'	Weir Cook Radar	1, Amdt 5, 15 Mar 58	4, 13 July 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION: From	To	Course and Distance	Minimum Altitude	CEILING AND VISIBILITY MINIMUMS: Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Barnesville FM	FAR-VOR	Direct	2300	T-dn	300-1	300-1	200-½
Fargo LFR	FAR-VOR	direct	2300	C-dn	500-1	500-1	500-1½ ←
				S-dn-35	500-1	500-1	500-1 ←
				A-dn	800-2	800-2	800-2

Procedure turn W side S crs, 171 Outbnd, 351 Inbnd, 2300' within 10 mi.
Minimum Altitude over facility on final approach crs, 1800'
Crs and distance, facility to airport, 351-4.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.6 mi, climb to 2300' on R-340 within 10 mi of Fargo VOR.
CAUTION: Radio tower 1075' m.s.l. 1.0 mi, SSE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Fargo, N Dak	Hector 900'	BVOR FAR	1, Amdt 3, 8 Mar 58	2 10 Mar 56

ndianapolis LFR	IND-VOR	direct	2000	T-dn	300-1	300-1	200-½
nt NW crs Ind-LFR and Ind -321 VOR	IND-VOR (Final)	direct	1600	C-dn	400-1	500-1	500-1½
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

rocedure turn W side of crs, 321 Outbnd, 141 Inbnd, 2100 within 10 miles
inimum Altitude over facility on final approach crs, 1600'
rs and distance, facility to airport, 141-6.0
visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
ithin 6.0 miles, climb to 2100 on R-136° within 20 miles, or as directed by ATC as follows: 1) Climb to 900 on E crs IND-LFR and proceed to Greenfield Int. 2) Climb to 2200' on S crs of IND-LFR within 20 miles.) Climb on SW crs ILS to 1900' proceed to LOM.
AUTION: No landings authorized on Rnwy 4R with aircraft occupying 4R taxiway. Landings not authorized on nwy 4L if aircraft are occupying 4R taxiway when weather below 500-2. Taxiway 4R is 2000' paved extension f old Rnwy 4R that intersects with end of Rnwy 4L. Night operations on Rnwy 4L & 22 R authorized when runway ighting completed and in operation.

ity and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
ndianapolis, Ind	Weir Cook Municipal 796'	BVOR IND	1, Amdt 4, 15 Mar 58	3, 9 Jul 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Augusta LFR	Augusta VOR	Direct	1700	T-d	400-1	400-1	400-1
				n	500-1	500-1	500-1
				C-d	600-1	600-1	600-1½
				n	600-1½	600-1½	600-1½
				S-dn-35	600-1	600-1	600-1
				A-dn	800-2	800-2	800-2

Procedure turn E side of crs, 174 Outbnd, 354 Inbnd, 1600' within 10 mi.
Minimum altitude over facility on final approach crs, 1000'
Crs and distance, breakoff point to app. end of rnwy 35, 351°-1.0 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ make a climbing right turn to 2000' on R-045 Augusta VOR within 15 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Augusta, Me.	State 357'	BVOR AUG	TerVOR-35, Amdt 2, 15 Mar 58	1, 21 Sept 57

TCC-LFR	TCC-TVOR	Direct	5200	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-21	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn West side of crs, 021° Outbnd, 201° Inbnd, 5100' within 10 miles.
Minimum altitude over facility on final approach crs, 4463'
Crs and distance, breakoff point to app. end of Rwy 21, 213°-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 6000' within 20 miles on R-255.
CAUTION: 5020' terrain 6 miles Southwest of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Tucumcari, N Mex	Tucumcari Mun. 4063'	BVOR TCC	TerVOR-21, Amdt 1, 8 Mar 58	Orig, 24 Dec 55

TCC-LFR	TCC-TVOR	Direct	5200	T-dn	300-1	300-1	300-1
				C-dn	500-1	500-1	500-1½
				S-dn-26	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn North side of crs, 066° Outbnd, 246° Inbnd, 5100' within 10 mi.
Minimum altitude over facility on final approach crs, 4463'
Crs and distance, breakoff point to app. end of Rwy-26, 258°-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Climb to 6000' within 20 miles on R-255.
CAUTION: 5020' terrain 6 miles Southwest of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Tucumcari, N Mex	Tucumcari Mun. 4063'	BVOR TCC	TerVOR-26, Amdt 1, 8 Mar 58	Orig, 24 Dec 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

AMA-VOR	TDW RBn	Direct	5000	T-dn	300-1	300-1	200-½
AMA-IFR	TDW RBn	Direct	5000	C-dn	400-1	500-1	500-1½
Soncy Int	TDW RBn	Direct	5000	S-dn-3	400-1	400-1	400-1
Bivins Int	TDW RBn	Direct	5300	A-dn	800-2	800-2	800-2
Panhandle Int	TDW RBn	Direct	4900				
Claude Int	TDW RBn	Direct	4900				
Palo Duro Int	TDW RBn	Direct	4900				
Tower Int	TDW RBn	Direct	5300				
Sam Int	TDW RBn	Direct	5300				

Procedure turn S side SW crs, 209 Outbnd, 029 Inbnd, 5000' within 10 mi. Beyond 10 mi. NA.
Minimum altitude over facility on final approach crs, 4500'
Crs and distance, facility to airport, 029-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.1 mi after passing MHW, climb to 4900' on 029 crs or, when directed by ATC, climb to 4700' on E crs LFR within 20 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Amarillo, Tex	Air Terminal 3604'	MHW TDW	1, Orig, 15 Jan 58	ADF portion of AMA ILS-3, Amdt 4, 22 Feb 58

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
DAL VOR	DAL RBn	Direct	2000	T-dn	300-1	300-1	200-½
Duncanville Int. or MHW	DAL RBn (Final)	Direct	1400#	C-dn	400-1	500-1	500-1½
				S-dn-36	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Radar terminal area transition altitude: 2000'* within 20 mi.
*Radar control must provide 1000' clearance when within 3 miles or 500' clearance when within 3-5 miles of radio towers - 1108 msl 20 mi N; 1221 msl 10 mi WNW; and TV tower 2349 msl 17 mi SSW of airport.
→ #Descent to 1100' authorized after passing DAL FM. If DAL FM not received, descent below 1400' and straight-in
→ minima NA.

Procedure turn E side crs, 176 Outbnd, 356 Inbnd., 2600' within 10 mi. NA beyond 10 mi.
Minimum altitude over DAL FM on final approach,#1400'; RBn, 1100'
Crs and distance, DAL FM to airport, 006-4.1
Crs and distance, DAL RBn to airport, 006-1.2
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.2 mi turn left, climb to 2000' on crs of 342° within 20 mi, or when directed by ATC and when under positive radar contact, climb to 2000* on crs as directed by ATC.
CAUTION: 695' msl tank 1.7 mi SE of airport.

★ City and State: Dallas, Tex. — Airport Name & Elev.: Love Field 485' — Fac. Class & Ident.: H DAL — Procedure No. & Eff. Date: 2, Amdt 1, 15 Mar 58 — Sup. Amdt. No. Dated: Orig, 29 Aug 57

-- Int AVP VOR R-215 & 285° brng to HZL RBn	HZL RBr(Final)	Direct	2500	T-dn	300-1	300-1	
				C-d	600-1	600-1	
Int AVP VOR R-215 & 270° brng to HZL RBn	HZL RBn (Final)	Direct	2500	C-n	600-2	600-2	
				S-d-28	600-1	600-1	←
Crystal Lake RBn	HZL RBn	Direct	3500	S-n-28	600-1½	600-1½	←
				A-dn	NA	NA	

-- Procedure turn North side of crs, 105 Outbnd, 285 Inbnd, 3500' within 10 mi.
Minimum altitude over facility on final approach crs, 2500'
-- Crs and distance, facility to airport, 285-4.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
-- within 4.1 mi, make 180° left climbing turn to 4000', return to RBn and hold on 105° brng from RBn.
AIR CARRIER NOTE: NE-SW runway not authorized.
NOTES: Local weather and voice communications on 122.8 available 08:00 - Sunset.
ATC communication with Wilkes-Barre Approach Control.

★ City and State: Hazleton, Pa — Airport Name & Elev.: Hazleton 1602' — Fac. Class & Ident.: MH HZL — Procedure No. & Eff. Date: 1, Amdt 2, 9 Feb 58 — Sup. Amdt. No. Dated: 1 8 Feb 58

Greenfield Int LMF	EEN-ADF	Direct	4000	*T-dn	1500-2	1500-2	←
Greenfield Int VOR	EEN-ADF	Direct	4000	C-dn	1500-2	1500-2	←
				A-d	2500-2	2500-2	←
				A-n	4000-2	4000-2	←

* Night take-off to SE not authorized.

Procedure turn W side of crs, 201 Outbnd, 021 Inbnd, 3500' within 10 mi. NA beyond 10 mi. (W to avoid terrain to E)
Minimum Altitude over facility on final approach crs, 2500'
Crs and distance, facility to airport, 021-2.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.8 mi, make a left climbing turn returning to Keene HW. Continue to climb to 4000' in standard holding pattern 193 Inbnd & 013 Outbnd, all turns W of holding track.
NOTE: IFR CLIMB-OUT PROCEDURE: Climb with visual reference to enter ceiling over airport on direct crs, climbing to Keene HW, continue to climb in holding pattern. MINIMUM FACILITY DEPARTURE ALTITUDE 4000' except 5000' NE BND.
NOTE: Facility must be monitored aurally during this procedure.
NOTE: Facility operated by State.
AIR CARRIER NOTE: Visibility below one mi day, 2 mi night not authorized by application of sliding scale.
For local visibility conditions for landing or for reduction to take-off minimums.

★ City and State: Keene, N H — Airport Name & Elev.: Dillant-Hopkins 482' — Fac. Class & Ident.: HW EEN — Procedure No. & Eff. Date: 1, Amdt 5, 15 Mar 58 — Sup. Amdt. No. Dated: 4, 2 Jun 56

Salinas VOR	MRY-MH	Direct	4000	T-dn	300-1	300-1	300-1	
Saratoga Int	MRY-MH	Direct	5000	C-d	900-2	900-2	900-2	←
Davenport Int	MRY-MH	Direct	4000	C-n	900-3	900-3	900-3	←
				A-d	1000-2	1000-2	1000-2	
				A-n	1000-3	1000-3	1000-3	

Procedure turn W side of crs, 310 Outbnd, 130 Inbnd, 1800' within 10 mi.
→ Minimum Altitude over facility on final approach crs, 1200'
Crs and distance, facility to airport, 094-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 mi, turn left, climb to 2000' on crs. of 310 within 10 mi of MRY MH.
→ CAUTION: Circling minimums do not provide standard clearance over terrain South of airport. All maneuvering
→ for circling approaches must be accomplished North of East-West Runway.

★ City and State: Monterey, Calif — Airport Name & Elev.: Monterey Peninsula 220' — Fac. Class & Ident.: MHZ MRY — Procedure No. & Eff. Date: 1, Amdt 9, 15 Mar 58 — Sup. Amdt. No. Dated: 8 13 Apr 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Boston LFR	CTS RBn	Direct	1800	T-dn	300-1	300-1	
				C-dn	600-1	600-1	
				A-dn	NA	NA	

Procedure turn East side of crs, 188° Outbnd, 008° Inbnd, 1500' within 10 mi.
Minimum altitude over facility on final approach crs, 1000'
Crs and distance, facility to airport, 008-1.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 1.5 miles, make an immediate right climbing turn and return to the Canton RBn at 1800'
NOTES: Voice communications on 122.8 available sunrise to sunset.
Contact Boston Approach Control for ATC.
No weather reporting.
Facility owned and operated by the State of Massachusetts.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Norwood, Mass	Norwood Memorial 50'	MH CTS	1, Orig, 15 Mar 58	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Augusta VOR	AUG-LFR	Direct	1700	T-d	400-1	400-1	400-1
				T-n	500-1	500-1	500-1
				C-d	600-1	600-1	600-1½
				C-n	600-1½	600-1½	600-1½
				A-dn	800-2	800-2	800-2

Procedure turn S side SW crs, 226 Outbnd, 046 Inbnd, 1800' within 10 mi. NA beyond 10 mi.
Minimum Altitude over facility on final approach crs, 1300'
Crs and distance, facility to airport, 080-1.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 1.8 mi, climb to 2000' on NE crs within 15 mi.
This procedure not approved for ADF approach.
Air Carrier NOTE: Night operations restricted to Runways 17-35.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Augusta, Maine	State Airport 357'	BMRLZ AUG	1, Amdt 5, 15 Mar 58	4 23 Apr 55

Glyndon FM	FAR-LFR (Final)	Direct	1600	T-dn	300-1	300-1	200-½	
Barnesville FM	FAR-LFR	Direct	2300	C-dn	500-1	500-1	500-1½	←
Fargo VOR	FAR-LFR	Direct	2300	S-dn	500-1	500-1	500-1½	←
				A-dn	800-2	800-2	800-2	

Procedure turn N side of E crs, 080 Outbnd, 260 Inbnd, 2100 within 10 miles.
Minimum Altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 269-0.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.9 miles, climb to 2700 on W crs of FAR-LFR within 10 miles
CAUTION: Radio Tower 1075' MSL 1.0 mile SSE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fargo, N Dakota	Hector 900'	SBRAZ FAR	1, Amdt8 8 Mar 58	7 10 Mar 56

Glyndon FM	FAR-LFR	Direct	2100	T-dn	300-1	300-1	200-½	
Barnesville FM	FAR-LFR	Direct	2300	C-dn	500-1	500-1	500-1½	←
Fargo VOR	FAR-LFR	Direct	2300	S-dn	500-1	500-1	500-1½	←
FAR-LFR	West Fargo FM	Direct	2200	A-dn	800-2	800-2	800-2	

Procedure turn S side W crs, 263 Outbnd, 083 Inbnd, 2200 within 10 miles of W Fargo FM
Minimum Altitude over facility on final approach crs, W Fargo FM 1700'
→ Crs and distance, facility to airport, W Fargo FM 079-3.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.6 miles, climb to 2600' on E crs Fargo LFR within 10 miles
CAUTION: Radio Tower 1075' MSL 1 mile SSE of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Fargo, N Dakota	Hector 900'	SBRAZ FAR	2, Amdt 8 8 Mar 58	7 10 Mar 56

Clayton FM	IND-LFR (Final)	Direct	1500	T-dn	300-1	300-1	200-½
Indianapolis VOR	IND-LFR	Direct	2000	C-dn	400-1	500-1	500-1½
				S-dn-9	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn S side of W crs, 250 Outbnd, 070 Inbnd, 2000' witnin 10 mi.
Minimum Altitude over facility on final approach crs, 1500'
→ Crs and distance, facility to airport, 072-2.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.9 mi, climb to 2900' on E crs IND-LFR and proceed to Greenfield Int, or as directed by ATC as follows:
1. Climb to 2200' on S crs of IND-LFR witnin 20 mi.
2. Climb on SW crs ILS to 1900'. Proceed to LOM.
→ CAUTION: No landings authorized on Rnwy 4R with aircraft occupying 4R taxiway. Landings not authorized on
→ Rnwy 4L if aircraft are occupying 4R taxiway when weather below 500-2. Taxiway 4R is 2000' paved extension
→ of old Rnwy 4R that intersects with end of Rnwy 4L. Night operations on Rnwy 4L & 22R authorized when runway
→ lighting completed and in operation.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Indianapolis, Ind	Weir Cook Municipal 796'	SBRAZ IND	1, Amdt 7 15 Mar 58	6 9 Jul 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Jamestown VOR	JMS-LFR	Direct	2800	T-dn	300-1	300-1	200-½
Int E crs JMS-LFR & R-040 JMS-VOR				C-d	400-1	500-1	500-1½
	JMS-LFR (Final)	Direct	2200	C-n	400-1½	500-1½	500-1½
				S-d	400-1	500-1	500-1½
				S-n	400-1½	500-1½	500-1½
				A-dn	800-2	800-2	800-2

Procedure turn N side E crs, 078 Outbnd, 258 Inbnd, 2700' witnin 10 mi.
Minimum Altitude over facility on final approach crs, 2200'
Crs and distance, facility to airport, 270-1.1
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
witnin 1.1 mi, climb to 3400' on W crs JMS-LFR witnin 10 mi.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Jamestown, N Dak	Municipal 1498'	SBMRAZ JMS	1, Amdt 8, 15 Mar 58	7, 10 Aug 57

Procedure CANCELLED, effective 19 December 1957, due Marine Miami RBn relocated 19 Dec 57.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Miami, Fla	International 9'	SBRAZ MIA	2, Orig 19 Mar 1955	None

Procedure CANCELLED, effective 1 Feb 58.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Santa Ana, Calif	Orange County 53'	SMRLZ NZJ	1, Adt 4 24 Jun 1955	3 18 Jun 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

Procedure CANCELLED, effective 15 January 1958, account unreliability ILS Localizer.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Amarillo, Tex	Air Terminal 3604'	ILS-IAMA, BVOR-AMA	2, Amdt 1 2 Mar 57 Comb ILS & VOR	Orig. 3 Nov 56

Procedure CANCELLED, effective 15 January 1958, account unreliability ILS Localizer.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Amarillo, Tex	Air Terminal 3604'	ILS-IAMA LOM-TDW	ILS-3, Amdt 4, 22 Feb 58 Comb ILS-ADF	3, 2 Mar 57

Boston LFR	LOM	Direct	1800	T-dn % ¢	300-1	300-1	200-½ ←
East Boston Int	LOM	Direct	1500	C-dn ILS	*500-1	600-1	600-1½
Franklin Int	ILS SW crs or brg 035 to LOM**	085-12.4	1800	ADF	600-1	600-1	600-1½
Bedford RBn	LOM	Direct	2300	¢S-dn ILS 4R	#200-½	#200-½	#200-½ ←
Radar terminal area transitions	Radar site	within 25 mi	1800@	ADF 4L-R	600-1	600-1	600-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

% Except where radar vectoring is used, and when weather is 1000-3 or below, departures from Rny 27 make left or right turn as soon as practicable, and departures from Rnys 22 & 33 climb straight ahead to at least 1000' prior to proceeding toward 1349' WBZ-TV tower.
→ ¢ Ceiling 200' and runway visual range 2600' also authorized for takeoff and landing on Rwy 4 provided all
→ components of the ILS and related airborne equipment are in satisfactory operating condition.
* 600-1 required when circling W of airport.
** Final authorized after interception of final approach course inbound.
# 400-3/4 required with glide slope inoperative.
@ except 2300' when more than 6 mi from airport bet. SW & NW courses of BOS LFR.

Procedure turn E side S crs, 215 Outbnd, 035 Inbnd, 1800' within 10 mi.
Minimum Altitude at glide slope int, inbnd: 1800 ILS. Min. alt. over LOM inbnd final - 1300 ADF.
Altitude of glide slope & distance to approach end of rny at OM - 1775-5.6 to point of touch down; at MM - 270-0.8 to point of touchdown.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 mi after passing LOM (ADF), climb to 1300' on NE crs ILS or crs 035 from LOM within 15 mi or (when directed by ATC) make a climbing right turn to 1500' on E crs Boston LFR.
CAUTION: ILS point of touchdown approx. 3500' in from approach end of runway pavement to allow clearance of ship channel. ADF straight-in and all circling minimums do not provide standard clearance over 370' stack SW
→ of airport. 1349' TV tower 10.5 mi W of airport.
NOTE: All fixes may be determined and supplemented by surveillance radar.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
✱Boston, Mass	Logan 19'	ILS-IBOS, LOM-BO	4R-L, Amdt 8, 15 Feb 58 Comb. ILS-ADF	7, 23 Feb 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine, More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
CPR LFR	LOM	direct	7000	T-dn	300-1	300-1	200-½
CPR VOR	LOM	direct	7500	C-dn	500-2	500-2	500-2
Int R-201 CPR and ILS W crs	LOM	direct	7000	S-dn-7	#300-¾	300-¾	300-¾
Int R-201 CPR and 350 brng to LOM	LOM	direct	7000	A-dn	800-2	800-2	800-2

→ #NOTE: Circling minimums apply when any ILS component is inoperative.

→ Procedure turn S side W crs, 254 Outbnd, 074 Inbnd, 7000' within 5 mi LOM. Beyond 5 mi NA.
→ CAUTION: 6719' MSL terrain 15 mi W LOM.
Minimum Altitude at G.S. int inbnd, 7000
Altitude of G.S. and distance to appr end of rny at OM 6680-3.9, at MM 5620-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
climb to 7500 on E crs of ILS within 20 miles of LMM. Alternate missed approach: when directed by ATC, climb to 7500' on N crs CPR LFR within 20 miles.
NOTE: Approach lights not available.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
→ Casper, Wyo ★	Casper Air Terminal 5348	ILS CPR	ILS-7, Amdt 3, 15 Mar 58	2, 16 Jun 56

Detroit LFR	Int* or Int**	Direct	2000	T-dn	300-1	300-1	200-½
SVM-VOR	Int* or Int**	Direct	2000	C-dn	400-1	500-1	500-1½
Midcraft VHF Int	Int* or Int**	Direct	2000	S-dn-22R&L	400-1	400-1	400-1
Milan VHF Int	Int* or Int**	Direct	2000	A-dn	800-2	800-2	800-2

Int*: NE crs YIP ILS & 325° ADF brg from RML LFR.
Int**: NE crs YIP ILS & SVM VOR R-143
Radar transitions to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3 miles from Int* or Int**. (Refer to Willow Run RADAR procedure if detailed information on sector altitudes is desired.)

Procedure turn North side of crs, 050° Outbnd, 230° Inbnd, 2000' within 9 miles. NA beyond 9 miles.
Minimum altitude over *Int and **Int on final approach, 1600'
Crs and distance, facility to airport, 230°-3.9 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles climb to 2000' on W crs Detroit LFR within 20 miles or, when directed by ATC, (1) Climb to 2300', proceed to YIP LOM, (2) Climb to 2300', proceed to RML LOM, (3) Climb to 2000', proceed to CRL VOR.
CAUTION: TV antennae 1738' & 1749', 15.0 miles NE of Int* and Int**

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Detroit, Mich	Willow Run 716'	ILS IYIP	ILS-22R&L, Orig, 8 Mar 58	None

Fargo VOR	LOM	direct	2300	T-dn	300-1	300-1	200-½	
Fargo LFR	LOM	direct	2300	C-dn	500-1	500-1	500-1½	←
West Fargo FM	LOM	direct	2300					
Barnesville FM	LOM	direct	2300	S-dn-35* ILS	200-½	200-½	200-½	←
→ Glyndon FM	LOM	direct	2300	ADF	500-1	500-1	500-1	←
				A-dn ILS	600-2	600-2	600-2	
				ADF	800-2	800-2	800-2	

→ NOTE: *400-½ required when glide slope inoperative; 400-1 with only localizer and OM or compass locators in
→ normal operation.

Procedure turn W side of crs, 171 Outbnd, 351 Inbnd, 2300 within 10 miles
Minimum Altitude at G.S. int inbnd, 2100 ILS, inbnd final 1800 ADF
→ Altitude of G.S. and distance to approach end of rny at OM 2092-4.1, at MM 1105-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.1 miles after passing LOM-(ADF) climb on N crs Fargo LFR to 2300 within 10 mi or when directed by ATC:
→ 1. Make left climbing turn, climb to 2700' on W crs Fargo LFR within 20 miles. 2. Make left climbing turn
→ to intercept 278R FAR-VOR, climb to 2800' on 278R within 20 miles of FAR-VOR.
→ CAUTION: Radio Tower 1075' MSL 1.0 mi SSE of airport; 969' stack 0.2 mi S of LMM.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Fargo, N Dak	Hector 900'	ILS-FAR, LOM-FA	ILS-35, Amdt 10, 8 Mar 58 Comb ILS-ADF	9 21 Apr 56

→ Int ILS loc & E crs IND LFR	River Int*	direct	2300	T-dn	300-1	300-1	200-½
→ Fairgrounds Int	River Int (Final)*	direct	1800	C-dn	400-1	500-1	500-1½
→ Castleton Int	Fairgrounds Int	direct	2300	S-dn-22L&R	400-1	400-1	400-1
Indianapolis LFR via crs 075	ILS localizer	direct	2300	A-dn	800-2	800-2	800-2
8.6 mi Radar Fix on Final	4.3 mi Radar Fix	direct	1800				
4.3 mi Radar Fix	App end rny 22 (Final)	direct	1200				
Radar terminal area transition altitudes-distances are from Radar site and azimuths progress clockwise.**							
120	260	20 mi	2000				
260	120	20 mi	2300#				

→ #except 2800' within 3 mi of 1849' tower, 2800' within 3 mi of 1815' tower, and 2900' within 3 mi of 1852' tower E & NE of airport.
→ *Holding Not Authorized below 2300'.
**Radar Transitions must intercept NE crs ILS at least 3 mi NE of River Int.

→ Procedure turn N side NE crs ILS, 044 Outbnd, 224 Inbnd, 2800' within 10 mi of River Int
No Glide Slope, minimum altitude over River Int or Radar Fix inbnd on final 1800
No Outer Marker, brng & distance River Int or Radar Fix to Rny 22, 224-4.3; No Middle Marker.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.3 miles after passing River Int or Radar Fix, make right turn climb to 2000' on W crs IND-LFR within 15 miles or, when directed by ARTC, as follows: 1. Climb to 2100 on NW crs IND-LFR within 20 mi, 2. climb on SW crs, ILS to 1900 and proceed to LOM
NOTE: This ILS procedure not authorized when radar is inoperative unless aircraft is equipped to receive VOR and ILS simultaneously.
→ CAUTION: No landings authorized on Rnwy 4R with aircraft occupying 4R taxiway. Landings not authorized on
→ Rnwy 4L if aircraft are occupying 4R taxiway when weather below 500-2. Taxiway 4R is 2000' paved extension
→ of old Rnwy 4R that intersects with end of Rnwy 4L. Night operations on Rnwy 4L & 22R authorized when runway
→ lighting completed and in operation.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Indianapolis, Ind	Weir Cook Mun 796'	ILS, VOR & Radar	ILS-22L&R, Amdt 5, 15 Mar 58	4, 13 Jul 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
IND VOR	LOM	direct	1900	T-dn	300-1	300-1	200-½
Clayton FM via crs 105-ILS	SW crs ILS	direct	1900	C-dn	400-1	500-1	500-1½
Clayton FM (ADF)	LOM	Direct	1900	S-dn:			
				-4R *ILS	300-¾	300-¾	300-¾ ←
Indianapolis LFR via crs 194ILS	SW crs ILS	direct	1900	-4R,4L ADF	400-1	400-1	400-1 ←
Indianapolis LFR-ADF	LOM	direct	1900	**A-dn ILS	600-2	600-2	600-2 ←
				ADF	800-2	800-2	800-2
Int E crs IND LFR & SW crs ILS/ 224 Brg, to LOM	LOM	direct	1900				
Int S crs IND-LFR & SW crs ILS or Brg 224 to LOM	LOM	direct	1900				
Int R-205 IND & SW crs ILS	LOM (Final)	direct	2000				
Radar terminal area transition altitudes-distances are from radar site and azimuths progress clockwise.							
120	260	20 mi	2000				
260	120	20 mi	2300#				

* #Except 2800' within 3 mi of 1849' tower, 2800' within 3 mi of 1815' tower, and 2900' within 3 mi of 1852' TV tower NE & E of airport.
* *400-1 required when any installed component of ILS is inoperative.
* **All installed components of ILS must be operating otherwise alternate minimums of 800-2 apply.

Procedure turn S side SW crs, 224 Outbnd, 044 Inbnd, 1900' within 10 mi of LOM.
Minimum Altitude at G.S. int inbnd, 1900 ILS, inbnd final 1400 ADF
Altitude of G.S. and distance to appr end of rny at OM 1903-3.8, at MM 1049-0 8

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 3.8 miles (ADF) after passing LOM, climb to 2900 on E crs of IND-LFR to Greenfield Int or as directed by ATC as follows: 1. Climb to 2200' on S crs of IND-LFR within 20 mi. 2. Make left turn climb to 1900 and proceed to LOM.

CAUTION: No landings authorized on Rnwy 4 R with aircraft occupying 4R taxiway. Landings not authorized on Rnwy 4L if aircraft are occupying 4R taxiway when weather below 500-2. Taxiway 4R is 2000 foot paved extension of old Rnwy 4R that intersects with end of Rnwy 4L. Night operations on Rnwy 4L & 22R authorized when runway lighting completed and in operation.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Indianapolis, Ind	Weir Cook Mun 796'	ILS-IND, LOM-IN	ILS-4R&L, Amdt 10, 15 Mar 58 Comb. ILS-ADF	9, 10 Aug 57

Procedure CANCELLED, effective 19 December 1957, due Marine Miami RBn relocated 19 Dec 57.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Miami, Fla	International 9'	ILS IMIA	2, Amdt 1 4 Jun 55	Orig 16 Apr 54

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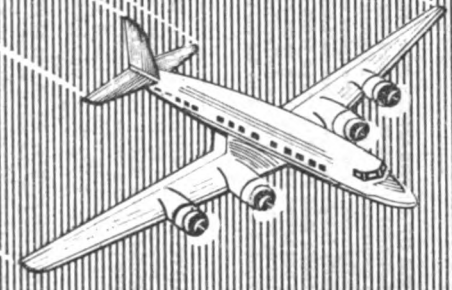
AIRMAN'S GUIDE



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VOL. 12, NO. 25 FEBRUARY 18, 1958

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120, CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notice to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airman: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, needless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..--.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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Declassified

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are 'paired' in accordance with a national plan to simplify airborne operation.

NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel.

USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, 'at least 1000 on top' is changed to 'VFR conditions on top.' Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top' in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column, amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200'MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

HERNDON, VIRGINIA, VOR SHUT-DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 223: HRN VOR - Hampton VHF Int	Arcola LFR direct HAR VOR	3000
Victor 39: EMI VOR - Remington VHF Int	Red 33	as published
Victor 4: HRN VOR - FRR VOR	Red 18	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Sugar Loaf	MRB VOR 107 M radial; EMI VOR 245 M radial	3000
Keymar	MRB VOR 078 M radial; HAR VOR 201 M radial; EMI VOR 295 M radial;	3000
Lisbon	Use Lisbon LF Int	as published
Fairland	DCA TVOR 023 M radial; BAL VOR 244 M radial	3000
Springfield	Use Springfield LF Int	as published
Remington	Use Remington LF Int	as published
Plains	FRR VOR 118 M radial; MRB VOR 170 M radial; (Holding Pattern: NW of the substitute intsxn on the Front Royal 118 radial. Right turns. One minute pattern)	4000
Leesburg	FRR VOR 094 M radial; MRB VOR 147 M radial	4000
Manassas	Brooke VOR 003 M radial; DCA TVOR 256 M radial	3000
Quarry	SW crs of the ARV LFR; FRR VOR 118 M radial	4000

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

HUNTINGTON, NEW YORK, VOR SHUT-DOWN: During the period of shut-down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 146: HUO VOR - Newburgh VHF Int	None	----
Victor 126: HUO VOR - ILT VOR	ILT VOR 294 M radial to the point of intsxn with DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Paterson VHF Int	None	----
Victor 249: HUO VOR - CDW VOR	CDW VOR 356 M radial to the point of intsxn with the AVP VOR 127 M radial. None beyond.	5000
Victor 126 and 146: HUO VOR - AVP VOR	AVP VOR 105 M radial to point of intsxn with the DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Herrick VHF Int	None	----
Victor 249: HUO VOR - DNY VOR	DNY VOR 171 M radial to the point of intsxn with the AVP VOR 105 M radial	5000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Central Valley	ILT VOR 288 M radial and POU VOR 234 M radial	3000
Huguenot VOR	AVP VOR 105 M radial and STW VOR 035 M radial	5000
Greenwood	POU VOR 234 M radial and ILT VOR 280 M radial (Holding Pattern: NE of the Greenwood Int on the POU VOR 234 radial. Left turns. One minute pattern)	3000

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N.J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2000' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-1/2) an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2000'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2000' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

BOSTON, MASS. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 3: BOS VOR - Hampton VHF Int	Amber 7	as published
Victor 141: BOS VOR - ACK VOR	Blue 58	as published
Victor 16: BOS VOR - Woonsocket VHF Int	Green 2	as published
Victor 3: BOS VOR - Millbury VHF Int	BOS LFR direct Worcester LOM	3000
Victor 141: BOS VOR - CON VOR	Blue 4	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Peabody	Peabody LF intsxn	as published
Revere	Revere LF intsxn	as published
Dedham	SW crs of the BOS LFR, GDM VOR 128 M radial	2000
Natick	BOS LFR 090°M bearing inbound GDM VOR 128 M radial	3000
Westboro	BOS LFR 090°M bearing inbound GDM VOR 146 M radial	3000
Lowell	SE crs of the CON LFR GDM VOR 094 M radial	2000
Franklin	Franklin LF intsxn	as published

NAVIGATIONAL WARNING: USAF jet and conventional bombers will conduct daylight VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route 8-F-I: 39-28N, 95-03W; 40-43N, 92-25W; 41-14N, 89-22W; 43-14N, 90-51W; 44-48N, 91-03W; 44-42N, 91-49W; 43-38N, 93-47W; 41-04N, 98-28W; 40-59N, 94-40W; 40-29N, 95-54W, target Peru, Nebraska.

Route 8-A-III: 43-18N, 99-02W; 43-18N, 103-25W; 44-28N, 104-44W; 44-58N, 102-55W; 44-30N, 102-01W; 44-02N, 99-28W; 43-53N, 96-04W; 43-33N, 94-58W; 42-36N, 95-11W, 42-08N, 95-25W; target Omaha, Nebraska.

Route 8-E-II: 38-55N, 94-16W; 40-17N, 91-29W; 40-26N, 87-16W; 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-45N, 92-40W; 38-21N, 93-46W; target Clinton, Missouri.

Route 8-D-I: 37-52N, 95-44W; 39-12N, 96-13W; 39-53N, 96-53W; 41-27N, 97-32W; 42-51N, 97-55W; 42-38N, 100-12W; 40-02N, 99-20W; 38-27N, 100-20W; 38-00N, 99-21W; 38-00N, 99-12W, 38-54N, 98-51W; target Russell, Kansas.

Route 8-H-II: 43-34N, 70-11W; 43-45N, 69-50W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-40N, 69-44W; 43-38N, 71-47W; 44-16N, 73-12W; 43-25N, 73-41W; 43-01N, 74-46W; 44-00N, 75-25W; 44-34N, 75-00W; 44-56N, 73-24W; 44-50N, 72-47W; target Groveton, New Hampshire.

Route 8-B-III: 38-14N, 94-50W; 38-12N, 92-38W; 38-43N, 91-26W; 37-22N, 89-25W; 37-24N, 86-02W; 37-50N, 84-42W; 37-22N, 80-47W; 38-33N, 80-15W; 39-05N, 81-55W; 39-16N, 82-08W; target Columbus, Ohio.

Route 8-G-I: 43-10N, 76-30W; 42-41N, 78-02W; 42-14N, 80-09W; 41-27N, 82-58W; 41-27N, 83-39W, 41-12N, 84-45W; 40-33N, 84-36W; 40-29N, 83-53W; 40-35N, 81-13W; 40-50N, 80-22W, 41-47N, 78-50W; 42-26N, 76-54W; 42-34N, 76-33W; target Waterville, New York.

Route 8-C-III: 41-39N, 73-56W; 41-24N, 75-15W; 40-02N, 78-21W; 37-42N, 78-38W; 37-35N, 79-35W; 40-40N, 79-26W; 41-53N, 76-30W; 42-28N, 73-55W; 42-27N, 73-51W; target Springfield, Massachusetts.

QUINCY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V116, V1512, V1514		
Macon, Mo. VOR	Warren, Mo. temp Int (MCM R-069 and IRK R-114	2000
Warren, Mo. temp Int	*Quincy, Ill. RBN	2000
*MCA V-52 2600' NW		
VOR civil arwy V116		
Quincy, Ill. RBN	Peoria, Ill. VOR	2000
VOR civil arwy V63		
Columbia, Mo. VOR	*Quincy, Ill. RBN	2000
*Quincy, Ill. RBN	Burlington, Iowa VOR	2600
*MCA 2600' V-52 NW		
VOR civil arwy V50		
Kirksville, Mo. VOR	*Quincy, Ill. RBN	2500
*MCA 2600' V-52 NW		
VOR civil arwy V50, V1512, V1514		
Quincy, Ill. RBN	Springfield, Ill. VOR	2000
VOR civil arwy V52		
Luray, Iowa Int	Quincy, Ill. RBN	2600
Quincy, Ill. RBN	*Elsberry, Ill. temp Int (STL R-325 and VLA R-269	2000
*MRA 5000		
Elsberry, Ill. temp Int	St Louis, Mo. VOR	2000

SPRINGFIELD, MISSOURI VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V132		
Nashville, Mo. Int	Springfield, Mo. LFR	2600
VOR civil arwy V71		
Butler, Mo. VOR via R-132	Springfield, Mo. LFR via brng 132/312 on SGF LFR	2500
VOR civil arwy V205		
Blue Springs, Mo. VOR via R-152 BSP	Holden, Mo. temp Int BSP R-152 and BUM R-026	2400
Holden, Mo. temp Int	Springfield, Mo. LFR via brng 333/153 on SGF LFR	2500
VOR civil arwy V63		
Columbia, Mo. VOR via R-204 CBI	Wilton, Mo. temp Int CBI R-204 and R-315 VIH	2600
Wilton, Mo. temp Int	Springfield, Mo. LFR via brng 023/203 on SGF LFR	2500
VOR civil arwy V14		
Neosho, Mo. VOR via R-051	Halltown, Mo. temp Int EOS R-051 and BUM R-140	2500
Halltown, Mo. temp Int	Springfield, Mo. LFR via brng 052/232 on SGF LFR	2500

(Continued)

FROM	TO	MEA
VOR civil arwy V14, V88		
Springfield, Mo. LFR via brng 051/231 on SGF LFR	*Conway, Mo. temp Int via brng 051/231 on SGF LFR and FLP R-337	2500
*MRA 4700		
Conway, Mo. temp Int	Vichy, Mo. VOR via R-233	2600
VOR civil arwy V63		
Fayetteville, Ark. VOR via FYV R-020	*Billings, Mo. temp Int FYV R-020 and EOS R-066	2600
*MRA 2800		
Billings, Mo. temp Int	Springfield, Mo. LFR via brng 200/020 on SGF LFR	2600
VOR civil arwy V190, V1516		
Springfield, Mo. LFR via brng 074/254 on SGF LFR	Farmington, Mo. VOR via R-257 FAM	4600
DIRECT ROUTES:		
Ponca City, Okla. VOR via R-070 PNC	Springfield, Mo. LFR via brng 255/073 on SGF LFR	
Springfield, Mo. LFR via brng 315/135 on SGF LFR	Flippin, Mo. VOR via R-316 FLP	3000

BUFFALO, NEW YORK, VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 142:		
BUF VOR - Medina Int	Red airway 22	as published
Victor 2 and Victor 14:		
BUF VOR - ROC VOR	Green airway 2	as published
Victor 36:		
BUF VOR - Burns Int	Red airway 23	as published
Victor 164:		
BUF VOR - ELZ VOR	BUF LFR direct ELZ VOR	3500
Victor 33:		
BUF VOR - BFD VOR	BUF LFR direct BFD VOR	3000
Victor 142:		
BUF VOR - Jamestown Int	Unusable	-----
Victor 14:		
BUF VOR - ERI VOR	Green airway 2	as published
Victor 84:		
BUF VOR - Hagerstown Int	BUF LFR direct XU VOR	3000
Victor 36 South:		
BUF VOR - YZ VOR	Unusable	-----
Victor 36:		
BUF VOR - YZ VOR	Red airway 23	as published

The following VHF intexns will be unusable during the period of shut down: Medina, Mumford, Rush, Grimsby, Avon, Warsaw, Niagara, Hornell.

TEST OF EXPANDED RADAR SERVICE - ANDREWS AFB AREA: Effective 0001 EST 15 Jan 1958 and continuing until 2359 EST 15 Mar 1958 a test will be conducted to gather operational experience and information concerning the practicability of providing expanded radar traffic control service (separation and/or traffic information) to aircraft operating VFR in the vicinity of Andrews AFB. Test activity will be conducted by Andrews approach control within the Andrews approach control area which generally lies between the 060° radial clockwise to the 165° radial of the Washington TVOR within a 30 mile radius E of Andrews AFB. During the test period all aircraft operating VFR in or through this area at and below 10,000 MSL are urged to contact Andrews approach control. Radar will be utilized insofar as possible to provide traffic information and/or radar separation to participating aircraft in the following manner:

1. Military aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic information and radar separation, as required, from all other observed traffic.
2. Civil aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic advisory information.
3. All aircraft operating VFR in the area above 2500 MSL and up to 10,000 MSL inclusive will be provided pertinent traffic advisory information only.
4. Military aircraft should initiate contact on 355.8 mc or 136.8 mc. Civil aircraft may call on 123.7 mc or 122.1 mc and receive on 123.7 mc. Pilots should advise approach control of their position, altitude, heading and intentions during first radio contact so that controllers may plan proper route through the area. Traffic from the east and northeast on Victor 16 or Green 5 is requested to initiate call at Kent Island or over eastern shore of Chesapeake Bay. Traffic from the southeast on Blue 56 should initiate contact in vicinity of Coles Point. Traffic landing at Washington National, Bolling or Anacostia will be advised when to change to appropriate tower frequency.
5. VFR flights departing from Washington National, Bolling or Anacostia that will penetrate test area should contact Andrews approach control as soon as practicable after leaving respective tower frequency and prior to entering area. Aircraft departing airports within the area are requested to initiate contact as soon as practicable after takeoff.
6. IFR traffic operating through the area will be handled in the normal manner by CAA traffic control facilities and should not contact Andrews approach control unless instructed to do so by ATC. There will be no change in established local traffic patterns during the test period.

The above services are designed to aid pilots in avoiding collision and should not be construed as relieving the pilot of any responsibilities and requirements governing VFR flight as established in pertinent military or Civil Air Regulations. Radar traffic information will be provided in accordance with the U.S. Standard Manual of Radar Air Traffic Control Procedures.

Comments from pilots participating in the test are solicited and will be most welcome. Please address correspondence to: Commander, 2045th AACS Group, Attention: Flight Facilities Officer, Andrews Air Force Base, Washington 25, D.C.

DAYTON, OHIO VOR SHUT DOWN: The Dayton, Ohio VOR will be shut down on or about Feb 3, 1958, for approximately 21 days. During outage the following substitute route structure in effect:

(1) V275 CVG VOR to FDY VOR replaced by CVG VOR direct RID VOR direct FDY VOR, MEA 3000.

(2) V246 DAY VOR to MFD VOR replaced by SIE VOR 226 M radial from the point of Int with the W crs of the CMH LFR direct SIE VOR direct MFD VOR, MEA 3000.

(3) V12 1512 and 1514 DAY VOR to APE VOR replaced by Green arwy 4 to the APE VOR 246 M radial direct to the APE VOR, MEA as published.

(4) V12 south DAY VOR to London VHF Int, MEA - none.

(5) V12 1512 and 1514 DAY VOR to IND VOR replaced by Green arwy 4, MEA as published.

(6) V12 north DAY VOR to Cowan VHF Int, MEA - none.

(7) V55 west DAY VOR to Portland VHF Int, MEA - none.

(8) V55 DAY VOR to Coldwater VHF Int replaced by RID VOR direct radial to the Coldwater VHF Int, MEA 3000.

Following temporary non compulsory reporting points established:

Springhills, unusable; Plain City, unusable; Mason CVG VOR 045 M radial RID VOR 128 M radial, MEA 2500; Troy LF Int, MEA as published; Mechanicsburg LF Int, MEA as published; Englewood. Dayton LMM, MEA 3000; Arba LF Int, MEA as published; Union City SIE VOR 263 M radial RID VOR 015 M radial, MEA 2500; Dawn SIE VOR 263 M radial RID VOR 015 M radial, MEA 2500; Anna FDY VOR 213 M radial SIE VOR 310 M radial, MEA 2500; Coladwater FDY VOR 251 M radial FWA VOR 147 M radial, MEA 3000; Dayton SIE VOR 226 M radial W crs of the CMH LFR, MEA 2500.

TROY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V4		
St Louis, Mo. VOR	Int R-100 STL and R-235VLA(Troy Int temp)	2100
Int R-100 STL and R-235 VLA (Trov Int temp)	Centralia, Ill. VOR	2000
VOR civil arwy V72		
Int R-100 STL and R-235 VLA (Troy Int temp)	Vandalia, Ill. VOR	2000
VOR civil arwy V12, V14, V1512S, V1514S		
St Louis, Mo. VOR	*Academy, Ill. temp Int *Int R-072 STL and R-300 ENL	2000
Academy, Ill. temp Int *MRA 4000 (Flag)	*Prairie, Ill. temp Int STL R-072 and R 187 SPI	2000
Prairie, Ill. temp Int	Vandalia, Ill. VOR	2000
VOR civil arwy V69		
Springfield, Ill. VOR *MRA 3000	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	3000
Int R-187 SPI and R-269 VLA (Gillespie Int temp) *MRA 4000 (Flag)	*Int R-187 SPI and R-072 STL (Prairie Int temp)	4000
Prairie, Ill. Int temp	Troy, Ill. temp Int	5000
VOR civil arwy V9		
St Louis, Mo. VOR *MRA 3000 (Flag)	*Int R-165 STL and R-276 ENL (Meramec Int temp)	2000
Int. R-165 STL and R-276 ENL (Meramec Int temp) *MRA 3000 (Flag)	*Crystal City, Mo. Int	2500
VOR civil arwy V186		
Vandalia, Ill. VOR *3000 MRA (Flag)	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	2000
DIRECT ROUTES:		
Vandalia, Ill. VOR	Roberts, Ill. VOR	4000
St Louis, Mo. LFR	Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	2100
Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	Int. R-265 SCT and R-191 HUF (Carlisle Int temp)	3100
Int R-265 SCT and R-191 HUF (Carlisle Int temp)	Scotland, Ind. VOR	2000
St Louis, Mo. VOR	Scotland, Ind. VOR	6000

ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

MORGANTOWN, W. VA. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 106 N: MGW VOR - Scottdale VHF Int	none	----
Victor 106: MGW VOR - JST VOR	MGW LFR direct JST VOR	5000
Victor 44: MGW VOR - Keyser VHF Int	MGW LFR direct GRV VOR Victor 92 Keyser VHF Int	5000
Victor 144 and 1506 MGW VOR - FRR VOR	MGW LFR direct FRR VOR	5000
Victor 75: MGW VOR - Petersburg VHF Int	none	----
Victor 37: MGW VOR - EKN VOR	MGW LFR direct EKN VOR	5000
Victor 106: MGW VOR - Clara VHF Int	none	----
Victor 44: MGW VOR - PKB VOR	MGW LFR direct PKB VOR	4000
Victor 144 and 1506: MGW VOR - ZZV VOR	MGW LFR direct ZZV VOR	MGW LFR 5000 PKB VOR 040 M radial 3000 ZZV VOR
Victor 75: MGW VOR - HLG VOR	MGW LFR direct HLG VOR	4000
Victor 37: MGW VOR - PIT VOR	MGW LFR direct PIT VOR	MGW LFR 4000 HLG VOR 122 M radial 3000 PIT

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Scottdale	PIT VOR 122 M radial JST VOR 256 M radial	4500
Uniontown	unusable	----
Kingwood	JST VOR 242 M radial PIT VOR 122 M radial	5000
Farmington	JST VOR 242 M radial HLG VOR 122 M radial	5000
Swanton	unusable	----
Kits	GRV VOR 220 M radial FRR VOR direct MGW LFR	5000
Aurora	unusable	----
Petersburg	EKN VOR 087 M radial GRV VOR 191 M radial	as published
Clarksburg	unusable	----
Benson	unusable	----
Metz	EKN VOR 349 M radial PKB VOR 080 M radial	4000
Proctor	HLG VOR 187 M radial PIT VOR 228 M radial	5000
Beallsville	ZZV VOR 100 M radial PKB VOR 040 M radial	5000
Millsboro	PIT VOR 122 M radial HLG VOR 122	-----

ALBANY, N.Y. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 91 ALB VOR - PLB VOR	Blue arwy 18	as published
Victor 2 and 14 ALB VOR - Greenfield VHF Int	Red arwy 11	as published
Victor 203 ALB VOR - CTR VOR	Green arwy 2 and Red arwy 112	as published
Victor 130 ALB VOR - Colebrook VHF Int	Green arwy 2	as published
Victor 91 ALB VOR - POU VOR	Blue arwy 18	as published
Victor 91 W ALB VOR - Catskill VHF Int	none	----
Victor 72 ALB VOR - RKA VOR	ALB LFR direct RKA VOR	4500
Victor 2 S ALB VOR - Fly Creek VHF Int	Fly Creek VHF Int direct ALB LFR	5000
Victor 2 and 14 ALB VOR - Cedarville VHF Int	Green arwy 2	as published
Victor 203 ALB VOR - MSS VOR	ALB LFR direct MSS VOR	7000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Glen Falls	Glen Falls LF Int	as published
Sacandaga	unusable	----
Grafton	Grafton LF Int	as published
Brainard	Brainard LF Int	as published
Hudson	S crs of the ALB LFR CTR VOR 291 M radial	5000
Catskill	unusable	---
Middleburg	RKA VOR 084 M radial POU VOR 336 M radial	4500
Starkville	unusable	
Coxsackie	S crs of the ALB LFR CTR VOR 291 M radial	5000

✓ MEMPHIS-FT. WORTH ARTC CENTER CONTROL AND FLIGHT ADVISORY BOUNDARY CHANGES - see page 32.

APPLETON, OHIO VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 5 APE VOR - MFD VOR	CMH MFR direct MFD VOR	2500
Victor 43 APE VOR TVT VOR	CMH MFR direct TVT VOR	2500
Victor 12 APE VOR - HLG VOR	CMH MFR direct ZZV VOR V214 HLG VOR	2500
Victor 38 and 144 FDY VOR - APE VOR - ZZV VOR	FDY VOR direct ZZV VOR	4000
Victor 45: APE VOR - YRK VOR	CMH MFR direct to the intsxn formed by the S ers of CMH MFR and YRK VOR 013 radial direct YRK VOR	2500
Victor 5: APE VOR - Mason VHF Int	Green 4, Amber 6	as published
Victor 12, 1512 & 1514: APE VOR - DAY VOR	Green 4	as published
Victor 45 and 150s: APE VOR - VWV VOR	CMH MFR 360°M brng outbnd to the point of intsxn with the VWV VOR 150 radial direct VWV VOR	3000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Roscoe	none	---
London	none	---
Xenia	none	----
Marion	MFD VOR 246 M radial FDY VOR direct radial ZZV VOR	4000
Mt. Vernon	TVT VOR 267 M radial MFD VOR 210 M radial	2500
Utica	TVT VOR 235 M radial MFD VOR 175 M radial	2500
Newark	none	----
Crooks	ZZV RBN 030 M inbnd brng PKB VOR 309 M radial	2500
Hanover	ZZV VOR 277 M radial TVT VOR 195 M radial	2500
Ashley	TVT VOR 267 M radial MFD VOR 230 M radial	4000
Fulton	TVT VOR 267 M radial MFD VOR 220 M radial	4000

LEXINGTON, KENTUCKY VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 45: LEX VOR - YRK VOR	LEX HW direct YRK VOR	3000
Victor 4: LEX VOR - CHW VOR	Red 102 HTW BH direct CHW VOR	LEX HW 2600 HTW BH 3000 CHW VOR
Victor 53: LEX VOR - TRI VOR	LEX HW direct TRI VOR	TRI VOR 6200 Daley VHF Int 8000 LEX Rbn
Victor 97: LEX VOR - TYS VOR	Blue 87	as published
Victor 57: LEX VOR - BWG VOR	Amber 6	as published
Victor 4 S: LEX VOR - LOU VOR	None	--
Victor 4: LEX VOR - LOU VOR	LEX HW direct LOU VOR	2200
Victor 4 N: LEX VOR - LOU VOR	none	-
Victor 97: LEX VOR - CVG VOR	LEX HW direct CVG VOR	LEX HW 3000 ABB VOR 087 M radial 2000 CVG VOR

During the period of shutdown, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Georgetown	LOU VOR 074 M radial, CVG VOR 179 M radial	3000
Morehead	Red arwy 102 YRK VOR 221 M radial	3000
Richmond	unusable	--
Mt. Eden	CVG VOR 196 M radial, LOU VOR 097 M radial	as published
Campbellsville	LOU VOR 167 M radial, BWG VOR 050 M radial	3000
Gratz	LOU VOR 053 M radial, ABB VOR 096 M radial	2400

In addition to the establishment of the temporary non-compulsory reporting points, the following temporary holding patterns have been approved:

INTERSECTION	HOLDING PATTERN
Georgetown	Hold on CVG omnirange on 179 radial between LOU omnirange 074 radial and point one minute N. Right turn. MEA 3000
Winchester	Hold on LEX RBN on 256 M bearing between CVG omnirange 150 radial and point 2 min E. Right turn MRA 4000.
Mt. Eden	Hold on LOU omnirange on 097 radial between CVG omnirange 196 radial and point 2 min E. Right turn MRA 4000.
Campbellsville	Hold on LOU omnirange on 167 radial between BWG omnirange 050 radial and point 2 min S. Right turn MEA 3000.

✓ AIG PROCEDURES - EN ROUTE PROCEDURES and INSTRUMENT LETDOWN: On pages 61 and 62 of the Pilot's Information Manual Vol. II (dated August 15, 1957) delete the material under "EN ROUTE PROCEDURES" and "INSTRUMENT LETDOWN" and substitute the following instead:

EN ROUTE PROCEDURES - when the aircraft is proceeding in accordance with the latest traffic clearance but the pilot has not received and acknowledged a clearance for an instrument approach, the following procedures apply:

1. If the pilot has received and acknowledged a clearance to the destination airport or the radio facility serving that airport, he will continue flight at the altitude(s) last assigned by Air Traffic Control, or the minimum instrument altitude, whichever is higher, to the radio facility serving the destination airport.

2. If the pilot has received and acknowledged a clearance to an en route point other than the destination airport or the radio facility serving that airport and

(a) Holding instructions for the en route point have not been received, he will continue flight at the altitude(s) last assigned by Air Traffic Control or the minimum instrument altitude whichever is higher, to the radio facility serving the destination airport; or

(b) Holding instructions for the en route point and expected clearance time for the airport of destination have been received, the pilot will comply with such instructions and continue flight to arrive at the radio facility serving the destination airport at the expected approach time last received and acknowledged, maintaining the last assigned altitude or the minimum instrument altitude, whichever is higher, or

(c) Holding instructions for the en route point have been received but no expected approach time for the airport of destination has been received, the pilot will comply with such instructions until the time Air Traffic Control has specified that further clearance may be expected. He shall then continue flight to the radio facility serving the destination airport maintaining the last assigned altitude or the minimum instrument altitude whichever is higher.

NOTE: The minimum instrument altitude referred to is the minimum en route IFR altitude established in Part 610 of the Regulations of the Administrator for that portion of the route over which the operation is conducted, regardless of the direction of flight. If deviation from the altitude assigned by Air Traffic Control is necessary in order to comply with a higher minimum instrument altitude, any subsequent descent required by a lower minimum instrument altitude shall not be made below the altitude last assigned by Air Traffic Control.

Example: A flight is cruising at 8000' (last assigned altitude) on an IFR flight plan when radio failure occurs. After passing the next fix, the minimum en route altitude is 10,000' and climb is made to that altitude. On the last leg of the flight the minimum en route altitude is 3500'. The flight descends back to 8000 after passing the fix defining the termination of the 10,000' minimum en route altitude segment since the last assigned altitude (8000') is higher than the MEA (3500').

3. If holding is necessary at the radio facility serving the destination airport and no holding clearance has been received and acknowledged:

(a) Holding will be accomplished on the side of the final approach course on which the procedure turn is prescribed; or

(b) Where approved military jet penetration procedures have been issued for the airport of destination, holding by military jet aircraft will be accomplished at the last assigned altitude and along the left side of the initial penetration course (tear-drop), or in the case of a single penetration course on the side on which the procedure turn is prescribed.

INSTRUMENT LETDOWN - 1. If a clearance for an approach has not been received and acknowledged, descent from the altitude maintained to the radio facility serving the destination airport will start at the expected approach time last received and acknowledged, or if no expected approach time was received and acknowledged, descent will be started at the estimated time of arrival indicated by the elapsed time specified in the flight time or as soon as possible thereafter. A full approved instrument approach procedure will be executed unless VFR conditions are encountered and the pilot elects to continue descent and approach in accordance with VFR.

2. If a clearance for an approach at the airport of intended landing has been received and acknowledged, comply with the clearance or other instructions and make normal descent for landing.

3. Seattle - (a) Descent to the appropriate altitude for the execution of the instrument approach from the radio facility serving the destination airport will be accomplished by a holding pattern on the side of the final approach course on which the procedure turn is prescribed; or

(b) Where approved military jet penetration procedures have been issued for the airport of destination, military jet aircraft will descend to the initial penetration altitude on the radio facility serving the destination airport by a holding pattern on the left side of the initial penetration course (tear-drop), or in the case of a single penetration course on the side on which the procedure turn is prescribed.

NOTE: Air Traffic Control may issue appropriate instructions by means of "blind" transmissions on radio frequencies directly available or may authorize "blind" transmissions of appropriate instructions over air carrier radio facilities (for air carrier aircraft), and/or over suitable radio range facilities. Instructions should not be broadcast unless authorized by Air Traffic Control.

✓ ST. LOUIS-KANSAS CITY CENTERS' CONTROL AREA FLIGHT ADVISORY BOUNDARIES REVISED - Effective immediately, the St. Louis-Kansas City Centers' Control Area Flight Advisory Boundaries revised as follows:

NOTE: Where the paragraph number is followed by an asterisk (*), the ARTC Flight Advisory Area boundaries within control areas are to be depicted as arcs of a circle with a radius equal to the miles specified from the radio fix, the radio fix being the center of the circle. All other ARTC Flight Advisory Area boundaries within control areas are to be depicted by a straight line drawn at right angles to the centerline of the airway, unless otherwise specified.

1. * Starting at the present Kansas City/St. Louis Control Boundary, 60 s mi NW of the Tulsa, Okla., omnirange stn on civil arwy V74S, V74, and V190.

2. * Thence direct to and along the Kansas City/St. Louis Control Boundary 25 s mi S of the Chanute, Kans., omnirange stn on civil arwys V15 and Amber 4.

3. Thence direct to a point 37-27N, 95-09-40W (the intsxn of civil arwys V132S and V161).

4. Thence along the W edge of civil arwy V161 to a point 37 s mi SW of the Butler, Mo., omnirange stn, forming the Kansas City/St. Louis Control Boundary, on civil arwys V132S, V132 and Red 105.

5. * Thence along the Kansas City/St. Louis Control Boundary 37 s mi SW of the Butler, Mo., omnirange stn, to a point 38-02N, 93-53W on civil arwys V161, V13W, V13, V71W, V71 and 205W.

6. Thence direct to and along the Kansas City/St. Louis Control Boundary, eastward on 38-02N, to the E edge of civil arwy V205.

7. Thence along the E edge of civil arwy V205 to a point 37-53N and 93-30-30W, forming the Kansas City/St. Louis Control Boundary.

8. Thence direct to and along the Kansas City/St. Louis Control Boundary, eastward on 37-53N to the W edge of civil arwy Blue 9.

9. Thence to and along the Kansas City/St. Louis Control Boundary via the W edge of civil arwy Blue 9 to a point 57 s mi SW of the Columbia, Mo., omnirange stn.

10. * Thence to and along the Kansas City/St. Louis Control Boundary, 57 s mi SW of the Columbia, Mo., omnirange stn on civil arwys Blue 9 and V63.

11. * Thence to and along the Kansas City/St. Louis Control Boundary to a point 28 s mi NW of the Vichy, Mo., omnirange stn on civil arwy V175.

12. Thence along the Kansas City/St. Louis Control Boundary on the E edge of civil arwys V175 and V63 to a point on the N edge of V-4N/V-12N, such line crossing and forming the control boundary on Green 4, V4S, V12S, V4, V12, V12N and V4N.

13. * Thence direct to and along the Kansas City/St. Louis Control Boundary to the present boundary 30 s mi SE of the Quincy, Ill., omnirange stn on civil arwys V52, V52N and V50.

AERONAUTICAL CHARTS OF THE U. S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Chattanooga	Savannah	WAC 62	WAC 310	3095

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Cincinnati	2-4-58	Norfolk	2-10-58	Kansas City Local	2-10-58
Cleveland	2-3-58	Wichita	1-31-58	St. Louis Local	2-10-58
Nashville	1-30-58	Cleveland Local	2-10-58	WAC 360	2-10-58
New York	2-5-58				

Instrument Flight Charts
released since Jan 27, 1958

AL 36 RNG/VOR/ILS rnwy 30	Meadows Field, Calif.
AL 41 RNG	Kellogg Field, Mich.
AL 79 ADF/ILS rnwy 19	Lovell Field, Tenn.
AL 84 RNG/ADF-1/ILS rnwy 5L/ADF-2/ILS rnwy 23R	Cleveland-Hopkins Arpt, Ohio
AL 218 RNG	McGhee-Tyson Arpt, Tenn.
AL 241 ADF/ILS rnwy 17/VOR/ILS rnwy 35	Lubbock Arpt, Texas
AL 248 VOR	Graham Air Base, Fla.
AL 301 ADF-1/ILS rnwy 35/ADF-2/ILS rnwy 17	Will Rogers Field, Okla.
AL 347 ADF/ILS rnwy 6	Byrd Field, Va.
AL 364 RNG/VOR	Salt Flat Arpt, Texas
AL 375 ADF/ILS rnwy 28 R/L	San Francisco Intnl Arpt, Calif.
AL 380 RNG/VOR/ADF/ILS rnwy 9	Travis (Chatham) Field, Ga.
AL 399 RNG/VOR/ILS rnwy 9	St Joseph County Arpt, Ind.
AL 443 RNG/ADF-2	Washington National Arpt, D.C.
AL 458 RNG	New Castle County Arpt, Del.
AL 518 RNG	Capital Arpt, Ill.
AL 616 ADF	Benedum Arpt, W. Va.
AL 655 ADF/ILS rnwy 36	Greater Cincinnati Arpt, Ky.
AL 723 ADF	Hazelton Arpt, Pa.
AL 786 ADF	Fallon Municipal Arpt, Nev.
AL 864 ADF	Zanesville Arpt, Ohio
AL 704 ADF	Republic Field, N.Y.

RF 23, 26, 31, 32, 35
RF Terminal Area - Dayton, Miami, Philadelphia
RF-VOR Terminal Area - Chicago, Columbus, Detroit, Los Angeles, Miami, New York, Philadelphia, Tampa
RF Dates of Latest Prints

NEW CHARTS

RF VOR Albuquerque Terminal Area

DISCONTINUED CHARTS

AL 377 RNG - Santa Ana, Calif. - Orange Co. Arpt (procedure cancelled 2-1-58)
AL 19 ILS-1 - Amarillo, Texas - Amarillo Air Terminal (procedure cancelled 1-15-58)
AL 19 ILS-2 - Amarillo, Texas - Amarillo Air Terminal (procedure cancelled 1-15-58)

LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

XLX Lookout Int, Alaska (assignment)
SP St. Paul Island, N. S. (deletion)

WASHINGTON-NORFOLK CENTER CONTROL AREA/FLIGHT ADVISORY AREA BOUNDARIES CHANGED: Effective immediately the Washington-Norfolk Center Control Area/Flight Advisory Area Boundaries are changed as follows: beginning at a point S of the Hopewell, Va., VOR where the present Washington-Norfolk boundary intersects the westerly edge of V213; proceeding thence S along the westerly edge of V213 to a point 15 n mi N of the Rocky Mount, N.C., VOR, thence clockwise along an arc with a radius of 15 n mi, centered on the Rocky Mount, VOR, to its intersection with the northwesterly edge of V1; thence southerly along the northwesterly edge of V1 to a point 25 n mi from the LaGrange, N.C., VHF Int; thence at right angles to V1, to the northerly edge of Restricted Area R-125; thence easterly along the northerly edge of R-125 to its intsxn with the westerly edge of V229 at a point on the existing boundary.

CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulations was effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II, dated August 15, 1957, as follows:

(1) Page 23, Dayton, Ohio - change CAA telephone number to: TW 8-4653.

(2) Page 23, Dayton, Ohio - change WB telephone number to: TW 8-4620.

(3) Pages 61 & 62, ATC PROCEDURES - En Route Procedures and Instrument Letdown: delete the material under "EN ROUTE PROCEDURES" and INSTRUMENT LETDOWN" and substitute the material on page 10 of this issue of the Airman's Guide (Volume 12, #25, dated February 18, 1958).

(4) Page 36, under Massachusetts - add - "Westfield radio stn, WDEW; freq - 1570; power - 1,00; location - 1.4 ENE, 42-07-25, 72-43-19; elevation - 269; height - 148; type - A; hrs of operation - LSR-LS.

(5) Page 78, Boston, Mass. (Logan): --change to read -- 307°; intsxn central taxiway and terminal ramp.

(6) Page 77, Wichita, Kansas: --change to read -- 161°; centerline of NW end of NW/SE rnwy.

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS: The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.

2. Requests for altimeter settings at weather reporting stations not within the Center's control area will be referred to the appropriate Air Traffic Communications Station.

3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting). Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

PROHIBITED AREA AMENDMENT: Effective February 11, 1958, the Hanford, Wash. Prohibited Area (P-246) was amended by Executive Order as follows: "Beginning at lat 46-48-00, long. 119-13-13 thence to lat 46-20-00, long. 119-13-13 thence to lat 46-18-06, long. 119-30-00 thence to lat 46-30-00, long. 119-55-30 thence to lat 46-39-00, long. 119-55-30 thence to lat 46-48-00, long. 119-47-00 thence to point of beginning." (This is on U.S. C&GS Chart RF-21 Spokane, Washington)

AIRPORT AND RADIO NOTICES

LEGEND

(3-31)	-	Month and day item was reported.
**	-	New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.
★	-	New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-70° have bends and roughness out of tolerance. (12-1)
AUBURN-OPELIKA ARPT: Rnwy lgts inop. Flare pots avail. on request. (1-10)
BESSEMER ARPT: Caution. Auto drag strip runs parallel to sod lndg strip with separation of 50'. Racing not done on rnwy. Drag strip ends mrkd. Racing Sun only. (8-28)
BIRMINGHAM-RADIO: Dec 12, VOR shut down-conversion to VORTAC. Caution-all arwys and Ints based on VOR are not usable for navigational purposes until stn is recmsnd at new lctn. Until cmsng VOR, V7E temp designated BHM LFR to Tanner Int. via ADF track of 350 mag from BHM LFR, MEA 4500'. (2-6) Temp MEA CHA VOR to TCL VOR V115 and V18N, 5000'. Caution - E course LFR has severe multiples.
BIRMINGHAM ARPT-TOWER: ILS MM and LMM shut down - relctn. (8-7) About March 15, radar departure will be implemented, utilizing Anniston & Tuscaloosa VORs; Lehigh, Chelsea, Helena, Flat Creek, and Nathan Ints as clearance limits. (2-14) FLD: Inbound VFR flights in rdo equipped acft, ctc Birmingham Apch Ctl on 119.9 or 385.6 mc approx 25 mi out for lndg info. Birmingham Apch Ctl will specify the reporting point where flight will change to Birmingham twr freq. (1-13) Caution-tfc operg in area from 165 clockwise thru 235 not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd btwn 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft requiring after-burners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. (4-9) ILS apch lgt lane shut down for relctn due rnwy ext. (5-1)
CLANTON-WARE ISLAND ARPT: New arpt reported. Lctd 10 mi NE on an island in Coosa River. Lat 33-57, long 86-31; elev 360'; 1 sod strip 2500' x 150'; no serv. (12-19)
DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.
ENTERPRISE ARPT: Clsd. (10-16)
EVERGREEN-RADIO: VOR radials 320° thru 360° out of tolerance acct excessive roughness and bends. (9-23)
EVERGREEN-MIDDLETON ARPT, 20, MSY-ATL: Rnwy & threshold lgts inop. (1-7)
**FAIRHOPE-KLUMPP ARPT: 999'(1201'MSL) lgtd twr erected 9 n mi N(12°T) at lat 30-40-55, long. 87-49-41. (12-6)
**GADSDEN-GOODYEAR FLD: ABANDONED. (11-11)
HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.
MOBILE-RADIO: VOR radials 019°-028° out of tolerance due to severe scalloping. (1-17)
MOBILE-BATES FLD-TOWER: ILS glide slope inop-equip. and const vcnty transmitter bldg. (1-17) FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution; 200' & 1/2 mi is absolute take-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10)
MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)
MONTGOMERY-MAXWELL AFB-RADAR APPROACH CONTROL: About March 4, RAPCON will be cmsnd. Civil freqs: 121.5, 121.1, 125.5, 125.9; rcvr only 122.7; 3023.5 kc; trans only 112.1. Mil freqs: 137.88, 134.1, 136.8, 142.02, 363.8, 243.0, 225.4, 379.4, 335.8, 279.6, 289.4. (2-5)
MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of rnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)
**SELMA-DALLAS FLD: ABANDONED. (11-57)
ARIZONA: AJO ARPT: Beacon and lights inoperative. (10-24)
**BISBEE ARPT: No servicing. Caution - horses on field. (1-24)
CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All servicing temp suspended. Fld open days only. Rnwy avail. nights upon prior req. Emerg only. (4-23)
CLIFTON-GREENLEE COUNTY ARPT: Open daylight opern only. (1-10)
COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)
**DOUGLAS-BISBEE DOUGLAS INTNL ARPT: Rnwy 12-30 open to acft 30,000 lbs & above.
DRAKE-RADIO: Soon VOR will be cmsnd. Ident: DRK. Freq: 113.1 mc. Lctd lat 34-54-04, long. 112-25-00. Elev: 4630' MSL. Class: VORW. (2-14)
FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr required before flight within R-101. Libby twr rdo 121.5, 122.5, 126.3, 126.1, 243.0 mc. Rdo beacon (1 flash per 30 sec) and 1,000W (1 flash per 2 sec) obstruction light available for nocturnal use

ARIZONA: Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)
GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)
GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)
GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)
MARANA ARPT: Reported inactive. (10-2)
PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of afterburners for take off xcpt prior permission arpt manager. (12-7)
PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx March 3 - conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 ÆD-INW; V105 White Hills Int.-PHX; V105E PRC-PHX. (11-18)
SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)
SCOTTSDALE-THUNDERBIRD #2 ARPT: Closed. (3-26)
SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)
TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi at 11,000'; 050°-060°, 22 n mi at 11,000'; 060°-175°, 35 n mi at 11,000'; 075°-085°, 21 n mi at 11,000'; 090°-170°, 40 n mi at 12,000'; 225°-230°, 40 n mi at 7000'; 330°-345°, 35 n mi at 11,000'; 345°-360°, 25 n mi at 11,000'. (7-17) Feb 3, VOR/DME shut down until approx March 4 - conversion to VORTAC. Following V arwys unusable durg IFR conditions: V16 Toltex Int. - CIE, V66 GBN-Vail FM, usable Vail FM to DUG MEA; Vail to Mescal Int 12000'; Mescal - DUG 10,000'. V16S TUS-Mescal Int. (2-4)
TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted week-ends - caution. (2-15)
TUCSON ARPT: Perm structures in excess of 75' high being erected, 1 on E, 1 on S perimeter of fld. Clear of apchs. Lgtd at night. Obstn lgts apchs to rnwy 21 inop. (11-15)
✱TUCSON-DAVIS MONTHAN AFB-RADAR APPROACH CONTROL: Feb 6, RAPCON cmsnd. Trans & rcvg freqs: 118.5, 121.5, 125.1, 125.9, 134.1, 136.8, 137.88, 142.02, 225.4, 126.18, 236.6, 243.0, 252.6, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4 mc. Rcvg only: 3023.5 kc; 122.5 mc. About Apr 8, radar tfc ctl departure procedures will be implemented. (2-13) About May 8, radar tfc ctl arrival procedures will be implemented. (2-13)
YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)
YUMA-VINCENT AFB-SPECIAL NOTICE: Night weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of light and some of them explode a small mrker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4)
YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)
ARKANSAS: **ALMA ARPT: ABANDONED. (11-57)
BLYTHEVILLE - SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)
FT. SMITH-RADIO: About March 15, VOR will be shut down, modification. During shut down VOR flights are authorized to use FSM BMH fac in lieu of FSM VOR on all arwys. Bears. and MEAs used shall remain as charted xcpt bear. from FSM BMH to Int of 295° radial Little Rock VOR on V74 shall be 97°. Paris Int. redesignated as 97° from FSM BMH and FYV 160°. On V13, use 192° from FYV VOR to FSM BMH. MEA for VOR-equipped acft on V74 from TUL to FSM 7500' and on V13 from FYV to FSM 5500'. (12-13)
**HORATIO ARPT: ABANDONED. (12-57)
ROGERS ARPT: 349'(1749'MSL) lgtd twr being erected 3 n mi S(200°T) at lat 36-19-54, long. 94-08-10. (1-22)
**ROUND POND ARPT: ABANDONED. (11-15)
SEARCY ARPT: Clsd until approx March 30. Const. (12-30)
TEXARKANA-RADIO: DME coverage 145°-235°, 30 n mi at 1700'; 235°-270°, 35 n mi at 1800'. (5-21)

12,000'; 060°-090°, 13,500'. (8-9)

**ARCATA ARPT: Right tfc rnwys 13 & 19. (12-10)

*BAKERSFIELD-KERN CO. ARPT-TOWER: Feb 10, 119.9 mc decmsnd and 119.8 mc cmsnd.

**BASS LAKE-WISHON ARPT: Perm clsd to all operns. (11-1)

BLUE CANYON ARPT, 13, SFO-SLC: Closed due to snow. (12-18)

BLYTHE-RADIO: VOR/DME coverage 45 n mi except 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

BLYTHE-HERON FLD: Caution - 90' TV antenna adj W. (1-24)

BRIDGEPORT-BRYANT ARPT: Const on ctr 40' entire length of rnwy. Acft use area either side of const zone. (9-11)

BURBANK-LOCKHEED AIR TERMINAL-TOWER: About Feb 20 radar departure control will be placed in effect - freq 118.4 clearance limits El Monte Int-Newhall LFR Saugus Int Fillmore VOR Camarillo LFR Burgank OM. About Feb 17 ASR will be shut down until approx Mar 10 - equip. modification. (2-15)

CAMARILLO-RADIO: All LF rng courses have multiples. (6-17)

**CORCORAN-BALDWIN FLD: Abandoned. (12-27)

**CORONA-THURSBY ARPT: To be abandoned Feb 28. (12-11)

CRESCENT CITY-RADIO: VOR arwy radials flgt checked. Courses 90°-330°usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flgt checked on arwy radials only.

**DESERT CENTER-COXCOMB ARPT: Abandoned. (12-1)

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (6-30)

EL TORO MCAS-RADIO: VOR coverage restriction at and below 10,000' MSL beyond 25 mi from 360° clockwise to 070°. (12-13)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

** FAIR OAKS-SKY NOOK: Abandoned. (12-27)

FAIRFIELD-TRAVIS AFB-RADIO: LFrng has splits and multiples beyond 20 n mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000;

FT. JONES-RADIO: VOR coverage 250°-090°, 30 n mi; 090-120°, 15 mi, 150°-250°, 20 mi at min en route alt. (12-2)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flgt checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 closed. (7-12)

FRESNO AIR TERM: Extreme caution advised in vicinity of arpt. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N & E of arpt.

GLENDALE-GRAND CENTRAL ARPT: Extensive const. Fld closed to all acft at sunset.

GOFFS-RADIO: VOR coverage 265°-310°, 25 n mi at MEA. Below 9500' this area beyond tolerance. (11-8)

GORMAN-RADIO: Soon VOR will be cmsnd. Freq 109.0 mc. Ident: GMN. Lctd lat 34-48-18, long. 118-51-42. Monitoring category (3). Class: VORW. (1-20)

**HALF MOON BAY ARPT: Unicom cmsnd 122.8 mc. (1-20)

**HUNTINGTON BEACH ARPT: Abandoned; (12-1)

**INDIO-SHAVER'S SUMMITT FLD: Abandoned. (12-1)

**LANCASTER-STERNS RANCH ARPT: Abandoned. (12-1)

LONG BEACH-RADIO: DME shut down until approx Feb 21 - relctn. VOR auto ident inop.

LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. VHF/DF bearings unreliable below 12,000' SW quad between 200° and 230°. About March 3, ASR-3 will be shut down until approx March 8 - modernization of equipment. (2-6) FLD: 149' oil derrick lctd 1/2 mi S & 1300' SW apch end rnwy 30. Mrkd & lgtd. (2-7) Several 230' MSL portable oil derricks NW, W, & S of fld. Caution - temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1700P week days only, due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd, const, 6200' avail. Rnwy 12 clsd. Straight in ILS lndg min rnwy 30 daylgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcasts continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping beyond 30 n mi. (4-19)

LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' MSL beyond 30 n mi. (4-19) FLD: Rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd, avail 30 min request thru twr. Equip. crossing rnwy north of E/W taxiway. Rnwy 25R clsd when 16-34 in use. Ditches across N end 16-34, overrun area eliminated. During VFR wea conditions civil acft ctc twr on 118.9 mc or listen 118.9 mc trans 122.7 at least 10 mi out During IFR wea civil acft ctc apch ctl on 118.1 or 119.3 or listen 118.1 or 119.3 & trans 122.7. USAF, NAVY, CG: VHF equipped acft ctc apch ctl on 118.1 or 119.3 mc. UHF equipped acft ctc apch ctl on 250.2 or 269.0 mc. Pilots are urged to use extreme caution when operg off shore W of arpt. All jet acft departing rnwys 25L & 25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding east bound from Malibu or Pt Dume intsxn in VFR conditions making a track which approximates extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni unless cleared otherise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt & E of arpt between Downey rbn & arpt below 3000' in VFR wea. If desiring to cross apch area below 3000' ctc Los Angeles Apch Ctl before crossing. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt or between Los Angeles rbn and arpt. Avoid shoreline W due hi-performance jet acft. Apch lgt lane sequence flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (1-27)

**LOS GATOS-AMES ARPT: Abandoned. (12-1)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MARTINEZ ARPT: Clsd until approx June. (11-21)

**MENDOTA ARPT: New arpt: Lctd 1/4 mi E; elev 174'; 1 rnwy, N/S, 2300' x 90' (dirt & sand compact) remarks - 3' fence at each end. (7-23)

MOFFETT FIELD-SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

NEEDLES-RADIO: About Mar 15, VOR will be shut down until approx Apr 15 - conversion to VORTAC. (1-24) Durg shutdown, the following MEA's will be unusable: V12, 1518 Daggett-Drake; V12N Dawes Station Int-Daggett; V12S Needles-Prescott; V138 Blythe-Las Vegas, Ariz; V208 Cones Int-Needles; V237 White Hills Int-Needles; V1520 Daggett - Prescott. In addition the Hackberry, Peacock, Dawes Station, Clark and Silver Lake reporting points will be unusable. The White Hills Int. is temporarily redesignated as the Mormon Mesa 169° mag radial and the Las Vegas 105° mag radial. The Union Pass Int. is temp redesignated as the Goffs 064° mag radial and the 181° mag bearing to Needles LF rng. The MEA on V210 Daggett-Godds will be 8500'. (1-24)

**NORTH SACRAMENTO-CITY ARPT: Abandoned. (12-1)

OAKLAND-SPECIAL NOTICE: Pilots pproposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 n mi at MEA xcpt 020°-050°, 8000'. (1-17)

OAKLAND-METROPOLITAN OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 7000'. About Mar 3, rcvr 122.5 mc will be chgd 122.6 mc. (2-14)

CALIFORNIA: **OAKLAND-METROPOLITAN OAKLAND INTNL ARPT: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd.
OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at MEA. (1-16)
OJAI-HENDERSON ARPT: Caution - construction, hazardous. (1-31)
ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000'; 200°-280°, 35 n mi at 7000'; 330°-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)
ONTARIO INTNL ARPT: Make turns on or off taxiway S side rnwy 7-25 at intsxns only. Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13)
PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000' 150°-180°, 35 n mi at 9000'.
PASO ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000'; 235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'. (7-5)
POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W - adj to Pomona Heliport. (9-20)
POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.
RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30) Jan 13, VOR shut down - conversion to VORTAC. Durg this period, the following V arwys will be unusable IFR conditions: V23 FJS-Sutter Buttes Int., V25 Geyserville Int-LMT, V195 ILA-FOT. V107 UKI-RBL usable substituting RBL LF rng for VOR. (11-27)
RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)
SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)
SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.
**SAN ARDO FLD #2: ABANDONED. (6-3)
SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.
SAN DIEGO-MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight during apch. Fld unattended sunset to sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)
SAN FRANCISCO: See Oakland Control Zone Notam.
SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch, requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)
✱SAN FRANCISCO INTNL ARPT-TOWER: February 17, ILS LMM and twr freq changed from 201 kc to 379 kc. (1-15) FLD: Const in progress continuously on various sections of fld. Caution advised. (11-4)
SAN FRANCISCO BAY-SPECIAL NOTICE: A moored balloon (silver with black stripes) 8' x 25' is flown 500' MSL on an irregular schedule from U.S. Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)
SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)
SAN JOSE-RADIO: TVOR has scalloping, beyond tolerance, 230° thru 240°. (11-12)
**SAN MARCOS-VALLEY ARPT: Soft when wet. (2-3)
**SAN RAFAEL-SAN FRANCISCO BAY ARPT: All apchs should be made S of fld to avoid residential area. (1-23)
SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)
SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)
SANTA MONICA ARPT: Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)
**SANTA PAULA ARPT: Caution, grading & parking equip in operation all areas. (11-21-57)

CALIFORNIA: **SANTA ROSA ARPK: ABANDONED. (12-57)
**SANTA SUSANA ARPT: Right tfc to W rnwy. (1-24)
SHOSHONE ARPT: Strip clsd for paving. (8-9)
**SOLEMENT-6 S RANCH ARPT: Dangerous wires W end. High hills E end. Use caution in NE wind condition. (1-24)
THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)
THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)
UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL; 355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)
VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat and Sun after 1300. Jet acft make initial apch at 4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25) Depressions along edges of east N/S taxiway. Taxi with caution. (1-14)
**VIDAL ARPT: Abandoned. (12-27)
**VINA-CHICO AUX NO 3 ARPT: Abandoned. (12-22)
**VISALIA-DINUBA ARPT: ABANDONED. (1-21)
**WARM SPRINGS ARPT: ABANDONED. (12-57)
WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.
WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5) Clsd to ngt opern. Use hard surfaced rnwy only days. (12-4)
YUCCA VALLEY ARPT: New arpt reported: 2 mi E; 1 rnwy, 3200'; lgts; BL4; fuel, F2.
COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
★COLORADO SPRINGS-PETERSON FLD-TOWER: Feb 7, trans & rcvr 348.6 mc cmsnd. FLD: Caution - lndg acft - due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
**CRESTED BUTTE ARPT: ABANDONED. (9-24)
✱DENVER-AIR ROUTE TRAFFIC CONTROL CENTER: Freq 125.9 and 301.4 mcs cmsnd at Pueblo peripheral site. (2-4)
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' 154° to 180°; and below 16,000', 181° thru 243°. VHF/DF bearings reliable in these areas.
**FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when sbsolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) Transmissometer cmsnd. (11-21)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop for reconst of rnwy and installing rnwy lgts. (8-20)
HANOVER-RADIO: H fac bearings unreliable beyond 25 n mi in shadow area of Pikes Peak.
**HUGO ARPT: Abandoned. (1-8)
NUCLA ARPT: Clsd. Const. (10-23)
PARSHALL-SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 140-21-22; S, lat 38-18-00; W, long. 104-22-50. (4-30)
PUEBLO-RADIO: VOR out of tolerance from 010° to 070° - hvy scalloping. (12-16)
PUEBLO MEMORIAL ARPT: Hvy acft normally use rnwy 12-30. Rnwys 8-26 & 17-35 clsd to DC-3 and heavier acft daylgt hrs xcpt under hi-wind and instr apch conditions. Middle 1/3 rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas. (1-15)
**TRINIDAD-NEWCOMBS RANCH ARPT: Soft when wet. Cattle on fld. (1-8)
CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
**SALEM ARPT: Reactivated. Lat 41-30, long 72-14; lctd 2.4 mi E; elev 420'; 2 rnwys - E/W 2200', NW/SE 1950'; F1 fuel; S5 serv; Unicom; rnwy lgts. (8-7)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-15)
WINDSOR LOCKS-BRADLEY FLD: Approx Mar 3 neon apch lgts rnwy 6 will be perm deemsnd. Simultaneously standard 3000' hi-intensity centerline configuration A apch lgt system will be cmsnd. (1-28)

DELAWARE: GEORGETOWN-SUSSEX CO. ARPT: Caution - rnwys 4-22 and 16-34 rul. Men & equip. on fld dawn to 2400. 30' lgtd twrs W quad intsxn 4 and 16. Rnwy 16-34 NW intsxn 4-22, N taxiway, and center taxiway from rnwy 4 to ramp clsd. Test opern underway surface to 2000' over arpt. (2-11)

KENTON-RADIO: About Mar 17, VOR/DME will be shut down until approx Apr. 18 - conversion to VORTAC. Durg shutdown following substitute route structure and MEAs will be in effect: V17 Shadyside and Vineland VHF intsxns - Green Arwy 5, MEA as published. V29 OOD VOR, ENO VOR, SBY VOR - OOD VOR 205 mag radial to point of intsxn with SBY VOR 008 mag radial direct SBY VOR - MEA OOD VOR 2000', DOV RBN 053 mag inbound bearing 3000' SBY VOR. Ingleside LF intsxn can be used in place of Ingleside VHF intsxn. (1-27)

**NEW CASTLE-PIASECKI ARPT: Sod strips clsd - rough. Use rnwy and taxi strip only. Tfc pat alt 500' AGL. Tfc pats as follows: Take-off and lndg NE - right turn. Lndg SW - left turn. Take-off SW - left turn while still within bndry of arpt to avoid ILS tfc and rnwy 1 & 19 tfc at New Castle Co. Arpt. Climbstraightout SW only with approval of New Castle Ctl. twr. Apch & depart arpt from and to SE respectively. (1-28)

**WILMINGTON-DUPONT ARPT: Rotating bnc perm discontd Jan 1. (12-23)

WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parki..g ramps. (6-9)

DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83 in Flight Information Manual Vol. 11, dated Aug 15, 1957 for Washington, D.C. High Density Air Traffic Zone. (2) Caution - dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va. MCAS Special Notice. (4) Fixed white 60 inch searchlight of high intensity operg near south bank of Potomac River near Chain Bridge lat 38-55-45, long. 77-07-02. Lgt operd only during hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac River depart course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon.

WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.

✱WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9, 318.2, 362.3, 278.8, 385.4 mc only in Washington Metropolitan Area. Feb 5, trans & rcvrs 119.2 and 124.5 mc cmsnd.

WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 mi. (10-28) FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) Acft carrying VIP and officers ABOVE rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts rqrg customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic lgts not hangared at WNA rqr prior approval of arpt director, must be cleared with Comdt., CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Lmtd parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only. Hvy const equip. operg 0730-1800, Mon-Sat adj to a rnwy and/or taxiway. Open ditches 1-1/2' wide, 3' deep will be adj to pavement. Ditching will be of varying length and location, and will be properly flagged and obstn lgtd. At twr discretion, rnwys and taxiways may be clsd as required to accomplish work adj to paved area. (6-10) Feb. 14, sequenced flashing light system serving rnwy 36 cmsnd to oper in conjunction with the existing configuration A apch lgt system. System consists of twenty flashing lgts spaced at 100' intervals along extended rnwy centerline, starting at 3000' and ending 1100' from end of rnwy. (12-6)

FLORIDA: **BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in ths area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.

BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy. Arpt will be partially clsd Feb 15 - 22 ngt hrs for drag racing. (1-5)

**COCOA-CENTRAL BREVARD ARPT: Name change. Formerly carried as Cocoa Arpt (Merritt Island) (1-31) N/S rnwy clsd. E/W rnwy under const. Use caution E end. (10-14)

CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)

CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance

FLORIDA: acct of roughness and scalloping. LF rng may be used as substitute for VOR by ADF-equip. acft while VOR unusable. (9-12)

CROSS CITY-ARPT, 58, MEM-TPA: Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (12-27)

DAYTONA BEACH-RADIO: VOR testricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test basis only. (1-30)

**DE LAND ARPT: 1000' (1034' MSL) lgtd twr erected 7.8 n mi S (193°T) at lat 28-56-25, long. 81-18-33. (10-3)

*FT. LAUDERDALE-BROWARD CO. INTNL ARPT: Unicom avail. 123.0 mc. Call - Ft. Lauderdale Unicom. Hrs of opern 0700-2300 daily. (12-19)

FT. LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men and equip. on fld.

FT. MEYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.

**HAINES CITY ARPT: Abandoned. (1-7)

HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)

**HOMESTEAD-OCEAN REEF ARPT: New arpt: Type "L"; 15 SE, lat 25-19, long. 80-15; elev 8'; 2 rnwys - longest rnwy 2500' oiled; 91/96 oct fuel. (3-28)

**INVERNESS ARPT: Reactivated. Unattended. (7-26)

JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)

JACKSONVILLE-IMESON ARPT-TOWER: About Mar 13, radar departure control will be implemented. The following fixes will normally be used for short range clearance limits when using the present VOR departure routes out of Jacksonville: Savannah VOR, Brunswick VOR, Alma LFR , Taylor VHF Int., Daytona Beach LFR, Orlando VOR. The Radar ** departure ctl freq will be 124.9 mc. (2-10) FLD: Effect Feb 27, inbound VFR flgts in rdo equipped acft, contact Jacksonville Apch Ctl on freq 119.3 or 269.2 mc approx 25 mi out for lndg instructions. Jacksonville Apch Ctl will specify the reporting point where flgt will change to twr freq. (1-27)

KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Taxi on taxiways only. Large or fast acft taking off from rnwy 9 proceed straight out and pass S and E of Boca Chica NAS.

LAKE CITY ARPT: Fuel and services unavail. (9-23)

MARIANNA-RADIO: VOR radials 90° thru 150° out of tolerance - roughness and bends.

MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun, Holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail. for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. Caution - rnwys 8R-26L and 4-22 clsd. Equip. on rnwys all hours. (2-6) 241' (437' MSL) lgtd twr being erected 5 n mi SW (231° T) at lat 30-46-53, long. 85-15-56. (2-7)

**MEXICO BEACH ARPT: Abandoned. (1-9)

MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Trans & rcvrs 121.5, 243.0 mc inop.

MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts. Due to extra freq congestion on 126.18 mc, acft conducting IFR oper in this area should be equip. with additional freq: apch ctl 118.1 mc; IFR dptr ctl 119.7 mc, twr 118.3 mc; gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freqs apch/dptr ctl 250.2 mc, 257.8, mc, gnd ctl 348.6 mc. Acft equip. with 126.18 , 122.7 mc or any single channel transmitter & rcvr may expect IFR delay or diversion as necessary for safety. (2-11)

**MIAMI INTNL ARPT: Following restructions applicable to all jet acft operg into and out of arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and take-offs authorized on rnwy 27 & 30 only. Take-offs and lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apch prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable por-

FLORIDA: tion unlgtd. Effect length of rnwy now 8200'. Lndgs & take-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Taxiways connecting N/S taxiway with W edge 20th St new term apron will be clsd as needed. Loading pier under const at 20th St term to point 400' S of old gates. Caution - exten ditching, paving, & const at 20th St term & ramp areas. Neon apch lgts decmsnd and hi-intensity centerline configuration A apch lgts cmsnd rnwy 9R. (1-17)

ORLANDO-RADIO: DME and VOR coveragg 35 n mi at min en route alt.

ORLANDO ARPT-SPECIAL NOTICE: Caution advised all acft operating on Arwys Red 47, V152 within 5 mi radius Sanford NAS, & V267, V159 within 5 mi radius Pinecastle AFB, extensive jet & conventional traffic surface to 2500' day & ngt. (2-7)

**ORLANDO ARPT: 651' (749' MSL) lgtd twr erected 6 n mi WSW (266°T) at lat 28-32-10, long 81-27-00. (1-31) Rnwy 28L-10R clsd for ngt lndgs and take-offs to all acft.(2-12) Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21) Men & equip. working near S side rnwy 13-31, 2000' from NW end. Use rnwy at pilot's discretion. (1-6)

PANAMA CITY-FANNIN FLD: Caution - soft shoulders. (11-21)

PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)

QUINCY ARPT: N half arpt unusable - flagged. (8-21)

★ST. PETERSBURG-CLEARWATER INTNL ARPT-TOWER: Rcvr 257.8 mc no longer operg.

** Twr hrs: Cont. FLD: Name change, formerly carried as Pinellas Co Intnl Arpt. (2-10) Rnwys 13-31 & 4-22 open daylgt hrs only. (2-13)

TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)

TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate arpt. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. Rnwy 9-27 clsd to air carrier ngt operns. (10-7)

TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain avove 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR Tampa Bay area should avoid Tampa Intnl and St Petersburg-Clearwater Intnl Arpt control zones or remain above 2500' unless in contact with and clear-by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)

TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13) About Mar 15 VOR will be shut down until approx May 2 - conversion to VORTAC. (2-16)

TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32.

TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (12-27)

★TAMPA-MacDILL AFB-RADAR APPROACH CONTROL: Feb 12 freq 119.3 changed to 119.5 mc

TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)

VERO BEACH ARPT: Rnwys 3R-21L and 7R-25L clsd ngts. (2-15)

WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE; lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod) longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset.

ZEPHYRHILLS ARPT: 213' (473' MSL) lgtd twr being erected 5 n mi NNW (337°T) at lat 28-18-20, long. 82-12-10. (1-22)

GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. C tc Turner twr on 126.18mc for advisory info; if unable to ctc Turner twr ctc Albany rdo for relay.

ALMA-RADIO: VOR shut down - modernization. (3-25) Durg modernization shutdown VOR flgts are authorized to use the Alma LF rng in lieu of the VOR on all arwy segments. MEAs remain as charted. Harris Neck, Cabins, St. Mary's Int, unusable. Augusta radial 215° usable at Dublin Int. MRA 5000. Augusta 170° radial usable at Lott's Int. MRA 5000'.

ALMA ARPT, 43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)

AMERICUS-SOUTHER FLD: NE/SW rnwy clsd for hard surfacing. E/W rnwy open for 2500' W of NE/SW rnwy. Slightly rough. (1-4)

ATLANTA, GA. RDO: VOR courses 60°-90° out of tolerance acct bends & roughness. About Mar 15 VOR will be shut down until approx Apr 30 - conversion to VORTAC.

GEORGIA: ped for 2 way commun on 125.7 mc will use other avail freq. (506) Rnwys 9L-27R and 15L-33R perm discontinued. (1-13)

**ATLANTA-FULTON CO. ARPT: 515' (1374'MSL) lgtd twr erected 8.5 n mi ENE (80°T) at lat 33-48-40, long 84-21-50. (2-7) Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)

BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.

BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns. (1-21)

COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples.

COLUMBUS-MUSCOGEE CO. ARPT-TOWER: Effective Feb. 20, approach control service will be inaugurated. Class: AC(g). (2-14)

**ELLAVILLE-GILL'S ARPT: ABANDONED

LA GRANGE-RADIO: VOR rad 227° out of tolerance - severe scalloping and roughess.(12-9) V-20 arwy utilizing ATL VOR radial 231° and MGM VOR radial 046° between Kent Int and LGC VOR satisfactory. MRA 3000'. (12-17)

MACON-RADIO: VOR/DME usable dist. 35 n mi at MEA. (5-10)

**MACON-SMART ARPT: Unicom 122.8 mc cmsnd. Oper by Macon Air Service, daylgt hrs.

**MILLEDGEVILLE ARPT: Abandoned. (1-10)

MOULTRIE ARPT: Caution - intensive Spence AB student training. Right hand tfc rnwys 4, 10, 16. 1(10-17)

**MOULTRIE-SPENCE AIR BASE: Air Force primary Contract School. Intensive student training within 25 mi radius. Clsd to civil acft except by prior approval. Clsd mil acft week-ends and holidays xcpt by prior approval. 2-way rdo required. (1-7)

**NEWNAN ARPT, 39, MSY-ATL: ABANDONED.

NORCROSS RADIO: VOR courses 200°-230° out of tolerance account scalloping.

ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.

SAVANNAH-HUNTER AFB-RADAR APPROACH CONTROL: Radar vectoring will be for trng purposes only. (1-13)

SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC-restricted - excessive bends. Lclzr not to be used above 5000'. (3-19). UHF/DF inop indef. (2-8)

VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi.

VIENNA-RADIO: Soon, VOR will be cmsnd. Freq: 116.1 mc. Ident: VNA. Located at lat 32-12-42, long. 83-30-00. Class: BVOR. (1-23)

IDAHO: BOISE-RADIO: Oct 16, VOR shut down until approx Feb 28 - conversion to VORTAC. Durg this period following arwys will be affected: V4 Baker-Burley unusable: J-7-V Rome-Boise-Dillon, J-15-V Boise-Ogden, J-20-V Pendleton-Boise-Malad unusable. V253 Boise-Twin Falls usable at MEA substituting Boise LF rng for VOR. V269 Twin Falls to Burley also usable at MEA substituting Burley LF rng for VOR. Juna and Glenns Ferry Ints. unusable. (1-30)

BOISE AIR TERMINAL - TOWER: UHF/DF NE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi.

BURLEY-RADIO: Nov 25, VOR shut down until approx Mar 16 - conversion to VORTAC. The following V arwys will be unusable durg IFR conditiosn: V4 BYI-BOI, V269 BYI-TWF, BYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD. Flgts using V1500-V1502 report to Pocatello Rdo. (11-27).

GRANGEVILLE-IDAHO CO. ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel Caution advised landing and taking off. (10-22)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

TWIN FALLS-RADIO: VOR radials 115° to 150° usable dist lmtd to 35 n mi at min terrain clearance altitude.

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip. operg vcnty. (10-31) Men & equip. also on and around rnwy 7-25, particularly W end. (11-19)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long. 89-48 & 90-00; lat 38-57 & 39-03. (4.5 n mi NE). In use daily when ceiling & visibility exceed 5000' and 5 mi, between 2500' and 5500' MSL.

ALTON-CIVIC MEMORIAL ARPT: Two 265' (700' MSL) lgtd derricks being erected 2.9 n mi SSW (260° T) at lat 38-50-58, long. 90-05-37 and 3 n mi SSW (206°T) at lat 38-50-57, long. 90-05-45. (1-20)

ILLINOIS: **BLOOMINGTON ARPT: Unicom 122.8 mc cmsnd. Oper 0700-2200 daily. (1-23)
BRADFORD-RADIO: VOR coverage lmtd 265°-030°, 36 n mi at MEA. (11-29)
**CARBONDALE-SOUTHERN ILLINOIS ARPT: 336'(791'MSL) lgtd twr erected 4.1 n mi SSE (173°T) at lat 37-42-29, long. 89-14-05. (2-6)
CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat. with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon thru Sat. Use caution while in area. (9-13) Men & equip. operg on SE portion of fld including SE taxiway, daylight hours. (12-3)
CHICAGO AREA - SPECIAL NOTICE: 170' maximum height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd. (4-17)
CHICAGO-RADIO: Multiples NW and NE courses LF rng. (11-8)
CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.
CHICAGO-MIDWAY ARPT-TOWER: Feb 6, DME at ILS shut down until approx March 5 -
** modernization. (2-6) FLD: Due to dist and non-visibility acct parked and moving acft, twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single eng transient acft will not be allowed dock space at N term - must use facs of S term bldg. All acft remain N of white line on S side rnwy 27R while running up, parking, or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (7-17) Radar twr being constd in SE corner of arpt, atop intnl term bldg. Twr will be 48' AGL 658'MSL. Lctd lat 41-46-48, long 87-44-35. To be mrkd & lgtd. (10-16) Rnwy 4R-22L clsd from rnwy 9R to extension rnwy 4R durg daylgt hrs. Ditch 20' NW rnwy 22L with progressive opening approx 600' long mrkd by flashers nights. Men & equip on fld. Caution when taxiing. Cancel notam regarding rnwy 31L for left hand tfc only and rnwy 31R for rgt hand tfc only. 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW(349°T) at lat 41-49-23, long 87-45-12. (9-24) 262'(870'MSL) lgtd twr being erected 4.5 n mi S(187°T) at lat 41-42-54, long 87-45-23. (1-17)
CHIGAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300' - 800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32, and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2, and 3. All inbound acft equipped with appropriate multiple rdo freq shall make initial ctc with O'Hare apch ctl on 119.0 mc or 363.8 mc if UHF equipped regardless of wea. Hwy const 3600' NW of fld, passing thru apch to rnwy 14L. Included are lgt standards 70' AGL, 717' ASL lctd lat 42-00-56, long 87-55-46; 1200' N of Ravenswood Arpt, 2 mi SW of Des Plains. Not mrkd, painted or lgtd. 120'(780'MSL) lgtd twr being erected 3.5 n mi WNW(312°T) at lat 42-01-38, long. 87-57-34.
CHIGAGO-STINSON ARPT: Const in SE corner of arpt and on new NW/SE rnwy. New rnwy not usable. (11-21)
CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130°, and 155°-317°, 35 n mi at 2000'. (6-12) Jan 17, DME shut down until approx Feb 17 - modernization.
DIXON ARPT: NE/SW rnwy clsd for const - men and equip. on fld daylgt hrs. (4-18)
EAST ST. LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: Bounded by long. 90-00 and 90-15; lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi btwn 2500' and 5500' MSL.
**ELGIN ARPT: Rgt tfc rnwys 18, 22, 27. (12-20)
GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)
**GILMAN ARPT: Perm closed (1-11)
**HIGHLAND-WINET ARPT: NE/SW and NW/SE rnwys perm clsd. N/S rnwy, 2600' x 225', turf, under const. Strip 100' side avail W side N/S rnwy. Men& equip. on fld. Soft when wet or thawing. Use extreme caution. (1-17)
JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug. 13. (8-13)
KEWANEE ARPT: Men and equip. on fld intermittently - caution. (11-5)
LOMBARD-YORK TOWNSHIP ARPT: Transmission line aprox 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)
MACOMB ARPT: Unattended until aprox Apr 15. (12-3)
**MARION-WILLIAMSON CO. ARPT: Use rnwys & taxiways only. Unicom avail 122.8mc.

ILLINOIS: MATTOON-COLES CO. MEMORIAL ARPT: 300' S end of N/S rnwy clsd. (11-4)
MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.
**MOLINE-QUAD CITY ARPT: 998'(1778'MSL) lgtd twr erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (2-7)
** OLNEY-ULRICH ARPT: Unattended. (11-8) 360'(820'MSL) lgtd twr erected 2.9 n mi WNW (295°T) at lat 38-45-03, long. 88-05-23. (2-7)
PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)
PEORIA-GREATER PEROIA ARPT: No transient jet mil acft permitted to land at arpt. (1-28). 5' unlgtd fence apch end rnwy 22. (10-15) Const. NW/SE rnwy being extended 3000' at NW end. New const not usable. (12-4) 609'(1349'MSL) lgtd twr being erected 6.5 n mi ESE (106°T) at lat 40-38-03, long. 89-32-21. (10-11)
PEOTONE-RADIO: VOR coverage lmtd between 39 and 43 n mi at most azimuths at MEA.
POLO RADIO: VOR coverage 280°-350°, 39 to 43 n mi at min en route alt. (2-21)
QUINCY-RADIO: About Feb 24, VOR will be shut down until approx Mar 24 - conversion to VORTAC. See page 6 for temp MEAs to be utilized durg shutdown period. (2-10)
ROCKFORD-GREATER ROCKFORD ARPT: Rnwy 18-36 open daylgt hrs only; lgts unavail. (12-4) Rotating bcn shut down for relctn. (1-20)
SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000' N/S strip. (7-3)
SPRINGFIELD-CAPITAL ARPT: Use overruns rnwys 4 & 22 in emerg only. (12-10)
TROY-RADIO: About Feb 24 VOR will be shut down until approx Mar 21 - conversion to VORTAC. (2-13) See page 7 for temp MEAs to be utilized durg shutdown period.
**WAUKEGAN-MEMORIAL ARPT: Name change. Formerly carried as Lake County. (12-30)
WHEELING-CHICAGOLAND ARPT: About 1 April, 151'(796'MSL) twr will be erected 3 n mi SSE (167°T) at lat 42-08-21, long. 87-55-32. (1-17)
INDIANA: SPECIAL NOTICE: Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation, as a safety precaution to the plant. The area involved is located approx 29 s mi N of the Terre Haute LF rng between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.
**BLOOMINGTON-KISTERS ARPT: 953' (1803'MSL) lgtd twr erected 20.5 n mi NNW (340°T) at lat 39-28-28, long. 86-45-40 dismantled. (2-6)
CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.
CEDAR LAKE ARPT: Closed to all operns for indefinite period. (7-15)
COLUMBUS ARPT: Use paved surfaces only. Sod soft. (12-20)
**ELNORA ARPT: ABANDONED (11-1)
EVANSVILLE-DRESS MEMORIAL ARPT: Entire ramp area on N side clsd to all acft exceeding 3000 lbs gross wt. (2-14) Use caution while opern on first 200' rnwy 18 due to deterioration of rnwy. (12-30)
FORT WAYNE-RADIO: VOR rad 317° unusable beyond 10 n mi - excessive roughness. (12-4)
**FORT WAYNE-BAER FLD-TOWER: Glideslope unusable MM to touchdown. (2-1) FLD: Due nonvisibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxi strip leading to apch end of rnwy. (5-21) Standard 3000' hi-intensity centerline configuration A apch lgt system cmsnd rnwy 31. Neon apch lgts decmsnd. (1-24).
**GARY ARPT: All rnwys resurfaced. All rnwys and taxiways lgtd. (2-7)
GOSHEN RADIO: DME operg test basis only. (1-14)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc (without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10-31) TACAN facs operg exper basis only. (1-14)
**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.11n mi NNE (23°T) at lat 39-55-43, long. 86-10-55. (7-20)
**INDIANAPOLIS-WEIR COOK ARPT: Due non-visibility twr unable ctl tfc on taxiway from SE hangar to Turners Ramp. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of arpt superintendent. Caution - soft shoulders all rnwys due const. Rdo receiver required. Fee multi-eng acft. (1-8)
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable - very soft. (7-15)
**KENDALLVILLE ARPT: N/S rnwy abandoned. (12-12)
**KINGMAN-PALMER ARPT: Permanently closed. (11-14)

INDIANA: KOKOMO-RUZICKA ARPT: New arpt reported. Lctd 4 mi SW, S5 serv, F2 fuel.
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150' (922.9' MSL) hi-voltage transmission line being erected 5100' S - not mrkd, painted, or lgtd. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in the Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MISHAWAKA-SPORTSMAN FLD: 649' (1524' MSL) lgtd twr being erected 6.1 n mi SSW (212° T) at lat 41-36-58, long. 86-11-32. (12-30)
MUNCIE ARPT: New hard surfaced rnwys temp open as follows: NE/SW & NW rnwy 3500' SE rnwy 1600', taxi only, E/W (sod) 2300'. 10,000 lbs gross wt limit. Clsd ngts. (1-6)
PORTLAND-BRIGHAM FLD: Clsd to commerical opern. N/S strip avail. for emerg use. Fld unattended. (1-20)
SEYMOUR-FREEMAN ARPT: On Mar 2, N/S rnwy clsd for drag racing. (2-17)
**SEYMOUR-MAPLETON ARPT: Permanently closed. (11-24)
★SOUTH BEND-ST. JOSEPH COUNTY ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope not flyable from MM to touchdown. Twr hrs of opern chgd from 0630-2230 to 24 hrs daily.
TILDEN-RADIO: See Indianapolis, Ind.
IOWA: ANAMOSA-DASEN BROOK ARPT: To be clsd permanently Mar 1. (1-16)
AUDUBON ARPT: Clsd for tiling and grading. (7-29)
**BELLEVUE ARPT: Private arpt. Delete from records. (10-12)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27; S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
CLARINDA ARPT: 368' (1535' MSL) lgtd twr being erected 6.5 n mi S (202° T) at lat 40-36-30, long. 95-04-21.
COUNCIL BLUFFS ARPT: 230 1/2' (1448' MSL) lgtd twr being erected 9 n mi ESE (122°T) at lat 41-08-42, long. 95-39-00. (1-14)
**CRESTON-HERRING FLD: Name change. Formerly carried as Creston Arpt. No storage. Land at own risk. P-line N. (12-16)
DES MOINES-RADIO: Nov 18, DME shut down indef. (1-31)
**DES MOINES-ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
**DYSART-HARK ARPT: Abandoned. (1-11)
ELDORA ARPT: New arpt reported. 2 mi SSW; elev 1020'; 1 strip 2200'; rnwy lgts; minor repairs; 80 oct fuel; P-line S. (10-30)
**ELNA-WRIGHT FLD: Abandoned. (10-22)
GREENFIELD ARPT: New arpt reported. lctd 1.5 NNE; elev 1364'; 1 strip NW/SE, 2400'; turf; rnwy lgts, F2 fuel avail. Remarks - P-line SE. Soft when wet or thawing. (1-20)
HARLAN ARPT: 213' (1447' MSL) lgtd twr being erected 3.5 n mi N (10°T) at lat 41-38-42, long. 95-19-30. (12-4)
MASON CITY-RADIO: Feb 12, VOR shut down until approx Mar 26 - conversion to VORTAC. Durg shutdown, following temp MEAs may be used: V13 Des Moines, Iowa VOR - *Ames Iowa Int., 5000'; (*Descent to 3000' authorized after passing Ames Int. S-bound). Ames, Iowa Int. - Int. DSM R001 and FOD R085 (Alden Temp Int.), 8000'; Alden Temp Int. - Int DSM R001 and ALO R303 (Mason City Temp. Int.), 8000'; Mason City Temp Int. - Hope, Minn. (Int. via MSP R173), 8000'. V67 Int. ALO R303 & RST R210 (Mason City Temp. Int.) - RST VOR, 5000'; Int. ALO R303 and RST R210 - ALO VOR, 5000'. V13 FOD VOR - Int. FOD R048 and ALO R303 (Mason City Temp. Int.), 5000'. V100, V1605-08 Temp. Alden Int. - FOD R085 and DSM R001, 8000'. (2-12)
**OSAGE ARPT: New arpt. Type "L". lctd 0.5 NE; elev 1160'; 1 rnwy (N/S) - sod - 4780'; Rnwy lgts. remarks - p-line N. (9-6)
**SHELDON MUN ARPT: New arpt. Lctd 1.5 N. Lat 43-12, long. 95-50. Elev: 1422'; 1 strip NW/SE 2450' x 250'. Bcn. S3 serv. (9-7) Clsd for const, machinery on fld. Bcn inop.
★SIOUX CITY ARPT-TOWER: VHF/DF freqs: 118.7, 121.5, 122.1, 122.5, 126.18, 135.9 mcs; ** others 100-156 mcs on req. (2-13) FLD: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and taxi way NE of Air Force hangars, and on first 1500' rnwy 22. (10-24) Jet barriers installed apch ends rnwys 13 & 31. Barriers will be raised for mil acft only.

IOWA: SPENCER ARPT: Caution durg snow & thaw. Soft portions near rnwy intsxns. (12-4)
STORM LAKE ARPT: NW/SE and NE/SW rnwys clsd. Const. N/S rnwy open. Use extreme caution. (11-12)
**STRAHAN-HILLYER ARPT: Abandoned. (9-17)
**WALLINGFORD ARPT: Permanently clsd. (1-31)
WATERLOO MUN ARPT: Due to non-visibility twr unable to ctl tfc on portion of ramp W of hangars. (6-20)
WEBSTER CITY ARPT: Caution - New NW/SE rnwy 3100' usable but rough. Soft when wet. Durg snow, use N/S rnwy & asphalt taxi strip at N end of fld only. (12-10)
KANSAS: **COLBY ARPT: Unicom 122.8 mc cmsnd. (1-9)
EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at MEA. (5-29)
EMPORIA ARPT, 37, AMA-MKC: All sod strips rough. Use N/S hard surface rnwy xcpt in emerg. (8-2)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GARDEN CITY ARPT: 179' (3084' MSL) lgtd twr being erected 7.9 n mi W (292°T) at lat 38-01-14, long. 100-57-21. (11-26)
GARDEN CITY-NEW GARDEN CITY ARPT: 291' (3096' MSL) lgtd twr being erected 8.8 n mi SE (148°T) at lat 37-48-22, long. 100-38-58. (11-26)
GREAT BEND ARPT: Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft durg this period ctld by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (8-15)
307' (2167' MSL) lgtd twr being erected 5 n mi ENE (70°T) at lat 38-22-55, long. 98-45-30.
HILL CITY-ARPT-SPECIAL NOTICE: Airborne VOR rcvr check point 057° radial over Hill City Arpt bcn temp decmsnd. (1-2)
**IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution. Unicom 122.8 mc cmsnd. (1-2)
**LIBERAL ARPT: Unicom 122.8 mc cmsnd. (1-23)
**MANHATTAN-MANKAN ARPT: Closed. (11-22)
**MEADE ARPT: Rnwy lgts operg sunset to sunrise. (2-6)
**MINNEAPOLIS-HORNER FLD: Perm clsd. (9-5)
**OSAGE CITY-MUNICIPAL ARPT: Perm clsd. (10-1)
**RUSSELL ARPT: Caution - 4 strand barbed wire fence completed around entire arpt bndry.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const on S end rnwy 17-35. Equip. 17' high lctd 400' S of rnwy 17-35. Obstn lgtd. N 4500' rnwy 17-35 usable and threshold lgtd. Sod strips clsd. (12-19)
**SILVER LAKE-SHENK ARPT: Abandoned. (10-1)
SYRACUSE ARPT: 126' (3281' MSL) lgtd twr being erected 18.8 n mi E (108°T) at lat 37-53-25, long. 101-22-45. (11-26) 216' (3693' MSL) lgtd twr being erected 7.8 n mi SW (239° T) at lat 37-55-06, long. 101-53-27. (11-26)
**TOPEKA-PHILIP BILLARD ARPT: Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S, and W of twr; also portions of taxi routes from all hangars to the main ramp and N/S taxiway. Use rnwys and taxiways only. Sod areas unusable. (4-18) Two 158' (1067' MSL) lgtd steel stacks being erected 3 n mi ESE (119°T) at lat 39-03, long. 95-34.
TOPEKA-WILSON ARPT: New lndg strip reported. Lat 39-03-42, long. 95-53-22; lctd 10 mi W; elev 1070'; 1 rnwy (N/S) 2721' x 378' (turf); not lgtd A&P by appointment; 80/87 oct.
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
★WICHITA-McCONNELL AFB-RADAR APPROACH CONTROL: IFF cmsnd. (2-17)
**WICHITA ARPT: Const in progress W side and 700' S of N end of taxi strip to rnwy 19. Obstn mrkd. Acft remain on concrete areas. Sod unsafe. Acft over 120,000 lbs gross wt prohibited.
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs and departures to easterly quads: Avoid crossing N and S apchs and take-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & rcvr 124.5 or 125.7 mc. Transmit 122.5 mc, listen 124.5 or 125.7 mc or rng voice channels. (8-28)
WINONA-GUNNELS RANCH ARPT: New arpt reported. Lat 39-07, long. 101-36; lctd 2.5 mi N; elev 3480'; 3 strips (sod) N/S 2300', NW/SE 2100', NE/SW 2000'. Soft when wet, use rnwy.
(18 February 1965)

KENTUCKY: BOWLING GREEN-RADIO: LFR has heavy multiples NE and NW courses, 30 mi from stn. (5-9)

FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky) plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying this vcnty.

GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: Unattended. (11-20)

LEXINGTON-RADIO: VOR out of tolerance beyond 10 mi from stn from 275° clockwise to 015° - interference. (5-23) About Mar 3 VOR will be shut down until approx Apr 4 - conversion to VORTAC. See page 9 for substitute route structure & MEA, temp noncompulsory reporting points and temp holding patterns to be utilized durg shutdown. (2-12)

**LEXINGTON-BLUE GRASS ARPT: Due to non-visibility twr unable to ctl tfc on ramp area adj to term bldg from hangar line SE to taxi ramps NW and NE. Transient acft load at gate No.4, limit 15 minutes. Helicopters land SE end NW/SE taxiway. Unicom 123.0 mc avail. Hi-intensity rnwy lgts cmsnd rnwy 4-22. (1-7) 553'(1624'MSL) lgtd twr erected 7 n mi ENE(89°T) at lat 38-02-07, long. 84-27-04. (8-26)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD-TOWER: Feb 4, ASR shut down until approx Feb 18 -

** antenna modernization. (2-4) FLD: Due non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. (9-1) Configuration B apch lgts decmsnd. (1-1)

**SOMERSET-PULASKI CO. ARPT: New hard surface rnwy 2800' completed. Rnwy lgts avail. prior request and by ctcg London Ky rdo. (2-13)

YORK-RADIO: DME coverage 35 n mi at 2500' MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat. 300'. Apch from E with caution - jet acft operg in vicinity. (6-26)

BATON ROUGE-RYAN ARPT: 310'(330'MSL) lgtd twr being erected 9 n mi WSW(261°T) at lat 30-30-34, long. 91-19-49. (10-18)

CLINTON-McCUTCHEON ARPT: 331'(591'MSL) lgtd twr being erected 3 n mi SW(225°T) at lat 30-51-20, long. 91-05-00. (1-27)

**DERIDDER-BEAUREGARD PARISH ARPT: Unicom 122.8 avail. (11-19)

**GUEYDAN-SIMON ARPT: Abandoned. (5-10)

**LAFAYETTE ARPT: 500'(539'MSL) lgtd twr erected 7.9 n mi NW(330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operg as H fac only. (7-30)

LAKE CHARLES- McFILLEN ARPK: 199'(213'MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW(291°T) at lat 30-11-20, long. 93-19-45. (9-24)

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at altitudes below 2000'. (12-20)

MONROE-RADIO: Nov 27, VOR shut down until approx Feb 27, - conversion to VORTAC. (11-27) Durg this period LFR may be substituted for VOR on adj V arwys. (11-21)

NEW ORLEANS-RADIO: VOR/DME shut down - extreme scalloping and roughness. (12-6) Durg shutdown, MSY LFR may be used in lieu of VOR. (1-24)

NEW ORLEANS ARPT-TOWER: Effect. Oct 24-Jun 15, arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans and rcvg: 119.5, 121.7, 121.5, 126.18, 257.8, 243.0, 348.6 and rcvg 122.5 mc. (2-12) FLD: Hvy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR prohibited from lndg without permission.

NEW ORLEANS-MOISANT INTNL ARPT: Caution-stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

SHREVEPORT-GREATER SHREVEPORT ARPT: 190'(234'MSL) lgtd twr being erected 2.5 n mi NE(46°T) at lat 32-28-22, long. 93-47-48. (1-23)

**VILLE PLATTE-NEW EVANGELINE ARPT: Abandoned. (7-17)

WELSH ARPT: E/W rnwy closed ngts. Beacon inop. (12-4)

**WOODWORTH-DELANEY ARPT: Abandoned. (5-6)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obst lgts inop. Rnwy 1-19 clsd wheel equipped acft winter months. (12-2)

JACKMAN-NEWTON FLD: New arpt reported. Lctd 0.2E; elev 1170'; 1 strip 2100'. Caution

MAINE: use gravel strip only. Sod areas rough & soft. (12-9)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)

MILLINOCKET ARPT: During winters only rnwy 11-29, apron, and entrance/exit strip plowed. Rnwy 16-34 suitable for ski equipped acft. Caution advised due high snow banks this rnwy intsxn rnwy 11-29. Contact lgts rnwy 16-34 not usable winters.

OLD TOWN ARPT: Rnwy 4-22 clsd acct snow. (1-15)

PORTLAND ARPT-TOWER: About Feb 17, ILS will be cmsnd. Lclzr freq 110.3 mc. Ident: PWM. Lctd 475' from end of rnwy. Elevation 39.2'MSL Glide slope freq: 335 mc. Lctd: 750' from approach end rnwy 11 and 400' S of rnwy centerline. Elevation 62.6' MSL. Apch bear. 112° - 22'. Mag. Var: 17° - 04' W. LMM freq 326. Ident: WM. MM lctd 0.66 s mi from approach end rnwy. LOM freq: 391 kc. Ident: PW. OM lctd 5.39 n mi from apch end of rnwy. (2-13)

**PORTLAND ARPT: First 1000' rnwy 33 clsd to lndgs and take-offs. Avail. as taxiway. Rnwy mrkd at 1000' lctn. 20' embankment 200' from apch end rnwy 33. Mrkd by obstn lgt 250' from apch end and in line with S edge rnwy 33. (1-14)

PRESQUE ISLE-RADIO: VOR coverage 35 n mi at MOCA. (6-14)

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

SANFORD ARPT: Fuel and lgts unavail. (12-9)

TOPSHAM-ARPT: New arpt reported. Lctd 2.2 NW, RR & river SW; elev 120; 1 strip 1800' S5 facs; Fl fuel; no storage. Hi-tension line S. (12-9)

MARYLAND: BALTIMORE-RADIO: VOR out of tolerance and unusable beyond 31 n mi from 10° clockwise to 35°; 14 mi 35°-80°; 35 mi 80°-260°; 15 mi 260°-310°; 8 mi 310°-340°; 35 mi 340°-10° at MOCA. (12-13)

**BALTIMORE-MARTIN ARPT: Two-way radio required. Rnwy lgts prior request. (1-3)

**BALTIMORE-PIER 4 HELIPORT: 39-18 N, 76-36W; lctd Pier 4, Pratt St; elev 10'; size 100' x 72'; air marked; no lgts; no service. Pier 6 heliport clsd. (10-22)

**CAMBRIDGE ARPT: New arpt Type P; 2 mi SE; elev 20'; lat 38-33, long 76-02; services minor repairs; 80 octane; Unicom 122.8 mc; 1 rnwy (NW/SE) 2500' x 250'. Rnwy extremely slippery when wet. Postively no night lndgs without rnwy lgts in opern.

**CLINTON-HYDE FLD: Rnwy lgts prior request only. (1-21)

**FARMINGTON ARPT: New arpt Type P - 2 mi SE; elev 400'; lat 39-41, long 76-02; services major repairs; 80 octane; 2 rnwys - lngst 1700' (sod).

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. (6-14) VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730 - 2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy available at pilots' discretion. W end E/W rnwy being extended. Use caution. Const equip. operg close to end of rnwy (9-20) 75' temp steel twr erected approx 1500' off apch end rnwy 20. (11-1)

LAYTONSVILLE-DAVIS ARPT: First 500' of rnwy at ENE end unusable. (12-13)

SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)

**SALISBURY-DELMARVA ARPT: Permanently closed. (1-2)

**WHITE MARSH-QUINN ARPT: New arpt Type P - 1.4 NE; elev 200'; lat 39-24, long 76-25; services minor repairs; 80 octane; 1 rnwy (E/W) 1800' x 200'.

MASSACHUSETTS: SPECIAL NOTICE: Airport condition information avail by calling State Police Police Barracks.

**ACUSHNET ARPT: New arpt 41-40-35, 70-53-35; lctd 1 mi SE; elev 70'; 1 rnwy (N/S) 1700' sod; hangars, F2 fuel. (6-12)

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14) About April 18, VOR/DME will be shut down until approx May 20 - conversion to VOR TAC. (1-17) See page 5 for substitute route structure & MEAs & temp non-compulsory reporting points to be utilized durg shutdown.

BOSTON-BEDFORD(HANSCOM) ARPT: Tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 110 mph and above, fly 1300' MSL; jets fly 1800' MSL. (7-31)

BOSTON-LOGAN ARPT-TOWER: VHF/DF min alt coverage within radius of 40 mi: 025°-080° 2000'; 080°-210° 2500'; 210-240° 3000' 240-270° 3500' 270-330° 3000' 330°-025° 2500'.

** FLD: Obstn lgts on 174' stack 1.3 n mi WSW inop. S hangar area W of stn 23 restricted to aircraft 80,000 lbs or less. Take-offs to NE direction runway 4L and landings in

MASSACHUSETTS: SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs & take offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on & adj to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts & rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Transient mil operns restricted to acft accepted for handling by Air National Guard & using ANG facs only. Fld otherwise clsd to transient mil acft, xcpt emerg use Transmissometer cmsnd. (1-16) 1249'(1349'MSL) lgtd twr erected 10.8 n mi WSW(252°T) at lat 42-18-37, long. 71-14-10. (10-16)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

**EDGARTOWN-KATAMA AIRPARK: Unicom avail 122.8 mc. (1-13)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below & visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mc prior entering Otis RAPCON area. (8-28)

GARDNER-RADIO: VOR V 39 & V106 NE & SW & V151 NW & SE have excessive intermittent roughness ranging from 3 to 18 n mi MEA. (1-30)

**HYANNIS-BARNSTABLE ARPT: Rnwy 24 open & lgtd. Length 5000' x 150'. Apch area not graded. Hazardous soft shoulders with gravel. First 600' rnwy 6 perm clsd. Area flagged. Flarepots temp replacing rnwy 6 threshold lgts. No rnwy mrkg 6-24. (2-7) Rnwy & threshhold lgts rnwy 11-29 inop. (1-15)

**MANSFIELD ARPT: Unicom, 122.8 mc avail. (12-9)

MARSHFIELD ARPT: Unattended. (11-29)

**MARTHA'S VINEYARD ARPT: 640'(700'MSL) lgtd twr erected 7.8 n mi WSW(251°T) at lat 41-20-01, long. 70-48-44. (7-16)

NANTUCKET-RADIO: Sept. 30, HH fac shut down until approx Feb 28 - conversion to consolan. (2-3)

NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)

MICHIGAN: ANN ARBOR MUN ARPT: Caution last 700' NW rnwy. Only 2100' SE end usable. Some bndry lgts inop due const.

BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)

BATTLE CREEK-KELLOGG FLD: Const work E ramp, mrkd days & ngts. (8-30) Men & equip. on fld days. Trees above obstn lgts on SE edge of fld. (3-29)

BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.

BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)

BIG BEAVER ARPT: N/S rnwy not maintained. (7-3) FLD: 306'(956'MSL) twr being erected 1 n mi SW(232°T) at lat 42-32-33, long 83-07-46. (12-29)

BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)

CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°. (2-27) VOR coverage lmtd to 39 n mi all azimuths at min en route alt.

✱DETROIT-AIR ROUTE TRAFFIC CONTROL CENTER: Feb 14, trans & rcvr 301.4 mc cmsnd, lctd at Grand Rapids peripheral site. (2-17)

DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27) Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)

DETROIT-METROPOLITAN WAYNE CO ARPT: Due non visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old arpt clsd to lndgs & take offs. Ramp & bldg const in front of & alongside main term bldg. Taxiway const left of & parallel to runway 33. Hangar const to left of apch end of rnwy 15. Taxiway const to right of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men & equip on or adj to ramp & rnwys.

DETROIT-WILLOW RUN ARPT-TOWER: About Feb 24, radar departure control will be cmsnd. Freqs 118.4, 126.1, & 255.8 mcs will be cmsnd for IFR departures from Metropolitan Wayne Co. & Detroit-Mt. Clemens arpts (2-4) FLD: Due to non-visibility twr unable to

MICHIGAN: **ECKERMAN-O'CONNORS AIRPARK: Abandoned. (8-16)

ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)

GAYLORD-OTSEGO CO. ARPT: N/S rnwy plowed. Remainder clsd wheel equipped acft.

**GRAND RAPIDS-KENT CO ARPT: Rnwy 9-27 clsd xcpt for winds exceeding 20 knots. Unlgtd acft parked W rnwy 18R-36L and intsxn rnwy 4. Rnwy 4L-22R perm clsd. Taxi only. 700' overrun rnwy 18L paved. 600' additional overrun across hwy, clsd to civil opern, avail for emerg use on request. Longest rnwy 5700'. (12-27)

INDIAN RIVER - CAMPBELL ARPT: 308'(1174'MSL) lgtd twr being erected 5.9 n mi SE(153° T) at lat 45-19-30, long. 84-32-43. (8-24)

JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles. Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area.

KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)

**KALKASKA-SPORTSMAN'S AIRPARK: Abandoned. (8-16)

KEELER-RADIO: VOR has course deviations in all quads exceeding tolerance beyond 25 mi from stn. (12-19)

✱LANSING-CAPITAL CITY ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope angle 2.9° usable only to MM. (4-3) ILS glide slope inop - to be relctd 400' S of centerline E/W rnwy and 1200' from apch end. (1-30) Effect Feb 16, twr hrs opern: Cont. FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24, & connecting taxiway NE/SW rnwy now 4000'. (10-8)

MT. CLEMENS-MACOMB ARPT: Caution - const W end of fld. 2200' E end rnwy 9-27 open.

MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)

MUSKEGON-COUNTY ARPT: Due to non-visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. N/S runway closed to night flying. (11-14) 60' wea radar twr approx 100' from centerline of NE/SW rnwy, and lctd at SW corner of W hangar at NE end of NE/SW rnwy. (5-8)

NILES-TYLER MEMORIAL ARPT: Unicom inop. (10-4)

PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel.

PONTIAC-ALLEN'S ARPT: 1000' E end rnwy 29 under const - caution. (7-3)

**PORT HURON-BAKER'S FLD: 88' (728 MSL) twr being erected 1/2 mi SE. Lat 43-00-09 long 82-27-51. Unmrkd & unlgtd. (2-6)

PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

RAPID RIVER-DEL'S AIRSTRIP: Closed. (8-29)

ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W rnwy clsd due soft spots. (5-24

SAGINAW-MUN ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45 long 83-51-45. (9-25)

SAGINAW-TRI-CITY ARPT: Caution - men & equip on rnwys daylgt hrs. (9-12)

ST IGNACE-MACKINAC CO ARPT: Pilots planning winter wheel lndgs phone St Ignace 854 prior to planning flgt. (9-9)

SAULT STE MARIE ARPT: Bcn and strip lgts inop. (5-10) All rnwys xcpt 9-27 clsd due snow. Rnwy 9-27 operative, but caution advised due snow. (12-10)

WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W rnwys clsd. Use caution other rnwys.

MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016° (5-29)

AUSTIN ARPT: 150'(1362'MSL) church bldg being erected approx 3000' WSW. Completion date Apr. Not mrkd, painted or lgtd. (2-1)

BACKUS ARPT: Not maintained for wheel equip acft winter months. (11-6)

BEMIDJI-RADIO: TVOR voice fac out of service. (1-9)

BROOTEN ARPT: New arpt reported. Lat 45-30, Long 97-07; elev 1305'; 1 strip 2600', turf No fuel or serv. (12-2)

**CLARISSA ARPT: New fld. Lctd 1.7 s mi SE at lat 46-07, long. 94-55. Strip 2500' x 200'.

**DULUTH ARPT: Ramp const. W of admin bldg. Caution crossing arpt perimeter roads lndg rnwys 3-21. Men and equip on fld days. Transmissometer cmsnd. (12-17)

EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)

FAIRBAULT ARPT: NW/SE rnwy only will be plowed winter months. (12-6)

**FAIRMONT ARPT: 500'(1710'MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-16)

MINNESOTA: **HIBBING-CHISHOLM-HIBBING ARPT: Name change, formerly carried as Hibbing Mun. NE/SW & E/W rnwy clsd for wheels winters. Rnwy lgts installed NW/SE rnwy. (2-4)

★MINNEAPOLIS AIR ROUTE TRAFFIC CONTROL CENTER: Feb 4, trans & rcvr 120.6 mc cmsnd at Sioux Falls, S. Dak. peripheral site. (2-12)

MINNEAPOLIS-ANOKA CO ARPT: Only N/S rnwy open for wheels. (12-3)

MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on fld. NW SE rnwy remains open and lgtd majority of time. Usable area limited during const. (7-22) Taxi strip to NE/SW rnwy under const. NW/SE & NE SW rnwys open for wheels. (12-3)

MINNEAPOLIS-FLYING CLOUD ARPT: Const. N S & E W rnwys open for wheels. (12-3) Two 263' twrs being erected 2.9 n mi N(15°T) at lat 44-52, long. 93-25. One twr completed and lgtd. Second twr not completed. (12-5)

MINNEAPOLIS-ST PAUL INTNL (WOLD-CHAMBERLAIN) FLD: First 1000' rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R, and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. Const area & equip. hazard mrkd day & ngt. (10-10)

★NODINE-RADIO: VOR DME cmsnd; relctd from La Crosse, Wis. Freq: 117.9 mc. Ident: ODI. Lctd lat 43-54-42, long. 91-28-00. Monitor. category (I). Associated ATCS La Crosse, Wis. Class: BVOR. (1-3)

PARK RAPIDS-SKY MANOR FLD: New arpt reported. Lat 47-03, Long 95-07; elev 1482'; 1 rnwy, 3200', turf; no serv. (12-24)

ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6) VOR radial 313° from 18 to 36 mi at MEA out of tolerance below 3300' - roughness and scalloping. (12-23)

ROCHESTER-LOBB FLD: Rnwy 17 clsd ngt lndgs. (11-26) 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. (4-29) Green flashing code bcn atop ctl twr inop. (12-7)

ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)

ST. PAUL-LAKE ELMO ARPT: NE/SW strip clsd. Only NW/SE rnwy will be plowed. (12-3)

SANDSTONE ARPT: New arpt reported. Lat 46-07, Long 92-53; elev 1088'; 1 strip, 2600' turf; no fuel or serv. (12-2)

SILVER LAKE ARPT: 315'(1325'MSL) lgtd twr being erected 17 n mi ESE(120°T) at lat 44-47-19, long. 93-54-30. (11-18)

TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)

WARROAD ARPT: 310'(1440'MSL) lgtd twr being erected 3 n mi SSW(216°T) at lat 48-53-43, long. 95-23-10. (12-23)

WILLMAR ARPT: 500'(1648'MSL) lgtd twr being erected 3.8 n mi NE (57°T) at lat 45-08-25, long. 95-00-50.

WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: BROOKHAVEN ARPT: 329'(823'MSL) lgtd twr being erected 4.8 n mi NNW (351°T) at lat 31-40-18, long. 90-25-03. (1-22)

COLUMBUS-RADIO: Soon, VOR will be cmsnd. Freq: 115.8 mc. Ident: UBS. Lctd lat 33-29-12, long. 88-30-32. Class: VORW. Until voice cmsnd on Columbus rdo, Tuscaloosa rdo will furnish in-flgt and emerg assistance serv on standard ATCS freqs. (1-23)

COLUMBIA ARPT: Clsd due construction. (8-14)

CORINTH ARPT, 7, MEM-TPA: Clsd. Const. (12-11)

GREENVILLE AFB: Caution all altitudes, intensive jet trng within 100 n mi radius.

GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)

GULFPORT ARPT: All tfc left: alt 1500' jet and heavy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600'of final apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for takeoff on rnwy 32 &36.

INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700 Use extreme caution in vicinity of Indianola AF Aux from ground to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)

JACKSON-RADIO: VOR radials 120°-249° and 285°-352° out of tolerance due to roughness. Scalloping and bends. Soon, VOR will be shut down - conversion to VORTAC and relctn. Durg this period, VOR flgts are authorized to JAN LFR in lieu VOR. Ints and Alts as charted. (12-18)

JACKSON-HAWKINS ARPT: 185' AGL derrick boom 1.8 n mi N(12°T) at lat 32-21-22, long. 90-12-45. (12-18)

LAUREL ARPT: 491'(781'MSL) lgtd twr being erected 4.2 n mi NE(66°T) at lat 31-41-48 , long. 89-05-50. (11-21)

MISSISSIPPI: MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)

McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE/SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)

MERIDIAN-RADIO: VOR/DME relctd and operg test basis only. Freq: 115.4 mc. Lctd lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints. based on VOR are not usable for navigational purposes until stn is cmsnd. LF rng may be used in lieu of VOR temp. (8-22) MEA V 194 MCB-MEI remain as published. (8-23) About Mar 10, VOR will be shut down for conversion to VORTAC. (2-17)

MERIDIAN-KEY FLD-RADIO: ILS glide slope inop until approx Apr 1 - relctn. (12-17)

MERICIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400C and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. (7-5) Rnwy 9-27 clsd. (11-1) Men & equip. on fld days. (7-5)

RIPLEY ARPT: Clsd - construction. (5-16)

MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)

**DE SOTO ARPT: New arpt. Lat 38-08, long 90-33; elev 675; 1 strip, N/S 2500' x 100' Sl facs; F2 fuel. Open days only.

DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or tk-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)

**ELMO ARPT: Abandoned. (5-8)

GORIN-WILEY'S ARPT: About 11 March, 183'(906'MSL) lgtd twr will be erected 12.5 n mi ENE(81°T) at lat 40-24-40, long. 91-48-13. (2-6)

**GRAIN VALLEY ARPT: Unicom avail. E/W rnwy 2500' with rnwy lgts sunset to sunrise.

JEFFERSON CITY-MEMORIAL ARPT: 600' E end E/W and 600' N end N/S rnwys clsd. 929'(1773'MSL) lgtd twr being erected 6.8 n mi NNE(35°T) at lat 38-41-28, long. 92-05-43. (10-11)

KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable except for right side opern. (5-10)

KANSAS CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Feb 7, trans & rcvr 121.2 and 125.2 mc cmsnd lctd Garden City peripheral site. (2-7) Feb 10, trans & rcvr 123.7 and 124.9 mc cmsnd at Springfield, Mo. peripheral site.

★KANSAS CITY ARPT-TOWER: Feb 7, VHF/DF freq 122.7 mc cmsnd. (2-2) FLD: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp & new taxiways soft. Taxiway W side fld bgng N edge TWA & CAL ramp clsd all acft for taxiing due const. Barricades on each end taxiway. Caution.

KANSAS CITY-STATELINE ARPT: Slow tfc alt 600'. Ctn-jet acft Grandview AFB operg vcnty.

KIRKSVILLE, 12, MKC-CHI ARPT: About 24 Feb., 223(1030'MSL) lgtd twr will be erected 8 n mi ENE(69°T) at lat 40-12-16, long. 92-10-36. (1-28)

LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (11-9)

MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on ofl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000' MSL 0700-2400 Mon-Fri. (6-20)

MARYVILLE MEM'L ARPT: 243'(1383'MSL) lgtd twr being erected 7.5 n mi ESE(113°T) at lat 40-18-24, long. 94-45-57. (12-24)

NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)

POPLAR BLUFF-FIELDS MEMORIAL ARPT: Beacon and runway lights inoperative due const. (1-16)

PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long 92-48; lctd 3.5 mi SE; elev 800'; 1 turf strip (N/S) - 2300' x 110'; remarks - S apch 10:1. (7-3)

ST. CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (12-30)

ST. CHARLES ARPT: Two 177' (627'MSL) lgtd twrs being erected 2.2 n mi ESE (119°T) at lat 38-50-05, long. 90-28-12. (1-3)

MISSOURI: ST. JOSEPH-RADIO: Feb. 2, DME shutdown. (2-2)
ST. JOSEPH-KING'S EASTSIDE ARPT: 243'(1306'MSL) lgtd twr being erected 11.8 n mi NE(45°T) at lat 39-55-21, long. 94-37-05. (12-24)
ST. JOSEPH-ROSECRANS MEML ARPT-TOWER: ILS lclz and glide slope shut down until approx April 15 - relctn of lclzr. (1-28) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260' SE from center intsxn of diagonals on rnwy 13 for a dist of 340' and beginning 300' SW from center intsxn of diagonals on rnwy 22 for a dist of 560'. (10-22) 5530' S portion of N/S rnwy open. 1600' of apch end rnwy 22 open. Hi-intensity rnwy lgts operg on N/S rnwy. Apch lgts rnwy 35 inop. (1-23) 268'(1328'MSL) lgtd twr being erected 16 n mi SE(150°T) at lat 39-32-29, long. 94-44-53. (12-24)
**ST. LOUIS-LAMBERT FLD: Taxiway lgtg installation alongside all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution - men and equip. Shoulders soft. Rnwy apchs rough & unusable. Grass area clsd. New concrete surface on rnwys 6-24 may be slippery when wet. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. 18' (564'MSL) concrete bldg constd 1850' SW at lat 38-45-21, long 90-23-05. Mrkd & lgtd. Standard 3000' hi-intensity centerline configuration A apch lgt system serving rnwy 24 cmsnd. (2-11) 1152'(1649'MSL) lgtd twr being erected 10.5 n mi SSE(169°T) at lat 38-34-08, long 90-19-51. (2-13) 18'(564'MSL) lgtd bldg being erected 1 n mi WNW(306°T) at lat 38-45-21, long 90-23-05. (1-21)
ST LOUIS-PARKS METROPOLITAN ARPT - SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500' and 5500' MSL. (4-22)
ST. LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
**ST. LOUIS-SOUTHWEST ARPT: Abandoned. (12-7)
SEDALIA-MEMORIAL ARPT: Caution - hvy equip. in opern, new rnwy const. Use NE/SW rnwy only. (1-4)
**SEYMOUR-OWEN FLD: Fuel avail. 91 octane only. (12-17)
SPRINGFIELD-RADIO: About Feb 17, VOR will be shut down until approx April 3 - conversion to VORTAC. See page 6 for temp MEAs to be utilized durg shutdown period. (1-17)
**SPRINGFIELD ARPT: Unicom unavail. (12-20) Caution - Const in progress near apch end rnwy 19. Use paved rnwy only. (1-8)
SPRINGFIELD-DOWNTOWN ARPT: NW/SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow boundary markers. (11-12)
**STANTON-MERAMEC CAVERN ARPT: Abandoned. (9-18)
MONTANA: BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)
BUTTE-RADIO: VOR/DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118°, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000; 264°-317°, 35 n mi at 11,000'. (11-20)
**CHINOOK #1 ARPT: Abandoned. (6-6)
DILLON-RADIO: VOR radial 146° usable to 39 n mi.
DRUMMONG-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.
**FALLON ARPT: Abandoned. (7-5)
★GREAT FALLS AIR ROUTE TRAFFIC CONTROL CENTER: Feb 12, trans & rcvr 123.9 mc cmsnd.
HELENA-RADIO: VOR flight-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.
HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)
LEWISTOWN-RADIO: VOR flight-checked for en route arwys use only at min instr alts.
LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)
MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'. About March 17, VOR/DME will be shut down until approx March 22 - freq chng from 111.8 mc to 112.8 mc. Durg shutdown, following arwys will be affected: V2 MLP -DRU unusable. V231 MSO - Charlo Int substituting N course MSO LF rng. Charlo Int. temp redesignated as N course MSO LF rng and 068° radial MLP VOR. (2-14)
MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 & 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 25,000 lbs gross wt. Last 1300' rnwy 29 unusable for acft over 25,000 lbs. (1-30)
MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.
**SHERIDAN ARPT: Abandoned. (5-1)
WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'.
**WIBAUX ARPT: Abandoned. (5-16)
NEBRASKA: BRUNING-STATE ARPT: Bcn inop. (12-5) NE/SW taxiway clsd. (12-27)
CENTRAL CITY-SILVER T ARPT: Two 349'(2049'MSL) lgtd twrs being erected 2.8 n mi SSE(171°T) at lat 41-08-14, long. 97-57-32. (10-7)
CHADRON-RADIO: Feb 6, H fac operg test basis. Freq: 206 kc. Ident: CDR. Lctd lat 42-50-00, long 103-06-00. Class: HW. (2-7)
DAVID CITY, 82A, SLC-OMA ARPT: 260'(1860'MSL) lgtd twr being erected 9.8 n mi E (100°T) at lat 41-12-31, long 96-54-57. (9-3)
**HASTINGS ARPT: Unicom, 122.8 mc, resumed normal opern. (2-7)
**HAY SPRINGS ARPT: 583'(4578'MSL) lgtd twr erected 2.1 n mi S(180°T) at lat 42-38-25, long 102-42-04. (2-14)
**LORENZO ARPT: Perm clsd. (12-26)
★NORFOLK-RADIO: Private TVOR monitoring category (1) - 0530-2130; Monitor. category (3) - 2130-0530; Rcvg freqs oper 0530-2130; Voice avail. 0530-2130. Rcvg freq 126.7 mc gd 0530-2130. (2-10)
**NORFOLK-STEFAN FLD: Unicom unavail. (2-10)
NORTH PLATTE-RADIO: DME inop. (1-28)
OMAHA-RADIO: About Feb 17, VOR/DME will be shut down until approx March 24 - conversion to VORTAC. (1-17) Durg shutdown following temp MEAs may be utilized: V6, V8, V1510 GRI VOR - Int. SUX R151 and GRI R073 (Omaha Temp. Int), 7800'; Omaha Temp. Int. to *Int DSM R254 and Neola R148 (Kimberly Temp. Int), 7800' (*Effective on cmsng Neola, Iowa VOR 3/13/58); Kimberly Temp. Int. - **Middle River Int., 7800' (**MRA 3000); Middle River Int - DSM VOR, 2600'. Direct Route: - STJ VOR via R325 - #Int. GRI R073 and STJ R325 (Omaha Temp. Int.), 7800'; #Omaha Temp. Int. - SUX VOR, 7800' (#After passing intsxn S-bound, descent can be made to 4500'. Descent to 5400' authorized after passing intsxn N-bound). SUX VOR via R-166 and Omaha ILS lclzr course 315/135 (Blair Temp. Int.), 2500'; Blair Temp Int. - Omaha LOM, 2700'; Omaha LOM - OMA LFR, 2700'; OMA LFR (bear. 138/318) - STJ VOR via R323, 2700'.
OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd night opern. (9-11)
ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)
SCOTTSBLUFF ARPT: Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution. Rough spots S edge rnwy 23 from NE end to intsxn. Use center rnwy. (12-10) 677'(5144'MSL) lgtd twr being erected 8.5 n mi NNW(339°T) at lat 41-59-58, long 103-39-55. (12-10)
SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9)
SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW durg daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.
SIDNEY-RADIO: Feb 10, VOR will be shut down until approx Feb 24 - freq change from 113.1 mc to 108.2 mc. (2-10)
SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)
WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt.

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi;90°-125°, 26 n mi; 125°-170°, 17 n mi;170°-240°, 35 n mi;240°-300°, 17 n mi;300°-360°, 43 n mi at 12,000'.
BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used.
CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)
ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)
LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'
LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000';30°-60°, 35 n mi at 12,000';60°-160°, 26 n mi at 12,000';160°-240°, 43 n mi at 10,000';240°-05°, 35 n mi at 12,000'. Feb 10, DME shut down- relctn. About Feb. 25, VOR will be shut down until approx March 26-relctn and conversion to VORTAC. Durg VOR shutdown following V arwys will be unusable IFR conditions: V-6 1502, 1504 between Battle Mountain and Reno Nevada. (2-7)
MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000';105°-115°, 35 n mi at 13,000';115°-130°, 26 n mi at 13,000';130°-140°, 35 n mi at 13,000';270°-280°, 35 n mi at 12,000';280°-340°, 26 n mi at 12,000'.
RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000';10°-35° and 45°-85°, 35 n mi at 11,000'; DME coverage 45°-75°, 43 n mi at 10,000';75°-110°, 26 n mi at 12,000';110°-180°, 43 n mi at 13,000';180°-200°, 26 n mi at 13,000';200°-240°, 17 n mi at 13,000';240°-280°, 35 n mi at 11,000';280°-350°, 43 n mi at 11,000';350°-45°, 35 n mi at 12,000'.
**RENO-SKY RANCH ARPT: Perm closed. (1-7)
SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000';50°-80°, 30 n mi at 12,000'.
WELLS-RADIO: VOR flgt-checked on arwy radials only. (12-14) VOR radials 180°-215° and 015°-030°, 15 mi;335°-015°, 20 mi at min IFR alts. (2-11)
NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N.H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flgt call Concord Arpt on 122.8 mc) or CAA Common Stn, Concord Mun Arpt anytime (tel. Capital 5-6151 or acft in flgt call Concord Rdo).
CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000';350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000';030°-075°, 35 n mi at 4000';075°-100°, 35 n mi at 2500';100°-120°, 26 n mi at 2000'. (9-28)
CONCORD ARPT: Const S end rnwy 17-35, extending rnwy. (1-20)
**ERROL ARPT: Longest rnwy avail 1800'. (12-19)
LEBANON ARPT: E/W rnwy not maintained winter mos. (12-12)
NASHUA-BOIRE FLD: Caution-banner pickups and drops during daylgt hrs-spray equip. testing. Safety strips SW side of rnwy unsafe. Caution - ngts - green rng lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)
**PEMBROKE ARPT: Abandoned. (10-16)
WOLFFBORO-LAKES REGION ARPT: Closed - construction. (4-2)
NEW JERSEY: **BASKING RIDGE-SOMERSET HILLS ARPT: Right hand tfc, take-off & lndg rnwy 33. (2-4) Only 91 oct fuel available.
BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension resumed. Men & equip on fld. (12-30)
CALDWELL-RADIO: VOR out of tolerance 071° beyond 12 n mi; 204° beyond 10 n mi;238° 6 n mi;259°, 10 n mi;290°, 13 n mi;303°, 6 n mi and 356°, 13 n mi at MOCA. Usable from 090° clockwise to 180°, 32 n mi. MRA from CDW VOR to Captain Int. at 5000' along V251 and 8000' from CDW VOR to Bellemeade Int. along V3. (12-17)
FLORENCE ARPT: Closed. (8-1)
MILLVILLE ARPT: Non-military glider opern wk-ends & holidays. Eng testing by acft parked N end rnwy 18, day and ngt. (1-16)
NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LF rng, vicinity New York Metropolitan Area.
NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.
NEWARK ARPT-TOWER: About Mar 1, ILS serving rnwy 22 will be cmsnd. Lclzr freq; 109.1 mc. Ident: ARK. Lctd 575' SW rnwy 22-4. Glide slope freq: 331.4 mc. Glide angle 2.65°. Apch bear. 217°. Var 10° 57ft. MM lctd 3547' from apch end rnwy. Glide slope transmitter lctd 800' from apch end rnwy 22 and 300' NE rnwy centerline. Alt over OM 1763' MSL; OM citd 8.17 mi from apch end rnwy. (1-31) Both ILS systems will not be operated simultaneously, except markers. (1-31) FLD: MILITARY: Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft regardless of ofl orders. Restrict-

NEW JERSEY: ions are not applicable to N.J. National Guard T-6, F-51, C-45 & C-47 type acft based at Newark Arpt. ALL ACFT: Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high. Hangar const lctd 600' N of centerline W end rnwy 11. Equip. active on taxiway area immediately adj to site. Const taxiway B from Taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway & F hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men & equip. on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Soon a 3000' standard hi-intensity centerline apch lgtg system, configuration A serving rnwy 22 will be cmsnd. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25) Approx Mar 1, 3000' hi-intensity centerline configuration A apch lgts serving rnwy 22 to be cmsnd. ILS & apch lgts rnwy 4 to be operd as primary system. ILS & apch lgts rnwy 22 to be operd under instr conditions & hrs of darkness when rnwy 22 in use. (1-31)
PRINCETON-NASSAU AIR PARK: Closed until approx. March 15. (1-10)
RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lighted. (9-14)
SCOTLAND LIGHTSHIP-RADIO: Marine rdo bcn operg 294 kc-careful tuning required.
SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left hand pat.
STILLWATER-RADIO: VOR monitor, category temp changed to (3). (5-10)
TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SE taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndgs. Rnwy14-32 avail ngts only on special request. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt manager. (3-11) 200' x 400' mrkd sod area N of center taxiway & 350' E of west taxiway restricted to lndgs & take offs of STOL type acft having prior permission of arpt manager. Daylight opern only. (12-18)
TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)
TRENTON-MERCER CO. ARPT: Acft using rnwy 24 on take-off cont straight out to Delaware River before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & equip. working in apch areas of rnwys 24 and 29. (1-28)
**TUCKERTON-MATHIS ARPT: Permanently closed. (1-17)
WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford (MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone on freq 137.88 or 121.5 mc. Caution-exten jet operns during VFR and IFR wea up to 20,000'. (12-19)
NEW MEXICO: ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF coverage 40 n mi at min en route alt xcpt 25 n mi at min 15,000' from inbound heading 185° thru 335°. (12-19) FLD: Jet barrier operational, but unreliable, on W end rnwy 08-26 upon request. Lndg will not be made in overrun area and taxiing across barrier will be held to a min. (11-30)
** Jet barrier rnwy 21 cmsnd. First 2600' and last 1000' rnwy 21 clsd to all lndgs. Last 1000' rnwy 21 overrun area. Lndgs will not be made in overrun area and taxiing across barrier will be held to a min. First 2500' rnwy 17 and first 2500' of taxiway T-1 not visible from new ctl twr. (2-20)
CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.
COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.
DEMING-RADIO: About Mar 3, VOR will be cmsnd. Freq: 108.6 mc. Ident: DMN. Lctd lat 32-16-33, long. 107-34-12. Class: VORW. (2-17)
DEMING ARPT: Rnwy 17-35 closed. (11-20)
FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)
GRANTS ARPT: Erosion and loose sand near rnwys.
LAS VEGAS ARPT: Bndry and rnwy lgts inop. (12-10)
OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

NEW MEXICO: RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE (NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)

TOAS-ZIA ARPT: Fuel unavail until April 15. (10-8)

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15) Feb 11, VOR/DME shut down until approx Mar 17 - conversion to VORTAC. (1-31) See page 8 for substitute route structure and MEAs, & temp non-compulsory reporting pts. durg shutdown.

ALBANY ARPT-TOWER: ILS glide slope unusable beyond MM, inbound. (11-22) FLD:

** 1356' (2176'MSL) lgtd twr erected 25.4 n mi NW (316°T) at lat 43-03-36, long. 74-12-42.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mat MOCA. (6-14) Jan 16, VOR/DME shut down until approx Mar 6 - conversion to VORTAC. (2-14) See page 6 for substitute route structure & MEAs and unusable VHF intsxns durg shutdown.

BUFFALO ARPT-TOWER: VHF/DF coverage 40 mi from stn 105° clockwise to 136°, 3000'; 136°-155°, 3500'; 155°-198°, 4200'; 198°-215°, 3300'; 215°-250°, 2500'; 250°-105°, 2100'. (12-18) VHF/DF shut down until approx Feb 21 - relctn. (2-7) FLD: ILS lndg mins straight in

** rnwy 23 will be 300-3/4 until obstns are removed in apch area. (9-9) Rnwy 9-27 abandoned. Use as taxiway only. (12-18)

**BUFFALO-AIR PARK: During winters snow removed from NE/SW rnwy only. Use rnwys only. Caution - snow banks on each side of rnwy. (2-5)

**CANAJOHARIE ARPT: Abandoned. (1-9)

CATSKILL-CATSKILL VALLEY ARPT: Closed. (1-20)

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution - men & equip. all rnwys 0800-1600 Mon-Fri. (1-20)

**EAST AURORA-PRONER ARPT: Water twr NW. (1-3)

**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant - official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)

GLENS FALLS-WARREN CO. ARPT: 91 oct not avail. (6-11) 129' (2257'MSL) lgtd antenna twrs being erected 7.2 n mi WNW (309°T) at lat 43-25-17, long. 73-44-45. (2-1)

**GOUVERNEUR ARPT: Perm closed. (9-25)

**HAMMONDSPORT-B & H ARPT: No services. Land at own risk. (11-4)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MOCA. VOR monitor. category temp changed to (3). (5-10) Jan 20, VOR shut down until approx Feb 20. conversion to VORTAC. (1-31) See page 5 for substitute route structure and MEAs, and temp non-compulsory reporting points to be utilized durg shutdown.

**IDLEWILD-RADIO: Feb 8, VOR freq chgd from 117.2 mc to 115.9 mc. VOR coverage 50°-75°, 17 n mi; 75°-215°, 26 n mi; 215°-235°, 17 n mi; 235°-50°, 26 n mi at MOCA. (2-8)

ITHACA-TOMPKINS CO ARPT: Rnwy 1-19 clsd to all tfc. Acft may contact MOH on 129.7, 130.0; ELM twr; or ELM rdo for lndg info. (12-5)

LAKE PLACID: Not a seaplane base - no facilities avail. Facilities for landplane avail. at Lake Placid Arpt. (7-22)

LIDO-RADIO: H fac unusable beyond 12 mi - acct interference from Ft. Dix-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MASSENA-RADIO: J fac temp converted to BMH fac indef. Freq: 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (1-30)

MASSENA-RICHARDS ARPT: Caution - men & equip. working apch end rnwy 23. (1-22)

MIDDLETOWN-RANDALL ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt - all alts from surface to 12,000'. (8-29)

**MIDDLETOWN-RANDALL ARPT: Unicom 122.8 mc cmsnd. (1-21)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA - SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt

NEW YORK: of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.

★NEW YORK-AIR ROUTE TRAFFIC CONTROL CENTER: Freqs 124.5, 121.2, 326.2 mcs cmsnd at Phillipsburg, Pa. peripheral site. Freqs 118.9, 124.3, 126.9, 123.8, 269.6, 381.6, 285.4 mcs cmsnd at Barnegat, N. J. peripheral site. (2-12) ATC radar beacon operating intermittently on test basis only. Pilots of commercial acft equipped with transponders are requested to cooperate with the New York ARTC Center during these tests. (2-3)

NEW YORK INTNL(IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR-holding E one min left turn pattern, Lido rdo bcn holding SW on SW course of HEM rng 1 min left turn pattern when ILS apchs are being conducted to rnwy 22. (12-23)

NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230° 055°, 2000' at 40 n mi. (9-9) About Feb 24, freq 121.3 mc will be cmsnd as a second ground control and clearance freq. Aircraft will contact Idlewild Tower Ground control on freq 121.9 mc as usual and will be advised when to shift to 121.3 mc. (2-13) FLD: Clsd to fight-

** er type, motorless, and jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surface only. Rnwy 1R-19L perm clsd for lndgs & tk-offs, avail. for taxiing. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. 185' MSL ctl twr is highest arpt structure. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders. (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)

NEW YORK HELIPORT: Lctd W 30th St & Hudson River. Two concrete landing pads, 80 x 80. Elev 7'. 91 - 115 oct fuel. Two way rdo (unicom) required with 30 min advance notice. Caution - ship traffic. (12-31)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft enroute to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR-holding S one min. left turn pattern in lieu of the Oradell Holding Pattern. (9-27) VOR rcvr check point signal 108.6 mc shut down. (1-8)

★NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. Feb 11, VHF/DF cmsnd. Freqs: 118.7, 119.9, 118.1, 120.4, 121.5, 121.7, 122.7, 125.7 mc. Coverage: at 40 mi: 360°-015°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. (2-11) FLD: Clsd to jet propelled acft, motorless,

** fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take offs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 mc, or appropriate UHF freq. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip., mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. Caution - use paved surface only. Sod areas unsuitable for acft operns. (12-3)

NEW YORK-STATEN ISLAND ARPT: No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

★NIAGARA FALLS ARPT-TOWER: VHF/DF unreliable below 3000' in NE quad, 4000' SE&SW quad & 4500' in NW quad. (1-31) ILS lclzr relctd to 1500' from W end rnwy 28R. Elev: 584.8'.

**. FLD: due to non visibility twr unable to control tfc first 400' apch end rnwy 10L; that portion of the N perimeter taxiway from rnwy 10L to 100' N; the NW portion of the Navy taxiway and the NE portion of E perimeter taxiway. Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or greater from N or S. Rnwy 10L, 28R lengthened 1500' to W. Avail length of rnwy now 9100'. (1-31)

NEW YORK: NIAGARA FALLS-COLONIAL VILLAGE ARPT: E/W rnwy clsd due obstn.
PLATTSBURGH-RADIO: VOR radials 260°-280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265°-280°, 35 n mi at 6000'; 280°-310°, 35 n mi at 4700'; 310°-10°, 35 n mi at 2000'. (6-12)
PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 300' to insure adequate separation from mil jet acft and jet turbulence. Non-rdo equipped acft will maintain 2000' MSL until W of arpt. Over that position acft shall let down to pat alt. (10-31)
POUGHKEEPSIE-RADIO: DMEcoverage 290°-90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)
RIVERHEAD-RADIO: About Mar 18, DME will be shut down until approx May 9 - relctn.
ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35°-80°, MOCA. (9-13)
ROCHESTER-MONROE CO ARPT: Due to non-visiblility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Caution - rnwy 5-23 clsd for lndg and take-off acct broken pavement. Avail for taxiing only. (1-28)
ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.
SCHENECTADY CO ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL.
SPITFIRE LAKE: No seaplane facilities avail. (7-30)
SYRACUSE-RADIO: VORcoverage 180°-220°, 35 n mi at MOCA. (6-14)
UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)
UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.
UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)
WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes. (10-25)
WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF Rdo bcn unreliable west quad beyond 20 mi. (3-22)
WHITE PLAINS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" clsd. (10-21) Rnwy 5 clsd ngt opern. (1-15)
WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ASHEVILLE-RADIO: About Feb 25 VOR will be shut down, conversion to VORTAC. During shutdown, following temp MEAs will apply. V35 and V53 Roan Mtn Int to AVL via TRI VOR radial 187° and 100° bearing AVL Rbn, 8500'; V53 SPA to AVL via SPA radial 324° and 100° bearing AVL Rbn, 6000'; V35 Clemson Int to AVL via RYN VOR radial 033° and 100° bearing AVL Rbn, 6000'; V185W unusable Tigersville Int to AVL; V185 Piedmont Int to AVL VOR unusable. V185E Ottway Int to AVL VOR unusable. CLT-AVL direct route redesignated CLT LFR-AVL Rbn. (1-17)
CHARLOTTE-DOUGLAS ARPT: All acft operg in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20) Hi-intensity rnwy lgts, rnwy 23 inop. (1-29)
CHERRY POINT MCAS-RADIO: VORmay have radial error to 9° in 180°-300° sector.
COFIELD-RADIO: About Mar 15 VOR shut down until approx Apr 30 - conversion to VORTAC. The following MEAs will apply durg shutdown period: V194 RMT-intsxn ECG VOR radial 283°, 2000'; V194 RMT-Corapeake Int., 3000'; V282 ECG-intsxn RMT VOR 063°, 2000'; V229 EWN-intsxn ECG VOR radial 288°, 5000'.V1 unusable LaGrange Int-Cofield.
ELIZABETH CITY-RADIO: VOR/DME operg test basis at new lctn, lat 36-15-27, long 76-10-33. (9-25)
GREENSBORO-RADIO: DME coverage 140°-160°, 35 n mi at MEA. VOR radials 310°-360° out of tolerance due to excessive roughness and bends. (6-10)
KINSTON-STALLINGS FLD: Rnwy lgts avail. only on prior request. Fone 71520 0730 to 1600, Mon - Fri. (1-21) 185' (292'MSL) lgtd twr being erected 19 n mi W (282°T) at lat 35-23-03, long 77-59-32. (12-31)
**LAURINBURG-MAXTON ARPT: New arpt. Lctd 3.0 mi NW, elev 210'; 1 rnwy 5500'; remarks - use NE/SW rnwy only. Transient acft park W ramp in vicinity arpt bcn. Caution vehicular parking and tfc W ramp. (1-10)
LUMBERTON-RADIO: Pilots are requested to contact Fayetteville rdo when reporting over LBT or SOP. (12-1)

NORTH CAROLINA: RALEIGH-DURHAM-RADIO: DME coverage 120°-230°, 35 n mi; 230°-310° 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance roughness and bends. (6-14) About Mar 15 VOR will be shut down for relctn. Durg this period thefollowing temp MEAs are established: V45 GSO-EWN via GSO 109 and EWN 302, MRA 4500'. V45E Reid Int. - RDU unusable. V45W GSO - Moncure Int., MRA 2100' (Moncure Int. flagged 10,000' MRA). V136 SBV - intsxn RMT radial 257°, MRA 2000'. V155 LVL-intsxn GSO radial 109°, MRA 2500'. V194 RMT-intsxn SBV radial 167°, MRA 2000'. V194 CLT - intsxn ABV radial 167°, 12,000'. V3 FLO - FAK and V3W FLO - RDU unusable. Temp. Apex Int. - RDU ILS lclzr and GSO radial 109°, min hold alt, 3000'. Temp Leesville Int. RDU ILS lclzr and SBV radial 167°, min hold alt 3000'. Temp Clayton Int. RMT radial 241° and EWN radial 302°, min hold alt 4500'. Temp. Moncure Int. GSO radial 125° and CLT radial 060°, flagged 10,000' MRA. Temp Highfalls Int. GSO radial 150° and CLT radial 069°. Temp RDU Int RMT radial 257° and GSO radial 109°, MRA 2500'. Wake Forest Int. unusable.
RALEIGH DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset and sunrise to indicate gnd visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)
RICH SQUARE ARPT: New arpt reported: lat 36-15, long 77-17; elev 78'; 1 strip, turf, 2900', NW/SE; no facs; p-line NW. (10-7)
ROCKY MOUNT-RADIO: VOR radials 060° thru 070° out of tolerance acct roughness and bends. (2-5)
**SALISBURY-ROWAN CO ARPT: Name change. Formerly carried as Salisbury Mun. (12-10) Const. Clsd xcpt with prior approval during daylgt hrs. (9-12)
WILMINGTON-RADIO: VOR quad 65°-235° flgt checked to shoreline only. (8-14)
WILMINGTON-NEW HANOVER CO ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)
WINSTON SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility, twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: BISMARCK-RADIO: VOR radials 198°-216° and 231°-247° out of alignment tolerance. (12-26)
ENDERLIN-OEHLKE ARPT: Closed until approx Apr 15. (2-10)
FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness & scalloping.
**FARGO-HECTOR FLD: Hi intensity configuration B apch lgt system cmsnd. Length 1500' (12-18) Unicom 123.0 mc cmsnd. (1-4)
GRAND FORKS INTNL ARPT: 315' (1145'MSL) lgtd twr being erected 5.5 n mi NNW (350°T) at lat 48-00-25, long 97-07-02. (12-23)
LANGDON ARPT: Caution - NW/SE rnwy rough & under const. Parallel strip usable.
PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)
WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due non-visibility, twr unable ctl tfc SSW airdock on apch rnwy 36.
AKRON-CANTON ARPT-TOWER: ILS glide slope unusable from MM to toudhdown - acct roughness. (1-24) FLD: Non-controlled area bounded by Arwys Amber 6, Red 19, V103, & Red 17 perm U.S. NAS Akron, Ohio Acrobatic-camera gunnery area, from surface to 20,000' during daylgt hrs VFR conditions only. (11-28)
APPLETON-RADIO: About Apr 4 VOR will be shut down until approx May 6 - conversion to VORTAC. See page 9 for substitute route structure and MEAs and temp non-compulsory reporting points durg shutdown. (2-10)
**CANTON-MARTIN ARPT: Permanently closed. (2-10)
CARDINGTON-SPRING VALLEY ARPT: Type "P"; lat 40-30, long 82-52; lctd 1.5 ENE; elev 1030'; 1 rnwy - 2000' x 100' (sod); 80/87 oct fuel; remarks - wires W end. Soft when wet. E/W rnwy being lengthened to 2700'. (5-10)
CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)
CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn. No 180° turns on rnwy prior to rcvg approval from twr.

OHIO: **CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are required to fone twr for taxi and take-off instructions. Use rnwys only unless otherwise authorized by twr.

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF
** coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 mi. (9-26) FLD: Rnwy 14-32 restricted to NW take-off and SE lndg. Rnwy 9L-27R open and normal xcpt new 500' extension unlgtd, no threshold lgts 27R apch end. (10-17) Neon apch lgt system rnwy 5L decmsnd. Standard 3000' hi-intensity centerline configuration A and 2000' sequenced flashing apch lgt systems serving rnwy 5L cmsnd. Unlgtd obstns from 20' - 60' protruding above apch lgts within apch zone rnwy 5L. (12-11) 65' twr and antenna on top 41' bldg being erected 2 n mi SSE (163°T) at lat 41-22-18, long. 81-50-24. (1-28)

CLEVELAND-LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge . Seasonal obstn lgtd ngts and during periods low visibility. (1-24)

**COLUMBUS-SPECIAL NOTICE: During daylgt hrs Flight Test Area at any altitude is established within the following described area: beginning at intsxn of S bndry of arwy Red 8 and SE boundary Amber 6 and proceeding SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point intsxn with the N bndry of Arwy V-128; thence E along the N bndry of Arwy V-128 to point of intsxn with the NW bndry Arwy V-44; thence NE along the NW bndry of V-44 to point of intsxn with the W bndry of Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V-38; NW along SW bndry V-38 to intsxn S bndry of Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers during which a load of factor of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor arwy 45 and Blue 15. (8-29)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const. E/W rnwy clsd. Hvy equip crossing rnwys. (12-11)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-off: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of arpt control zone. Rnwy 9 - turn to a heading of 100° as soon as safety will permit and maintain 110° until clear of arpt control zone. Entering control zone - maximum airspeed 250 knots. Maintain 2000'MSL until on base leg for lndg apch. VFR Multi-engine Rules - Take-off: Rnwy 23 and 27, a right turn following take-off is required to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000'MSL until on base leg or if a straight-in apch is used maintain 2000'MSL as long as practical before starting normal descent on final apch. (3-23)

**COLUMBUS-PORT COLUMBUS ARPT: Due non-visibility twr unable ctl tfc on E taxi strip between hangars 1 and 4. Excavation 2' deep 150' wide in extension N taxiway btwn 6500'-8000' mark. Men and equip working 0700-1700 daily. Men and equip also working 30' N of rnwy 12-30, 0730-1600E. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 and 18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "I" approx 75' N of intsxn with rnwy 12-30. Tfc rules revised as follows: Carrier breakups or overhead apch, enter at 2500'MSL until breakup, then descend to 2000'MSL in first 90° of turn. Rnwy 27 - Enter tfc pat on heading 295° until approx 1 mi of arpt to avoid ILS apch area. Rnwy 9 - Enter tfc pat on heading 175° until approx 1 mi of arpt to avoid ILS backcourse apch area.

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const. Use caution taxiing. (10-3)

DAYTON-RADIO: Feb 17, VOR/DME shut down until approx Mar 21 - preparatory to future VORTAC installation. (12-30) See page 7, for substitute route structure and temp non-compulsory reporting points during shutdown period. (2-16)

DAYTON ARPT-TOWER: All IFR tfc lndg Patterson AFB, Wright AFB, Wilmington and
** Springfield, Ohio, call DAY apch freqs 118.4, 137.88, 142.02 and 363.8 mc. (1-27) FLD: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. Due to non-visibility twr unable to ctl tfc on taxiway from E and N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxi strip. No grass opern. (12-31) Neon apch lgt decmsnd. Standard 3000' configuration A hi-intensity apch lgt system serving rnwy 6 cmsnd. Unlgtd obstns from 40' - 60' protruding above apch lgts within apch zone rnwy 6. (12-26)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB-RADIO: USAF VHF, DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

**DEFIANCE-BRYAN-DEFIANCE MEM'L ARPT: N/S rnwy perm clsd. (12-17)

**DELAWARE ARPT: E/W rnwy now 2100' x 40' concrete. Over all length 2500' x 200' sod.

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi; 140°-220°, 35 n mi at MOCA. (6-14)

**FREMONT-JENKINS ARPT: New arpt. Type P. Lctd 2 mi S; lat 41-19, long. 83-07; elev - 650'; 1 rnwy - 1800' sod; 80 oct avail.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (12-12)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° - 185° at MOCA. (12-13) VOR monitor category temp changed to (3). (5-10)

LEBANON-J & J ARPT: N end N/S strip being extended. Graded areas soft when wet.

MANSFIELD-RADIO: VOR out of tolerance from 3 - 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

**MARION ARPT: Use hard surfaces at all times. Holes of various depths alongside. All fld lgts and bcn on and operg normally.

MARION-COUNTY ARPT: Avoid fresh dirt fill on NE/SW rnwy. Mrkd by flags. (12-30)

MIDDLETOWN ARPT: Caution - obstn, unlgtd smoke stack, 900'MSL, SW corner of fld.

**MT VERNON-WYNKOOP ARPT: Caution. Paved automobile race strip 1/2 mi NW of arpt. Unsafe for acft opern. (11-22)

NAVARRE-RADIO: Dec 4, VOR test site, experimental basis. Freq: 109.0 mc. Ident: CAK. Lctd lat 40-44-24, long. 81-25-50. (12-4)

NEWCOMERSTOWN-RADIO: About Mar 13, VOR will be cmsnd. Monitoring category (3).

NORTH CREEK-HILTNER ARPT: To be clsd permanently Mar 1. (1-23)

PORT CLINTON ARPT: Const. Men and equip on fld. N end N/S rnwy unusable. Fld lgts on but clsd ngts to all xcpt emerg tfc. Lndg and taxiing at own risk. (9-30)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to take-off, autos cross SW end NE/SW rnwy, fld rough. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

**SHELBY-AMERICAN TOWER COMPANY ARPT: Name change. Formerly carried as Shelby Airstrip. (3-18)

SPRINGFIELD ARPT: Caution - controlled jet tfc operg off fld. (9-29)

TOLEDO-EXPRESS ARPT: Rnwy 7-25 usable length 6050'. 850' extension NE end and adjacent taxiway opened and lgtd. 950' extension SW end not yet opened. (11-20)

WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5)

WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (12-13)

YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000'MSL all quads. (10-24) FLD: Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.

OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.

BARTLESVILLE-RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.

BEAVER CITY ARPT: Clsd due men and equip on fld and rnwys unsafe. (7-10)

CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)

DURANT-EAKER FLD: 1000' NW end NW/SE rnwy clsd. 3500' avail. (12-18)

GAGE-RADIO: Jan 2, VOR shut down until approx Mar 5 - conversion to VORTAC. (9-23) During shutdown VOR flgts will be authorized to utilize LFR fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG) 11,000'. (12-12)

**GAGE ARPT, 13, AMA-MKC: NE/SW rnwy clsd to air carrier and ngt operns.

MOORE-SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)

**MUSKOGEE-DAVIS FLD: NW/SE rnwy temp clsd. N/S rnwy perm clsd. (3-10)

NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men and equip on fld.

OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)

**OKLAHOMA CITY-TULAKES ARPT: Unicom, 122.8 mc, avail. (12-13)

PERRY ARPT: Caution on Sun. NW/SE & NE/SW rnwys clsd, drag racing; use N/S rnwy.

OKLAHOMA: PONCA CITY-RADIO: About Mar 1, VOR will be shut down - modification. Durg shutdown flgts are authorized to utilize PNC H fac in lieu of VOR on V77 OKC to PNC; V74 TUL to ANY; V74S TUL to PNC. Bearings and MEAs remain as charted. V 77 PNC H fac to VOA H fac direct 2500'; V77 VOA H fac to temp Milton Int. direct 2900'; V 190 SGF VOR to Capron Int. unusable. V1516 SGF VOR to Clear Lake Int. unusable. Temp Mayfield Int. VOA H fac 140 and ICT S course ILS; Temp Milton Int. VOA H fac 320 and ICT 216. These routings unusable for VOR only equipped acft. (1-28)

SOUTH COFFEYVILLE-JENSEN ARPT: NW SE and NE SW rnwys hazardous - deep holes.

STILLWATER-SEARCY FLD: Until approx May 1, extensive ramp repairs, installation of N S rnwy lgts, and other arpt const. Men & equip on rnwys & taxi strips. Use extreme caution. Ngt flying hazardous during this period. (1-28)

TULSA-RADIO: DME coverage 43 n mi throughout 360° at 2800' MSL. (5-20) Dec 9, VOR shut down until approx Mar 9, - conversion to VORTAC. (12-9) During shutdown, flgts authorized to utilize LFR fac in lieu of VOR on all arwys except V14N OKC-TUL and V140 Crescent Int. to Tulsa unusable. Bearings and MEA's remain as charted except bearings from LFR to following intsxns: Adair 054°, Pryor 081°, Wagoner 110°, Mazie 110°, Shell Lake 247°, Sand Springs 225°, Mounds 194°, Sapulpa 211°, Drumright 233°, Yale 250°, College 041°. MEA for VOR equipped acft V-14, 7500'. MEA for V-74, 7500'. (10-3)

TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. (11-26).

OREGON: SPECIAL NOTICE: The following state forest service strips clsd acct snow: Wallowa, Pinehurst, Lake of the Woods, Crescent Lake-Junction, Lapine, Stearns, Santiam-Junction. (1-29)

ALBANY ARPT: Caution - N S rnwy surfaced with fresh loose gravel. Use at own risk. Hangars & buildings being moved E to edge of sod strip. (12-12)

BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. About March 15, VOR will be shutdown until approx Apr 15 - conversion to VORTAC. During shutdown following arwys unusable for IFR; V4 PDT-BOI: V182 DLS-BKE. (1-28)

BEAVER MARSH ARPT, 73, RIV-DLS: Clsd acct snow. (12-18)

BEAVERTON-BERNARD ARPT: Road const N end of rnwy. Hvy equip in motion. (11-6) Gas pipe line being trenched N edge of strip. Const equip. dirt piles, flagged days lgtd ngts.

EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)

EUGENE-MAHLON-SWEET ARPT: Numbers and other markings not painted on rnwy 16-34. No warm-up apron at N end or taxiway to N end rnwy 16-34. Soft shoulders at ends and both sides rnwy 16-34. (11-6) Rnwy lgts & apch lgts rnwy 16-34 not installed. (11-20)

HAINES-BEACON SITE 42, SLC-PDT: Inop. (11-21)

HERMISTON-SPECIAL NOTICE: Demolition approx 8.7 n mi W, Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.

LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.

MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction Pelon Dam. Transmission lines and cables crossing canyons. (4-25)

MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)

MEDFORD ARPT: Industrial acft operg from taxiway SW side of fld. All take-offs to W using left tfc pat. All lndgs to E using right tfc pat. All pats. below 300' & taxiway used only when tfc is on rnwy 14-32. (2-3)

NEWBERG-RADIO: VOR flgt-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)

NEWPORT ARPT: Severe washout on arpt surface - lctd 21' W of ctr intsxn, max depth 100'. (7-26)

NORTH BEND-RADIO: The following radials are beyond tolerance: 003° at 30 n mi 6000'; 21° at 21 n mi 5000'; 162° at 23 n mi 6400'; 344° at 25 n mi 4500'. Coverage 360°-10°, 40 n mi at 7500'; 10-45°, 40 n mi - 6000'; 45°-75°, 40 n mi - 6500'; 75°-110° - 40 n mi - 6000'; 110°-185°, 40 n mi - 8000'; 185°-340° over Pacific Ocean; 340°-360°, 40 n mi - 6000'.

**PALMER LAKE-BEACON SITE 6, PUB-CYS: To be perm discont Feb 18. (1-28)

PORTLAND INTN'L ARPT: S portion of E N/S taxiway not lgtd. (11-25)

PORTLAND-TROHS SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)

OREGON: REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flgt-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500'; 80°-110°, 32 n mi at 9000'; 228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000'; 352°-354°, 35 n mi at 7500'. (10-28)

ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.

**SILVER LAKE ARPT: New arpt lat 43-07, long 121-04; lctd 2-1 2 mi SW; elev 4475'; 1 rnwy; 3200' gravel; remarks -Caution - fence across both ends of fld. (4-18)

SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)

THE DALLES-RADIO: Feb 11, VOR shut down until approx Mar 10 - conversion to VORTAC. Following V arwys unusable durg IFR conditions: V112, V112N PDX-PDT; V182, V182N PDX-BKE; V25 YKM-RDM; V25E YKM-DLS. Substitute LF rng for VOR durg shutdown.

PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.

ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to control tfc 100' of E end rnwy 9-27 & taxi strip leading to Bethlehem Steel hangar. Unlgtd trees & p-line between MM and rnwy 6. (5-18)

ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19) 129'(3185'MSL) lgtd antenna twrs being erected 11.3 n mi WSW(269°T) at lat 40-17-43, long. 78-34-35. (1-17)

BEAVER FALLS-BEAVER CO. ARPT: E W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip on fld. (9-17)

BRADFORD-HARRI-EMERY ARPT: Clsd due snow and soft fld conditions. (12-2)

BRISTOL-3M ARPT: Caution - const equip. on S apch N S rnwy - hazardous. (12-16)

BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.

CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.

**CHESTER-DELAWARE COUNTY ARPT: Permanently closed. (1-20)

DOWNINGTON ARPT: New arpt reported: Lat 39-58, long 75-43; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW. Attended week ends only. Limited services. (12-11)

**EMPORIUM-KEYSTONE PARK ARPT: Emerg use only. No services. (1-8)

ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)

ERIE-PORT ERIE ARPT: Sod area 300' around new term bldg clsd. Flagged. Unlgtd. (1-8)

GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying within 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.

GETTYSBURG-DOERSOM ARPT: Clsd until approx Apr 1 due soft fld conditions. (2-4)

GREENVILLE ARPT: Closed, due soft turf. (1-6)

HARRISBURG-RADIO: VOR coverage 80°-140°, 26 n mi and 140°-230°, 35 n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25) 3 obstn lgts on warehouse S side of arpt inop. (1-14)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 n mi from stn in E quad at min instr alt. (11-8)

**LEESPORT-MARELLO ARPT: Abandoned. (12-27)

**MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13) Effect Feb 20, left tfc for all opern. (2-12)

NEW LONDON ARPT: New arpt reported. Lat 39-47 long 75-53; lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; Fl fuel. (9-20)

OIL CITY-SPLANE MEML ARPT: Due ice & snow operns limited to necessary flgts. (1-21)

PHILADELPHIA INTNL ARPT-TOWER: VHF/DF coverage at 40 n mi from stn 10° clockwise to 50°, 2000'; 50°-130°, 1800'; 130°-170°, 2000'; 170°-260°, 1800'; 260°-300°, 2000'; 300°-10°, 2500'. About Feb 24, ILS lclzr and glide slope will be shut down until approx Mar 1 - lclzr antenna modernization. (1-28)

PENNSYLVANIA: PHILADELPHIA INTNL ARPT: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 & 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 & 9 - flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 & 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail., load and unload stops at Pier C only avail for 3 min. Acft rqrg customs serv use Pier C, then move to executive term for static parking.

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. Use paved surfaces only. (1-28) 1116' (1364' MSL) lgtd twr being erected 11 n mi WSW (257° T) at lat 40-02-38, long. 75-14-26. (1-28)

PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long. 78-15; 1 strip, shale, E/W 3650'. Fuel avail. (11-14)

**PITTSBURGH-ALLEGHENY CO. ARPT: Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlgt standards around fld boundary are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Due to non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15) 842' (2042' MSL) lgtd twr erected 7.5 n mi NW(336°T) at lat 40-27-47, long. 80-00-17. (7-17)

★PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500'; 40 mi. (9-11) Feb 5, trans & rcvr 123.8 mc cmsnd. FLD: Extensive civil air carrier tfc. Steep drop off on apch end rnwy 28. First 500' rnwy 28 overrun, do not land short of threshold mrkgs. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700' MSL. E dock of term under const vcnty E parking area. (1-20)

PITTSBURGH-GREATER PITTSBURGH (RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000' MSL 80° clockwise to 115°. (6-14)

POTTSVILLE-TROPP ARPT: New arpt reported. Lat 40-43, long. 76-13; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; F1 fuel. (9-20)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to ctl tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

**SLATINGTON ARPT: New arpt. Lat 40-46, long. 75-36; lctd 1 mi N; elev 200'; 1 rnwy 2300' S3 facs; F1 fuel. (7-19)

SOMERSET-COUNTY ARPT: Clsd. Men & equip. on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down. (10-17)

WASHINGTON ARPT: Caution - const. NE/SW rnwy clsd. Soft shoulders E/W rnwy.

WILKES-BARRE-SCRANTON ARPT-TOWER: ILS glide slope unusable between MM and touchdown acct roughness. (2-10)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to aircarrier operns. (6-12) Equip. and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

WILLIAMSPORT-LYCOMING-SUSQUEHANA ARPT: New arpt reported. Lat 41-13, long. 77-05, lctd 3.5 mi W; elev 538'; one strip, sod, 2500'; Major repairs & F2 fuel avail.

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported; Lat 40-48, long. 80-10; lctd 3/4 mi WNW; elev 945'; 2 rnwys; S1 facs; F1 fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT-TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°. (1-3) FLD: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20) 185' MSL rdo twr erected 2500' W apch end rnwy 10 & 1200' S centerline. Lat 41-43-36, long. 71-26-37. Unmrkd, unlgtd. (1-24)

SOUTH CAROLINA: ALLENDALE-RADIO: VOR radials 165° clockwise to 189° out of tolerance-scalloping.

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR mins. Area dangerous to acft below 3000' & is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: Jan 27, VOR/DME shut down. Durg this period, the following temp flgt opern procedures are established: V1 SAV-MYR, 3000'; V3 FLO - CHS LF rng direct 2000'; V18 North Int. - CHS LF rng, 5000'; Jamestown Int. FLO 183° - MYR 236°; Lake Moultrie Int. FLO 198° - MYR 247°; Holly Hill Int. CAE 138°-ALD 075°, flag MRA 2000'; St. George Int. ALD 081° CAE 144° flag MRA 2000'. Following intersns unusable: Hull

SOUTH CAROLINA: Point, Isle of Palms, Tybee and Azalea. Portable VOR, monitored by Charleston Twr operg test basis. Freq: 111.6 mc, ident: CHS-test. Lctd lat 32-54-40, long. 80-02-45. Class: VORW. Area from 190° clockwise to 295° out of tolerance.

CHARLESTON AFB/MUN ARPT-TOWER: Feb 12, ILS glide slope, MM and LMM shut down until approx May 12 - relctn. ILS lclzr back course unusable. (2-12) FLD: Men & equip. installing taxiway lgtg in close proximity to all taxiways. Open ditches, mrkd days, lgtd ngts. Sections of taxiways clsd for short periods durg const. (9-21) Apch lgts rnwy 15 inop. (12-23) Rnwy 3-21 clsd. Rnwy 15-33 open xcpt first 1000' rnwy 15 which is clsd. Rnwy lgts and green threshold lgts indicate usable portion of rnwy ngts. (1-13) Rnwy 15-33 clsd until approx Mar 15. 5400' NW end rnwy 15 and 5300' SW end rnwy 3 will be open approx Mar 15 to Mar 30 while main intersection is paved. Men & equip. will be in close proximity to open rnwys durg entire const period. (12-23)

CHESTER ARPT: Drag races in progress every Sat 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225° thru 265° out of tolerance - roughness and bends.

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all altitudes.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

★MYRTLE BEACH-CONWAY-RADIO: USAF H fac cmsnd. Freq: 353 kc. Ident: MTL. Lctd lat 33-50-15, long. 78-58-15. Bear. & dist: 170°, 10.3 n mi. Class: HW. (2-3)

SOUTH DAKOTA: EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT: 393' (4173' MSL) twr being erected 8.8 n mi W (280°T) at lat 44-04-17, long. 103-15-07. (8-8)

SIOUX FALLS-RADIO: Nov 18, DME shut down. (1-22)

WATERTOWN-RADIO: Feb 4, VOR shut down until approx Mar 18 - conversion to VORTAC. Temp. VORW cmsnd. Freq: 117.4 mc. Lctd lat 44-58-51, long. 97-08-33; 500' from regular VOR at azimuth 336° T. Monitor. category (1). V78 ATY-MSP MRA chngd from 6600' to 7000'. (2-4)

WATERTOWN ARPT: 310' (2209' MSL) lgtd twr being erected 27.8 n mi WSW (265° T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W course of Knoxville rdo rng to the Atomic Energe Prohibited Area. Slight deviations to the N of course in this area often result in in-flgt identification and the filing of alleged violations against the pilot.

**CHATTANOOGA-LOVELL FLD: 278' (2356' MSL) lgtd twr erected 9 n mi NW (323°T) at lat 35-09-41, long. 85-19-03. (1-31) All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld durg daylgt hrs shall be equipped with a rcvr capable of rcvg instructions from ctl twr at all times while operg within the limits of the arpt tfc ctl zone. (8-23) Transmissometer cmsnd rnwy 19. (1-24)

DYERSBURG-RADIO: Jan 14, VOR shut down until approx Mar 1 - conversion to VORTAC. Durg this period H fac may be substituted and the following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH to Milan Int. as charted, Milan Int. to McEwen Int. 7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys & intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph and Joiner Ints.

**KNOXVILLE-SPECIAL NOTICE: Effect. Feb 1, inbound VFR flgts contact TYS apch control on 118.1 mc or 382.2 mc approx 25 mi out for lndg instructions. TYS apch ctl will specify the reporting point where flgt will change to TYS twr freq. (12-29)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution VOR has occasional momentary course disturbance in mountainous areas.

TENNESSEE KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis only. (10-22) FLD: Rnwy lgts rnwy 18-36 inop. (6-19) Rgt tfc rnwy 4R. (12-22)

MEMPHIS-RADIO: About Mar 15, VOR will be shut down until approx Apr 30-conversion to VORTAC (2-17)

MEMPHIS ARPT-TOWER: About Mar 10, radar departure control will be inaugurated in conjunction with long range clearance procedures. (2-3) FLD: Caution. Const. Resurfacing rnwy 9-27. Portions of rnwy and occasionally entire rnwy will be clsd. (11-25) Inbound VFR flgts in rdo equipped acft contact MEM apch ctl on 119.1 or 291.6 mc approx 25 mi out for lndg instructions. MEM apch ctl will specify the reporting point where flgt will change to MEM twr freq. (12-27) 286'(573'MSL) lgtd twr being erected 4.5 n mi N(9 T) at lat 35-07-52, long. 89-58-18. (2-12)

MORRISTOWN-MURRELL ARPT: 263'(1552'MSL) lgtd twr being erected 4 n mi NE(63 T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: VOR courses 60 -120 beyond 15 n mi and 210 -250 have bends & roughness out of tolerance. VOR DME signal coverage 180 -270 , 35 n mi at MEA. (1-20)

NASHVILLE-BERRY FLD-TOWER: Effect. Feb 1, apch ctl will utilize radar procedures to effect ctl and separation of departing tfc from Berry Fld. Departure routes specified individually. (12-27) About Mar 4, radar arrival ctl freq 118.1 mc will be chgd to 123.7. FLD: Inbound VFR flgts to Berry Fld in rdo equipped acft contact Nashville apch ctl on 118.1 mc civilian, 383.8 mc military, approx 25 mi out for lndg instructions. Nashville apch ctl will specify the reporting point where flgt will change to Berry Twr freq. (12-27) Taxiway between ends of rnwy 9 and 15 clsd. (12-18)

**PARIS-HENRY CO. ARPT: Unicom, 122.8 mc, avail. (12-12)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

**UNION CITY-TOM STEWART ARPT: Unicom, 122.8 mc avail. (12-12)

TEXAS: **ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16) Unicom 123.0 mc cmsnd. (1-24)

ALICE ARPT: Rnwy lgts inop. (10-22) 165' AGL drilling derrick being erected 1.5 n mi SE(152 T) at lat 27-43-00, long. 98-01-00. (1-13)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

★AMARILLO-RADIO: Jan 1, trans freq 120.7 mc cmsnd. (2-10)

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-26) Jan 13, ILS glide slope and MM shut down until approx Jan 1959. (12-5) ILS lclzr course structure may be affected beyond systems monitor area due proximity hvy const equip. ILS apchs rnwy 3 and 21 cancelled, xcpt ADF portion. (1-21) FLD: **Rnwy 17-35 and E/W sod strip perm discontinued. (12-23) Due to proximity of hvy const equip., the ILS course structure may be affected beyond the systems monitor area. ILS apchs to rnwy 3 & 21 are cancelled. (1-16) 465'(4044'MSL) lgtd twr erected 9.5 n mi WNW(296 T) at lat 35-17-33, long. 101-50-48, hgt being increased to 722'AGL(4295'MSL). 834'(4295'MSL) lgtd twr being erected 8.8 n mi WNW(308°T) at lat 35-18-55, long. 101-50-03. (10-31)

ANAHUAC-CHAMBERS COUNTY ARPT: 313'(334'MSL) lgtd twr being erected 1.1 n mi SW(240 T) at lat 29-45-30, long. 94-41-00. (1-20)

★AUSTIN-BERGSTROM AFB-RADAR APPROACH CONTROL: Feb 12, freq 112.5 mc cmsnd.

AUSTIN-MUELLER ARPT-TOWER: Dec 10, ILS glide slope shut down relctn to lat 30-17-** 37, long. 97-41-35. (1-23) FLD: 575'(1498'MSL) lgtd twr erected 4.4 n mi W(274°T) at lat 30-18-34, long. 97-47-34 dismantled. (2-4) Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat.-exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng. 250' (3049'MSL) lgtd twr being erected 4.2 n mi SSE(165°T) at lat 32-12-17, long. 101-26-46. (12-10)

**BROWNSVILLE-RIO GRANDE VALLEY INTNL ARPT: 92' unlgtd wea radar twr erected on arpt at lat 25-54-00, long. 97-26-00. (1-23)

**BROWNWOOD ARPT: 549'(2049'MSL) lgtd twr erected 4.8 n mi SSW(214°T) at lat 31-43-33, long. 90-00-45. (5-3)

TEXAS: COLLEGE STATION-RADIO: DME coverage 60°-90°, 26 n mi at 2000'; 95°-110°, 35 n mi at 2000'; 110°-135°, 35 n mi at 1600'; 135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: Feb 1, VOR shut down-modification. During shutdown, following temp MEAs established: V20 ALI-PSX 4000'; V68 Kingsville Int to CRP and CRP to Int of V68 and V163 unusable. (2-13)

**DALLAS-FORT WORTH TERMINAL AREA-SPECIAL NOTICE: Effect Feb 14, Hensley Fld N takeoff corridor cancelled. All Hensley takeoff tfc will make turns within the Hensley control zone. All VFR tfc operg between Love and Carter remain N of Hensley Fld control zone. All acft not lndg Hensley Fld avoid Hensley Control Zone unless cleared by Hensley tower. (2-14)

DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°-345° out of tolerance-severe scalloping. (11-19)

**DALLAS-ADDISON ARPT: New arpt 32-58N, 96-49W; Elev644'; rnwys 2, longest 4500' asphalt surface; Fuel F4; Facs S-5; Lighting BL4; Attended 24 hrs. (9-8) Use rnwy 15-33 only. NE/SW rnwy unsafe acft const. (12-13)

DALLAS-LOVE FLD: Inbound VFR flgts in rdo equipped acft contact apch ctl on 121.1 or 307.2 mc approx 25 mi out for lndg instructions. Dallas Apch Ctl will specify the reporting point where flgt will change to Love Twr freq. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail. freq and contact Love Twr. (12-30) Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading, and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard mrkd & lgtd. (11-14) 255'(635'MSL) lgtd twr being erected 3.4 n mi SSE(168°T) at lat 32-47-58, long. 96-50-19. (12-20)

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: Soon, radar arrival and departure ctl will be implemented for El Paso Intnl Arpt and Biggs AFB. Radar separation as specified in MANOP Radar Procedures for Arpt Tfc Ctl Twrs will be applied. Arriving acft will normally be cleared to El Paso LOM, LFR, VOR, Waterhold VHF intsxn, Hueco H fac, Newman VOR, Harrington Ranch LF and VHF intsxns, Clint H fac. Normal arrival ctl freqs 118.1, 363.8 mc. Departing non-jet acft will normally be cleared to following short range clearance limit: Hudspeth VOR, Fabens VHF intsxn, Salt Flat VOR, LFR; Pinon VOR, Hueco H fac, Columbus VOR and LFR, Harrington Ranch LF and VHF intsxn. Normal depart ctl freqs 119.1, 270.6 mc. PPI apchs approved for rnwys 22 and 26 El Paso Intnl Arpt and rnwy 21 Biggs AFB. (1-15)

EL PASO INTNL ARPT: Acft will fly one base leg of 90° to tfc pat on entry and one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and pitch out to left. Simulated apch ILS now allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand to rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch to rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness.

FALFURRIAS-BROOKS CO. ARPT: 268'(298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)

★FT. WORTH AIR ROUTE TRAFFIC CONTROL CENTER: Feb 18, VHF/DF cmsnd. Freqs 118.3, 120.3, 120.9, 121.1, 121.5, 122.1, 125.5, 126.18, 126.7, 132.0, 135.9, 142.74. (2-17)

FT. WORTH-CARTER FLD-TOWER: About Apr 1, freqs 123.9, 119.6 will be cmsnd. FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (12-2) Effect 0002C Mar 13, Inbound VFR flgts, in rdo equipped acft, contact Ft. Worth Apch Ctl on 118.1, 236.2, 363.8 mc approx 25 mi out for lndg instructions. Ft. Worth Apch Ctl will specify reporting point where flgt will change to twr freq. (2-10)

FT. WORTH-MEACHAM FLD-TOWER: ILS lclzr and glide slope shut down until approx. April 4. (1-29)

FT. WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

**GALVESTON ARPT: Unicom unavailable. (12-17)

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr erected 5 n mi SW (225°T) at lat 26-08-56, long. 97-49-18. (7-20)

TEXAS: HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)
HOUSTON-RADIO: VOR radials 120° thru 140° and 306° radial unreliable. (1-16)
**HOUSTON-CLOVER ARPT: Caution on lndgs and take-offs. 80' (AGL) oil derrick erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (12-24) Rotating bcn operg sunset to sunrise. (1-14)
**HOUSTON INTNL ARPT-SPECIAL NOTICE: Effect. Feb 10 inbound VFR flgts, in rdo equipped acft, ctc Houston apch ctl on 118.1 or 284.6 or 257.8 mc approx 25 mi out for lndg instructions. Houston apch ctl will specify when flgt will change to Houston twr freq. (1-9)
HOUSTON INTNL ARPT-TOWER: About Mar 1, trans & rcvr 120.7 mc will be changed to 123.7 mc. (1-30) FLD: Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for take-offs to E only, no lndgs. (3-11)
JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)
KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000' - photo flash explosions daily 0700-1700. (11-3)
KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)
★KILLEEN-GRAY AFB: USAF VOR cmsnd. Freq 114.2 mc. Ident GRK. Lctd: lat 31-11-57 long 97-53-34. Class: VOR. Bear & dist 147°, 7.7 n mi (2-5)
LA GRANGE-GUENTHER FLD: N/S rnwy clsd. Use rnwy 15-33 only. Use taxi strip to hangar. (11-20)
LAMESA-ADCOCK ARPT: New arpt reported. Lat 32-48, long 101-36; lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000'; F1 fuel. (8-27)
LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640', E/W 1620' 91 oct fuel. (10-7)
**LAPORTE ARPT: NW/SE rnwy clsd - const. (10-30) Bcn operd sunset to 0100. (12-19)
LAREDO-SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (3-2)
LEONA-RADIO: Caution when using VOR radials 35 mi N, due to severe scalloping. (11-19)
LEVELLAND ARPT: 388' (3958'MSL) lgtd twr being erected 3.5 n mi NNW (337°T) at lat 33-36-11, long. 102-24-05. (10-16)
LOMETA-RADIO: About Feb 17, VOR will be shut down - coversion to VORTAC. During shut down V173 Spring Branch Int to Mill Int, V163W Lometa to Fredricksburg Int, unusable. Kingsland Int and Marble Falls Int unusable. Llano Int redesignated as AUS VOR 284 and JCT VOR072, MRA 5000'. MRA Llano Int to Lake Travis Int 3800' eastbound, 5000' westbound. (12-9) V76N between SJT VOR and AUS VOR unusable. (1-27)
LONGVIEW-GREGG CO ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)
LUBBOCK ARPT: E ramp clsd until approx Apr 1. W 300' open as taxiway. (12-11) Only S 6300' rnwy 17-35 lgtd. (12-27)
LUFKIN-RADIO: DME coverage: 017°, 34 n mi at 2400'; 032°, 35 n mi at 2400'; 090°, 20 n mi at 2000'; 170°, 40 n mi at 1600'; 190°, 40 n mi at 1600'; 310°, 25 n mi at 2500'.
LUFKIN-ANGELIA CO ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22) Men & equip, working near N end of rnwy. (1-28)
McALLEN-MILLER INTNL ARPT: Rnwy 18 clsd for take-offs and lndgs. (11-26) 150' (276'MSL) lgtd stack being erected 9.2 n mi W (282° T) at lat 26-13-00, long. 98-24-30.
**MARATHON ARPT: Abandoned. (1-2)
MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)
MIAMI-CLARK ARPT: New arpt reported. Lat 35-45, long. 100-45; lctd 10 mi NW; elev 3100'; 2 strips, N/S 4500', E/W 1700', grass turf. (10-1)
MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)
MUNDAY-LEFLAR ARPT: 433' (1939'MSL) lgtd twr being erected 9.8 n mi WSW (258°T) at lat 33-25-00, long. 99-48-16. (10-21)
**ODESSA-ECTOR CO ARPT: Rnwy 7-25 closed. (12-18) 500' (3444'MSL) lgtd twr erected 9.5 n mi SSW (220°T) at lat 31-50-50, long. 102-27-15. (9-19) 268' (3374'MSL) lgtd twr being erected 12.1 n mi SW (227° T) at lat 31-48-45, long 103-33-32. (11-14) 394' (3294' MSL) lgtd twr being erected 4 n mi SE (137°T) at lat 31-51-40, long. 102-19-42. (11-29)

TEXAS: ORANGE-BROWN ARPT: 767' (787'MSL) lgtd twr being erected 10 n mi WNW (297°T) at lat 30-08-59, long 93-58-54. (10-3)
PALACIOS ARPT: 150' AGL oil derrick being erected NE corner arpt. Lgtd at night. (11-15)
PORTLAND-HUNT ARPT: 172' MSL lgtd drilling derrick being erected 5 n mi ESE (113°T) at lat 27-51-46, long. 97-15-41. (9-18)
PORT LAVACA-REIKERT ARPT: 153' (169'MSL) lgtd twr being erected 1.2 n mi ENE (69°T) at lat 28-36-43, long 96-37-22. (1-16) Two 190'MSL lgtd twrs being erected 4 n mi NE (59°T) at lat 28-38-42, long. 96-33-46. (1-16)
RAYMONDVILLE-FOX ARPT: 286' (301'MSL) lgtd twr being erected 4.5 n mi SSE (177°T) at lat 26-24-13, long. 97-47-32. (10-26)
ROCKPORT-ARANSAS CO ARPT: Caution - oil drilling operns. Structures are moved intermittently and any rnwy may be clsd on short notice. (2-16)
SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)
SHERMAN ARPT: 316' (1060'MSL) lgtd twr being erected 8 n mi NNE (35°T) at lat 33-44-23, long 96-29-56. (10-29)
SNYDER-WINSTON FLD: Caution - const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted & lgtd. (1-30)
SPEARMAN ARPT: 315' (3422'MSL) lgtd twr being erected 1.3 n mi SE (147°T) at lat 36-11-03, long 101-11-55. (1-16)
**SUGAR LAND-HULL ARPT: Rotating bcn, white & green, cmsnd. Operg sunset to sunrise.
rrSULPHUR SPRINGS-RADIO: VOR monitoring category (1).
TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylgt hrs on Green Arwy # 5 approx 13.4 n mi WSW of Texarkana LF rng.
UVALDE-LEONA RANCH STRIP: New lndg area reported: lctd 35 n mi NW; lat 29-30, long. 100-22; elev 1720'; 1 strip - 2800'. (1-28)
WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300' Coverage over Restricted Area 219 and 443 not certified.
WACO ARPT: Caution - men & equip. on fld 0800-1700C every Fri. (7-31)
WACO-CONNALLY AFB-RADAR APPROACH CONTROL: About Feb 20, radar arrival and departure ctl will be implemented Waco Mun Arpt & Connally AFB. Arriving acft will normally be cleared to Waco LF rng. VOR amd Prairie Hill & West H facs; and following intsxns: Meridian, Whitney, Brandon, Perry, Satin, Moody and Eddy. (1-17) About Feb 27, freqs 134.1, 136.8, 137.88 142.02, and 143.64 will be decmsnd. (2-13) PPI apchs avail. rnwy 35R & 17L Connally AFB. (2-18)
WEATHERFORD-GAARE ARPT: Closed. (11-28)
WHEELER-HOLT ARPT: 400' (2930'MSL) lgtd twr being erected 1.8 n mi SSW (205°T) at lat 35-25-47, long. 100-16-28. (12-19)
WICHITA FALLS-GILCHRIST ARPT: E/W rnwy clsd. Oil wells & tanks on each end.
**WICHITA FALLS-SHEPPARD AFB: 2-way rdo required. (10-25) Rnwys 17R-35L and 2-20 perm clsd. Rnwys 17L-35R, 12-30, & E/W taxiway open & normal. (1-16)

UTAH: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys & taxiways. (10-15)
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi, 350°-30° and 180°-220°, 25 n mi. (11-28)
MILFORD-RADIO: VOR coverage 20°-140° 22 n mi; 235°-330°, 35 n mi at MEA. (1-2) Oct 22 VOR shut down until approx Feb 28 - conversion to VORTAC. Durg this period the following arwys will be affected: V21 between MMM-DTA, V21W between MMM and DTA, will be unusable. (1-30)
OGDEN-RADIO: VOR coverage 5°-120° 30 n mi at 11,000', DME coverage 360°-150°, 17 n mi at 12,000'
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500' MSL, 30 n mi at 11,000' MSL. Coverage 10°-135°, 22n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000', 180°-235°, 35 n mi at 12,000', 340°-20°, 26 n mi at 12,000'. (8-16)
SALT LAKE CITY MUN # 1 ARPT-TOWER: UHF/DF bear., 355° to 95° and 185° to 235° from stn unreliable below 15,000' MSL. 95°-135° from stn unreliable all alt. FLD: Stay on rnwys, taxiways and aprons. Shoulders soft.
UTAH LAKE-RADIO: VOR usable dist at 14,000' from 010° thru 040°, 35 n mi; 40° thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)

CApital 3-2311, Ext. 868) 0630-1630, Mon thru Fri or CAA Communs Stn., Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.

BARRE-BARRE MONTPELIER ARPT: Rnwy 5-23 clsd to winter opern. (1-9)

BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140° below 4000'; 235°-255° below 4000'; 255°-355°, below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi: 345°-067° below 6000'; 344°-28[illegible]° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)

VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW; elev 130'; 1 strip 1900'; P-line N. (10-25)

VIRGINIA: BLACKSTONE (CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel & equip. Exercise extreme caution when in vcnty. Contact Blackstone Rdo for advisory info. Rnwy 3-21, 12-30 and 8-26 clsd & mrkd with white X.

BROOKE-RADIO: VOR out of tolerance beyond 35 n mi 180°-220° at MOCA. (9-25)

CAPE CHARLES-RADIO: About Feb 19, VOR will be shut down until approx Mar 27 - conversion to VORTAC. (2-17)

**COLONIAL BEACH-RENO SKYPARK ARPT: Type "P"; lat 38-14, long. 77-01; lctd 3 mi W; elev 45'; 1 rnwy 3500' sod; rnwy lgts, major repairs; 80 oct. (8-16)

DAHLGREN-SPECIAL NOTICE: Restricted Area (R-38) daily air and surface firing present Extreme hazard to acft all alts all times.

FLAT ROCK-RADIO: Oct 31, VOR/DME shut down until approx Feb 20 - conversion to VORTAC. (2-17)

FREDRICKSBURG-SHANNON ARPT: Ngt opern prior req basis only. (10-24)

FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. (1-9)

FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men & equip. on fld.

GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)

HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14) VOR/DME shut down until approx Feb 21 - conversion to VORTAC. (12-12) See page 4 for substitute route structure & MEAs, and temp non-compulsory reporting points durg shutdown.

HOPEWELL-RADIO: About Mar 24, VOR will be shut down until approx Arp 25 - conversion to VORTAC. Durg shutdown, substitute V213 RMT VOR direct AVY LF rng, Blue 16-TPP LF rng, 5000' for RMT VOR - HPW VOR Tappahannock VHF Int. Also substitute: Tappahannock LF rng non-compulsory reporting point, MEA 1500' for Tappahannock VHF non-compulsory reporting point. (2-4)

HOT SPRINGS-INGALLS FLD: Clsd until approx Apr 15. Use in emerg only. (11-20)

INDEPENDENCE-COX ARPT: Closed. (7-1)

LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Clsd to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)

LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)

LEXINGTON ARPT: Land at own risk. Unattended. No fuel.

LYNCHBURG-PRESTON GLENN ARPT: Signal for below VFR wea mins inop, ngts.

MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180°, 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)

NEWPORT NEWS-PATRICK HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)

NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius. (8-29)

PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage at 6000': 10°-40°, 35 n mi; 40°-120°, 43 n mi' 120°-200°, 35 n mi 200°-225°, 26 n mi; 225°-255°, 43 n mi; 255°-10°, 26 n mi. (6-14)

QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training and simulated straffing demonstrations conducted daily in the Quantico MCAS arpt tfc ctl zone surface to 2000'. Over flights operg on arwys Red 45, Green 5 and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VHF operns. (5-15)

150' width only and outlined flares ngt, flags days. Broken shoulders 75' wide each side NE end of rnwy. Const area mrkd by flares ngt, flags days. Rnwy lgts mrk 300' width exclusive of const area. Threshold for NE end rnwy 6-24 mrkd by flares. Rnwy 15-33 clsd - const. All acft rqrd to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for daylgt opern. Due to non-visibility twr unable to ctl tfc N portion N/S taxiway parallel to rnwy 2-20. Use paved areas only all others soft. Lndg fees for non-sked and executive acft waived with certain servicing. (1-2) 308' (471' MSL) lgtd twr being erected 6.3 n mi W (271° T) at lat 37-30-02, long. 77-27-28. (2-3)

ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways caution. No 180° turns on rnwys.

WAVERLY ARPT: Unattended - no services avail. land at own risk.

WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.

BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (12-4)

**BELLINGHAM ARPT: Rnwy 2-20 abandoned. (12-10)

BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.

BREMERTON-LEISURELAND ARPT: Land at own risk. No fuel or serv avail. (12-2)

EASTON ARPT, 5B, SEA-HLN: Clsd winter months. (12-20)

ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150° unknown, prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.

**ELLENSBURG-MUN ARPT: Name change. Formerly carried as Bowers Fld. (1-22)

EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280°, 35 n mi at 8000'; 280°-350°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.

EPHRATA ARPT: Rnwy lgts on rnwy 2-20 inop. (1-22)

OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'; 314° radial on Shelton usable for 26 n mi at 2000'; 143° radial on Portland, Oreg intsxn usable for 35 n mi at 5000'. (5-3)

OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.

PULLMAN-MOSCOW REGIONAL ARPT: W taxiway clsd. Use rnwy to taxi for E take-off Take-off may be made from rnwy at center taxiway intsxn at pilot's discretion.

RENTON ARPT: Until about Mar 15, const in progress - use rnwys & taxiways only.

SEATTLE-BOEING FLD: 2-way rdo rqrd xcpt on prior req. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Tfc pat E of arpt at 1000'. If equipped with retractable lndg gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs thereto. All turns when taxiing off rnwy 12-30 made toward the term(E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of arpt 1500'. Jet acft tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Center. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

SEATTLE-TACOMA INTNL ARPT-TOWER: Glide slope point of touchdown 1314' N of apch end rnwy 34. Glide slope rough not approved for auto. apch. (3-15) Feb 17, until approx Feb 28, ILS lclzr and glide slope shut down for relctn of lclzr. About Mar 3, until approx Mar 10, ILS OM and LOM will be shut down - relctn. (2-8) FLD: Taxiway between rnwy 29 & rnwy 34 clsd. 6' ILS lclzr bldg lctd on clsd portion of N/S rnwy 400' from N end clsd portion. Lgtd. 1 threshold lgt only on each side of N end usable portion N/S rnwy.

SPOKANE-RADIO: VOR has course roughness and excursions exists at Min Instr Alts and be below in all areas from 8 to 17 mi from the stn. 340° radial beyond tolerance at this dist. Apch radial 027° has roughness from 2 mi to the arpt at alt of 3200' to 2700'.

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

SPOKANE-GEIGER FLD: Caution. Soft shoulders entire length rnwy 3-21. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported. Lat 46-00-30, long. 121-32-00; elev 1820'; 1 rnwy (E/W) 1700' x 70'; remarks - trees E. (8-29)

WESTPORT ARPT: New arpt reported. Lctd 0.7 NNE, bay E; elev 5'; 1 strip 1400'. No fuel or service. Clsd winter. (2-3)

WASHINGTON: YAKIMA-RADIO: VOR flight-checked for en route Victor Arwys use only at min instr alts, and on the 123°, 161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000'; 130°-195°, 8000'; 195°-30°, 40 n mi at 10,000'. (9-20)

WEST VIRGINIA: BECKLEY-RADIO: Dec 16, VOR placed on test-basis only. Freq: 109.8 mc. Ident: BKW. Lctd lat 37-46-49, long 81-07-25.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000'; 270°-330°, 26 n mi at 2500'. (6-14)

CHARLESTON-KANAWHA CO. ARPT-TOWER: About Feb 17, ILS glide slope will be cmsnd Lctd 884' from apch end and 275' NW centerline of NE/SW rnwy. Glide angle: 2.95°. Alt over OM 2330' MSL; over MM 1130' MSL. (2-13) FLD: Taxiway B clsd for repair to slide from SE end rnwy 32 to E side of county ramp. (1-8)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000'; 95°-120°, 35 n mi at 6800'; 120°-165°, 26 n mi at 6800'; 165°-195°, 35 n mi at 6800'; 195°-220°, 43 n mi at 6800'; 220°-35°, 43 n mi at 5000'. (7-1)

ELKINS ARPT: Rnwy 4-22 clsd night opern acct rnwy lgts inop. (1-15)

HUNTINGTON-TRI-STATE ARPT: Men & equip. N & S of rnwy and 200' beyond W end, daylgt hrs only. Ditches along N side rnwy. Use rnwy only. Four antenna posts 8' high, 200' beyond E end of rnwy. Obstn lgtd.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500'; 95°-150°, 35 n mi at 2000'.

**MARTINSBURG ARPT: Taxiway from civil parking ramp S to rnwy 35 clsd acct parked jet acft. Jet & other hvy acft use rnwy 8-26 regardless of wind direction. Other civil tfc land according to tfc direction indicator located adj to NE taxiway running from civil ramp to rnwy 8-26. For rnwy info call Martinsburg Rdo. Caution lndg rnwy 17-35. Watch for conflicting jet tfc. (11-14) Hi-intensity apch lgts, overrun type, avail rnwy 26. (1-7)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses. About March 17, VOR/DME will be shut down until approx April 1 - conversion to VORTAC. (2-14) See page 8 for substitute route structure & MEAs, and temp non-compulsory reporting points durg shutdown period.

WISCONSIN: EAGLE RIVER ARPT: 148'(1758' MSL) unlgtd twr being erected 3 n mi S (200°T) at lat 45-52-50, long. 89-17-26. (11-22)

EAU CLAIRE ARPT: 265'(1191'MSL) lgtd twr being erected 7.1 n mi NE(46°T) at lat 44-56-54, long 91-22-55. (10-21)

FOND DU LAC-COUNTY ARPT: New arpt reported . Lat 43-46, long 88-29; elev 808'; 1 rnwy N/S 3600' x 100' hard surface; facs: bcn, rnwy lgts, F4 fuel, S5 serv, Unicom. E/W rnwy under const. Equip. on fld. (11-27)

**FOND DU LAC SKYPORT: Perm clsd. Opern transferred to new arpt. (12-3)

HAYWARD ARPT: 306'(1491'MSL) lgtd twr being erected 4.5 n mi WSW(244°T) at lat 45-59-03, long 91-32-20. (11-22)

★LA CROSSE-RADIO: Feb 13, VOR decmsnd. Concurrent with VOR decmsng, new VOR/DME relctd & cmsnd at Nodine, Minn. Class: BVOR. (1-3) TVOR ident changed to LSE. Coverage restricted at MEA: 120°-18 mi; 034° clockwise 070° and 300° - 315°, 20 mi; 140° clockwise 160°, 190°-200°, 220°-290°, 340°-360°, 25 mi. (1-31)

**LADYSMITH-RUSK CO ARPT: NE/SW strip rolled winters. Lgtd sunset to sunrise. (12-17)

**LAKE TOMAHAWK-DOLHUNS ARPT: Bcn & rnwy lgts oper prior request only. (1-6)

**LODI-LAKELAND ARPT: New arpt. Lat 43-19-40, long 89-30-55; lctd 0.5 mi NE of Lodi; 1 strip - (E/W) 2640' x 200'; 87 octane gas. (8-8)

MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22, 26, 31. E taxiway N of admin bldg perm closed to all acft over 10,000 lbs. Sod unsafe. (10-17)

MERRILL ARPT: Clsd due const. (10-3)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500' at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic apchs. (11-18) FLD: Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd; itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (6-15) Rnwy 13-31 clsd to jet acft. (8-21) 4300' rnwy 7L-25R open to daylgt opern only. 630' not usable

WISCONSIN: OSHKOSH-WINNEBAGO CO. ARPT: Caution - bldg const on fld - use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 103' (923'MSL) lgtd pole & pipe supporting an antenna being erected approx 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

WAUSAU ARPT: 648'(2549'MSL) lgtd twr being erected 3.1 n mi WSW(263°T) at lat 44-55-10, long. 89-41-12. (11-12)

WOODRUFF-ARBOR VITAE ARPT: Attended part time until May 1. Fone Minoqua 367 for serv. (11-12)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. (12-5)

GILLETTE ARPT: Rnwys open & usable as follows: S 3400' of N/S, 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft & rough. Not maintained. Emerg or over-run only. (11-5)

GREYBULL ARPT: E/W rnwy clsd. Const equip. stored E of N/S rnwy. (11-12)

JACKSON ARPT: Bcn & rnwy lgts turned off for remainder of winter. (12-19)

KEMMERER ARPT: Clsd. Unsafe for acft. Use only in extreme emerg. All lgts turned off.

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000'; 225°-300°, 26 n mi at 15,000'.

NEWCASTLE-MONDELL ARPT: Caution - men and equip working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. (1-16)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SW rnwy - area mrkd by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280° Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution - 1800' S end N/S rnwy clsd - const; only 3300' avail. (12-5)

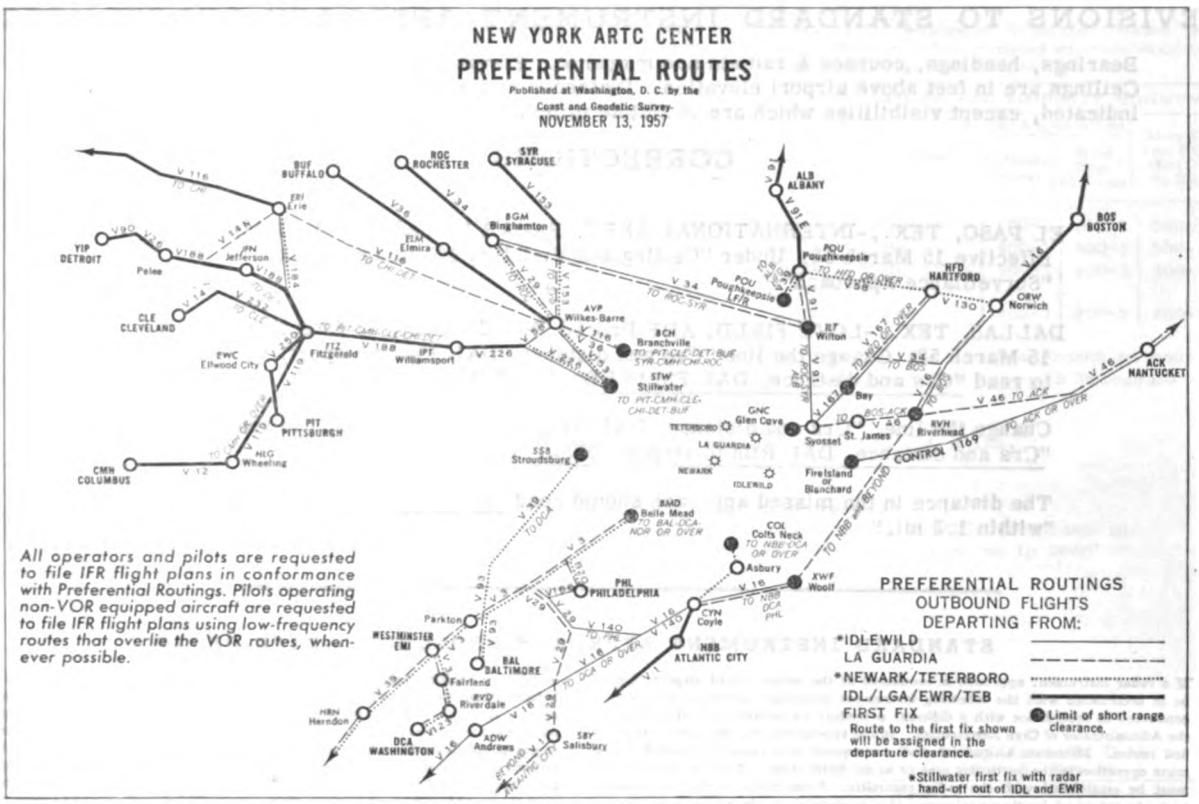
TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end. New arpt & rnwy under const 1 mi E of town. Clsd to all tfc until completion approx March. (11-11)

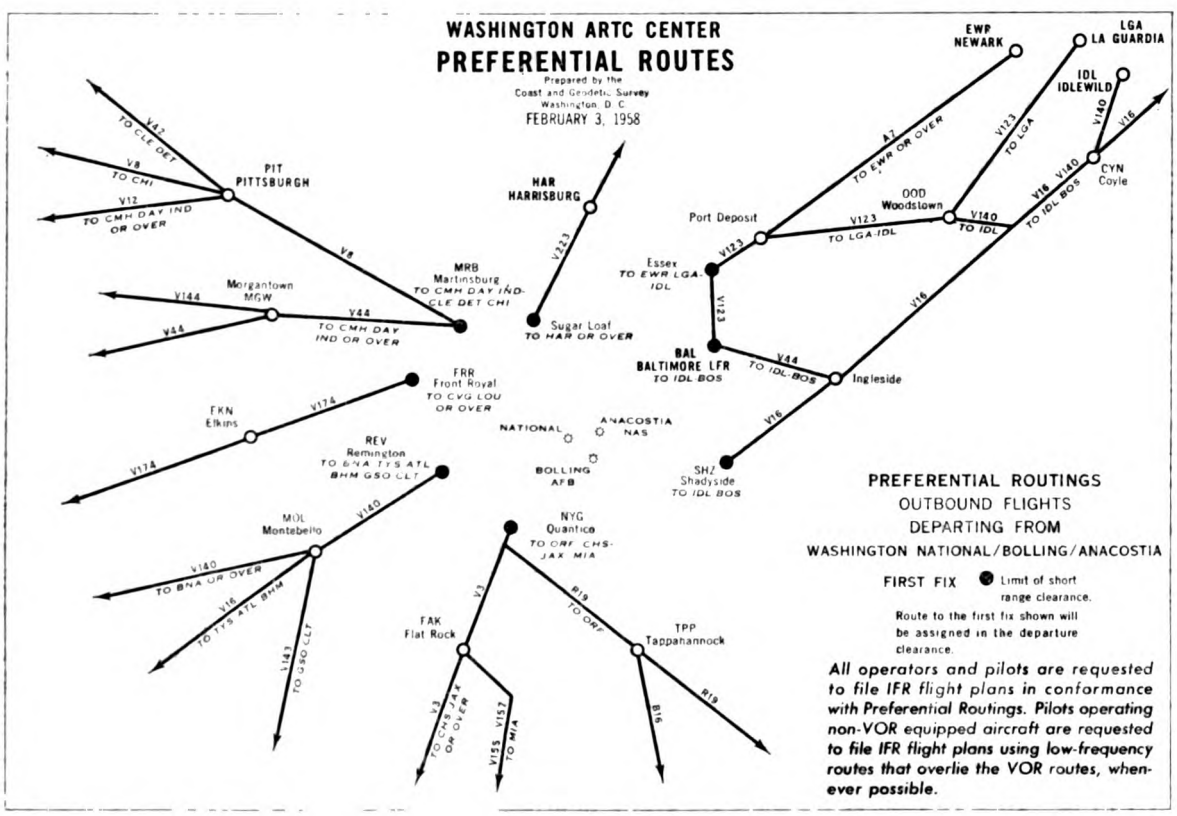
PUERTO RICO: SAN JUAN-PUERTO RICO INTNL ARPT: Parking circles 2, 3, 4 and 5 on N departure ramp not fully visible from twr - caution. (6-7) Use extreme caution operg E and S of arpt. Due to non-visibility, broken and fogged window glass in the twr, air tfc ctl cannot accept responsibility for ctl of acft operns in this area. (1-13)

**SAN JUAN-ISLA GRANDE ARPT: All fld lgtg oper sunset to sunrise. Longest usable rnwy, 9-27, 4800'. (12-30)

VIRGIN ISLANDS: ST. THOMAS-HARRY S. TRUMAN ARPT: Men surveying & test boring 500' of rnwy. (1-14)

✓ MEMPHIS-FT. WORTH ARTC CENTER CONTROL AND FLIGHT ADVISORY BOUNDARY CHANGES: Effective 0001C March 13, 1958, the Memphis-Ft. Worth ARTC Center Control and Flight Advisory Boundary is revised as follows: From the E edge of arwy Blue 13, 70 s mi S of Ft Smith VOR, thence direct to the NW edge of arwy V54 N 25 s mi NE of Texarkana VOR, thence along a clockwise arc 25 s mi E of Texarkana VOR to the S edge of arwy V1522, thence direct to the NW edge of arwy V69 W, 25 s mi SW of Eldorado VOR, thence along a counterclockwise arc 25 s mi SW of Eldorado VOR to the SE edge of arwy V69, thence direct to the present boundary on the N edge of arwy V18 N at a point 25 s mi NW of Monroe LFR.


NEW YORK ARTC CENTER
PREFERENTIAL ROUTES
Published at Washington, D. C. by the
Coast and Geodetic Survey
NOVEMBER 13, 1957
All operators and pilots are requested to file IFR flight plans in conformance with Preferential Routings. Pilots operating non-VOR equipped aircraft are requested to file IFR flight plans using low-frequency routes that overlie the VOR routes, whenever possible.
PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM:
*IDLEWILD
LA GUARDIA
*NEWARK/TETERBORO
IDL/LGA/EWR/TEB
FIRST FIX
Route to the first fix shown will be assigned in the departure clearance.
Limit of short range clearance.
*Stillwater first fix with radar hand-off out of IDL and EWR
BUF BUFFALO
ROC ROCHESTER
SYR SYRACUSE
ALB ALBANY
BOS BOSTON
ERI Erie
BGM Binghamton
ELM Elmira
POU Poughkeepsie
HFD HARTFORD
ORW Norwich
YIP DETROIT
JHN Jefferson
CLE CLEVELAND
AVP Wilkes-Barre
RIC Wilton
EWC Ellwood City
FIZ Fitzgerald
IPT Williamsport
BGR Branchville
STW Stillwater
PIT PITTSBURGH
HLG Wheeling
CMH COLUMBUS
ACK NANTUCKET
GNC Glen Cove
Bay
St. James
RVH Riverhead
SSB Stroudsburg
Fire Island or Blanchard
CONTROL 1169
BMD Belle Mead
COL Colts Neck
Asbury
XWF Woolf
PHL PHILADELPHIA
Parkton
WESTMINSTER EMI
CYN Coyle
NBB ATLANTIC CITY
BAL BALTIMORE
Fairland
HBW Herndon
RVD Riverdale
DCA WASHINGTON
ADW Andrews
SBY Salisbury


WASHINGTON ARTC CENTER
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Washington, D. C.
FEBRUARY 3, 1958
PREFERENTIAL ROUTINGS
OUTBOUND FLIGHTS
DEPARTING FROM
WASHINGTON NATIONAL/BOLLING/ANACOSTIA
FIRST FIX
Limit of short range clearance.
Route to the first fix shown will be assigned in the departure clearance.
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PIT PITTSBURGH
HAR HARRISBURG
MRB Martinsburg
Morgantown MGW
Sugar Loaf
FRR Front Royal
FKN Elkins
REV Remington
MOL Montebello
NYG Quantico
FAK Flat Rock
TPP Tappahannock
NATIONAL
ANACOSTIA NAS
BOLLING AFB
EWR NEWARK
LGA LA GUARDIA
IDL IDLEWILD
Port Deposit
OOD Woodstown
Essex
BAL BALTIMORE LFR
Ingleside
SHZ Shadyside
CYN Coyle

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

EL PASO, TEX., -INTERNATIONAL ARPT, RADAR Proced. No. 1, Original Effective 15 March 58: Under "Ceiling and Visibility Minimums", add "Surveillance Approach".

DALLAS, TEX., -LOVE FIELD, ADF Proced. No. 2, Amdt. 1, Effective 15 March 58: Change the line "Crs and distance, DAL FM to airport, 006-4.1" to read "Crs and distance, DAL FM to RBn, 356-3.3".

Change the line, "Crs and distance, DAL RBn to airport, 006-1.2" to read "Crs and distance, DAL RBn to airport, 358-1.4".

The distance in the missed approach should read "within 1.4 mi." in lieu of "within 1.2 mi."

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE RADAR

If a radar instrument approach is conducted at the below named airport, it shall be in accordance with the following instrument procedure, unless an approach is conducted in accordance with a different procedure authorized for such airport by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitude(s) shall correspond with those established for en route operation in the particular area or as set forth below. Positive identification must be established with the radar controller. From initial contact with radar to final authorized landing minimums, the instructions of the radar controller are mandatory except when (A) visual contact is established on final approach at or before descent to the authorized landing minimums, or (B) at pilot's discretion if it appears desirable to discontinue the approach. Except when the radar controller may direct otherwise prior to final approach, a missed approach shall be executed as provided below when (A) communication on final approach is lost for more than 5 seconds during a precision approach, or for more than 30 seconds during a surveillance approach; (B) directed by radar controller; (C) visual contact is not established upon descent to authorized landing minimums; or (D) if landing is not accomplished.

	CEILING AND VISIBILITY MINIMUMS		
		Two Engine or Less	
Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine More Than 65 Knots
T-dn	300-1	300-1	200-½
C-dn	400-1	500-1	500-1½
S-dn-35,17, 8, & 3	400-1	400-1	400-1
A-dn	800-2	800-2	800-2

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES

All bearings are from radar site with sector azimuths progressing clockwise:

Within 5 miles: All sectors 7500'
Within 10 miles: 360-060 Unuseable; 060-135 9000'; 135-360 7500
Within 15 miles: 360-060 Unuseable; 060-105 10,000'; 105-140 9000'; 140-360 7500'
Within 20 miles: 360-060 Unuseable; 060-105 10,000'; 105-150 12,000'; 150-285 8000'; 285-360 14,000'
Within 25 miles: 360-105 Unuseable; 105-150 12,000'; 150-300 11,000'; 300-360 14,000'
Within 30, 35, & 40 miles: 360-150 Unuseable; 150-300 11,000'; 300-360 14,000'

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
Runways 35, 8 and 3: Turn left to 325° heading and climb to 8000' on N crs Albuquerque LFR or R-012 Albuquerque VOR within 20 miles or, when directed by ATC, turn left and climb to 8000' on R-256 Albuquerque VOR within 20 miles.
Runway 17: climb to 7000' on S crs Albuquerque LFR within 20 miles or, when directed by ATC, turn right, climb to 10,000' on W crs Albuquerque LFR within 25 miles.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Albuquerque, N M	Kirtland AFB/Mun.5352'	Kirtland Radar	1, Orig, 29 Mar 58	None

RADAR TERMINAL AREA MANEUVERING SECTORS AND ALTITUDES												CEILING AND VISIBILITY MINIMUMS			
													Two Engine or Less		
From	To	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Dist.	Alt.	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine More Than 65 Knots
													Surveillance approach		
045	230					20	2200					T-dn	300-1	300-1	200-½
230	045	10	2200	15	2500	20	3000					C-dn	400-1	500-1	500-1½
												S-dn	400-1	400-1	400-1
												A-dn	800-2	800-2	800-2

Bearings are from radar antenna site with sector azimuths progressing clockwise.

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
1. Runways 12, 17, & 21: Climb to 2500' via SAT R-158 within 20 miles or, when directed by ATC, climb to 2500' on S crs SAT LFR within 20 miles. 2. Runways 3, 30, 35: Climb to 2500' via SAT R-353 within 20 miles or, when directed by ATC, climb to 2500' on N crs SAT LFR within 20 miles.

★ City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
San Antonio, Tex	International 800'	San Antonio Radar	1, Orig, 22 Mar 58	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Detroit LFR	FRD RBn	direct	2000	T-dn	300-1	300-1	200-½
Salem VOR	FRD RBn	direct	2000	C-dn	400-1	500-1	500-1½
Milan VHF Int	FRD RBn	direct	2000	S-dn-22R &	400-1	400-1	400-1
Park VHF Int	FRD RBn	direct	2000	22L			
→ Saline Int*	FRD RBn	direct	2000	A-dn	800-2	800-2	800-2

*Int SVM R-210 & OG R-264

NOTE: Radar transitions to final approach crs authorized. Aircraft will be released for final approach without procedure turn on inbnd final approach crs at least 3 N miles from FRD RBn. Refer to Radar Approach Procedure (Willow Run) if detailed information on sector altitudes is desired.

Procedure turn, N side of crs, 050 Outbnd, 230 Inbnd, 2000 within 9 miles. NA beyond 9.0 miles.
→ Minimum altitude over facility on final approach crs, 1600'
Crs and distance, facility to airport, 230-3.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 3.9 miles, climb to 2000 on W crs Detroit LFR within 20 miles or when directed by ATC: (1) Climb to 2300' proceed to YIP LOM. (2) Climb to 2300' proceed to RML LOM. (3) Make left turn, climbing to 2000' proceed to CRL VOR.
CAUTION: TV antenna 1738 & 1749 15.0 mi. NE Ford Rbn

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Detroit, Mich	Willow Run 716'	MHW FRD	2, Amdt 6, 29 Mar 58	5, 31 May 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Los Fresnos FM (Final)	BRO-LFR	Direct	600	T-dn	300-1	300-1	200-½
Brownsville VOR	BRO-LFR	Direct	1200	C-dn	400-1	500-1	500-1½
				S-dn-17R	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

→ Procedure turn W side N crs, 334 Outbnd, 154 Inbnd, 1200' within 10 miles. Beyond 10 Miles NA.
Minimum Altitude over facility on final approach crs, 600
Crs and distance, facility to airport, 155-2.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 2.0 mi, climb to 1200 on S crs within 10 miles
CAUTION: 156' water tank 0.5 mi W of airport

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Brownsville, Texas	Rio Grande Valley International 22'	SBRAZ- BRO	1, Amdt 8, 4 Feb 58	7, 8 Jan 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

BTR-LFR	Creole Int#	Direct	1500	T-dn	300-1	300-1	200-½
BTR-VOR	Creole Int#	Direct	2000	C-dn	400-1	500-1	500-1½
Int SE crs ILS & BTR R-114	Amite Int*	Direct	1500	S-dn-31	400-1	400-1	400-1
Amite Int	Creole Int#(Final)	Direct	900	A-dn	800-2	800-2	800-2

Procedure turn E side SE crs, 126 outbnd, 306 inbnd, 1400' within 10 mi of Creole Int. NA beyond 10 mi.
No glide slope.
Minimum altitude over Creole Int, 900'
→ Crs and distance, Creole Int to airport, 306-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.0 mi after passing Creole Int, climb to 1300' on NW crs ILS within 10 mi of LOM, or when directed by ATC,
→ turn right, climb to 1500' on R-040 within 20 mi, or turn left, climb to 1500' to BTR VOR on R-064.
→ #Creole Int: Int SE crs BTR ILS & 080 Rad. BTR VOR.
→ *Amite Int: Int SE crs BTR ILS & 090 rad. BTR VOR.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Baton Rouge, La.	Ryan 70'	ILS IBTR	ILS-31, Amdt 2, 22 Mar 58	1, 30 Nov 57

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Evanston Int*	LOM	Direct	2500	T-dn	300-1	300-1	200-½
NBU-LFR	LOM	Direct	2500	C-dn	400-1	500-1	500-1½
Dundee Int via crs 056 (ILS only)	NW crs ILS (Final)	Direct	2500	S-dn-14R ILS	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
Int E crs RFD LFR & NW crs ILS (ILS only)	LOM (Final)	Direct	2500	A-dn ILS	600-2	600-2	600-2
Midway LOM	LOM	Direct	2500	ADF	800-2	800-2	800-2
Int R-270 OBK & NW crs ILS (ILS only)	LOM (Final)	Direct	2500				
O'Hare VOR	LOM	Direct	2500				
Northbrook VOR	LOM	Direct	2500				
→ Int R-338 API & R-255 ORD	LOM	Direct	2500				

Radar transition to final approach course authorized. Aircraft will be released for final approach without procedure turn on inbound final approach course at least 3.0 miles from LOM. Refer to radar procedures for O'Hare if sector altitude information desired.

*Evanston Int: Int R-075 ORD and R-135 OBK.
Procedure turn West side of crs, 318 Outbnd, 138 Inbnd, 2500' within 10 miles.
Minimum altitude over LOM, 2500' ILS, 2000' ADF
→ Altitude of G.S. and distance to approach end of runway at OM, 2485-6.0; at MM, 885-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
make immediate left (north) turn, climb to 2500' or higher altitude specified by ATC and proceed to Northbrook VOR via O'Hare TVOR R-030 and Northbrook VOR R-135, or if directed by ATC (1) Make immediate left turn, climb to 3500', proceed to *Evanston Int via R-075 ORD TVOR; (2) Make immediate left turn, climb to 2500', proceed to NBU LFR via 030° crs and SE crs NBU LFR.

★ City and State: Chicago, Ill | Airport Name & Elev.: O'Hare Int'l 666' | Fac. Class & Ident.: ILS-IORD, LOM-OR | Procedure No. & Eff. Date: ILS-14R, Amdt 1, 22 Mar 58 | Sup. Amdt. No. Dated: Orig, 30 Nov 57

Comb. ILS-ADF

Charlotte LFR	LOM	direct	2100	T-dn	300-1	300-1	200-½
Int N crs Charlotte IFR & SW crs ILS	LOM	direct	2200	C-dn	400-1	500-1	500-1½
				S-dn-5 ILS*	200-½	200-½	200-½
Union Int	Clover Int**	direct	2300	ADF	400-1	400-1	400-1
Charlotte VOR	Clover Int**	direct	2300	A-dn ILS	600-2	600-2	600-2
Clover Int** ILS	LOM (Final)	direct	2300	ADF	800-2	800-2	800-2
Clover Int** ADF	LOM (Final)	direct	1500				
→ York Int	Clover Int**	direct	2200				
→ Bradley Int	LOM	Direct	2100				
→ Mt. Holly Int***	LOM	Direct	2300				
→ Weddington Int	LOM	Direct	2100				
→ Waco Int	LOM	Direct	2900				

*400-¾ required when glide slope not utilized.
**Clover Int, Int R-328 CLT & CLT-ILS-SW crs. (To be shown on A-L Chart only)
→ ***Mt. Holly Int: CLT-006/AVL-092 VOR

→ Procedure turn N side of SW crs, 229 Outbnd, 049 Inbnd, 2300 within 10 miles
Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final 1500 ADF
Altitude of G.S. and distance to appr end of rny at OM 2290-4.6, at MM 950-0.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 4.6 mi of LOM climb to 2200' on crs of 049° from LOM or NE crs ILS or, when directed by ATC, turn
→ left, climb to 3000' on CLT VOR R-006 to Mt. Holly Int or turn right, climb to 2100' on R-006 to CLT VOR.

★ City and State: Charlotte, N C | Airport Name & Elev.: Douglas 748' | Fac. Class & Ident.: ILS-CLT LOM-CL | Procedure No. & Eff. Date: ILS-5, Amdt 12, 22 Mar 58 | Sup. Amdt. No. Dated: 11, 22 Jun 57

Comb ILS & ADF

Detroit LFR	LOM	direct	2300	T-dn	300-1	300-1	200-½
→ New Boston Int*	LOM	direct	2300	C-dn	400-1	500-1	500-1½
Salem VOR	LOM	direct	2300	S-dn-4R ILS	200-½	200-½	200-½
Bridgewater LF Int	LOM	direct	2300	4R-L ADF	400-1	400-1	400-1
Milan Int	LOM (Final)	direct	2300	A-dn ILS	600-2	600-2	600-2
Bridgewater VHF Int	LOM	direct	2300	ADF	800-2	800-2	800-2

*Int Windsor VOR R-254 & Carleton VOR R-023
Radar transition to final approach crs authorized. Procedure turn not necessary on vectoring to final approach crs. Refer to Willow Run Radar Procedure if detailed information on sector altitudes is desired.

Procedure turn W side SW crs, 230 Outbnd, 050 Inbnd, 2300 within 10 miles.
Minimum Altitude at G.S. int inbnd, 2300 ILS inbnd final 1500 ADF
Altitude of G.S. and distance to approach end of rny at OM 2251-4.9, at MM 932-.5
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.9 mi of LOM (ADF) make left turn climb to 2500 on R-170 SWM or when directed by ATC: (1) climb to 2700' on NE crs ILS proceed to Midcraft Int. (2) make right turn climb to 2300' proceed to RML LFR.

★ City and State: Detroit, Mich | Airport Name & Elev.: Willow Run 716' | Fac. Class & Ident.: ILS-IYIP, LOM-YI | Procedure No. & Eff. Date: 14R-L, Amdt 9, 29 Mar 58 | Sup. Amdt. No. Dated: 8, 31 May 56

Comb ILS-ADF

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
→ Bergholz RBn or Int	Empire Int	direct	3000	T-dn	300-1	300-1	200-½
River RBn	Clinton RBn	direct	2500	C-dn	500-1	500-1	500-1½
Pittsburgh LFR	Clinton RBn	direct	2500	S-dn-10 ILS	400-1	400-1	400-1
Columbiana INT	Clinton RBn	direct	2500	ADF	500-1	500-1	500-1
Wheeling VOR	Clinton RBn	direct	2700	A-dn	800-2	800-2	800-2
Butler RBn	Clinton RBn	direct	2500				
Cecil RBn	Clinton RBn	direct	2500				
→ Empire Int	Clinton RBn (Final)	direct	2500				
Radar Terminal Area Transition Altitudes	Radar Site	all sectors within 10 mi	2500				
		10-40 mi or MEA when lower	3000				

Procedure turn S side W crs, 277 Oubnd, 097 Inbnd, 2500 within 10 miles of Clinton RBn
No glide slope, no outer marker, no middle marker, minimum altitude over Clinton RBn inbnd 2000', Distance and bearing to Runway 10, 4.0, 097°.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4.0 miles, after passing Clinton RBn, climb to 3000' on E crs of ILS or 097° crs to River RBn

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Pittsburgh,Pa	Greater Pittsburgh 1168'	ILS-GPB, MHW-GHW	ILS-10, Amdt 1, 29 Mar 58	Orig, 11 Jun 55
			Comb ILS-ADF	

→ New Alexandria RBn or Int	Hudson Int	direct	3000	T-dn	300-1	300-1	200-½
Butler RBn	River RBn	direct	3000	C-dn	500-1	500-1	500-1½
→ McKeesport RBn	ILS crs (Final)	320-11	3000	S-dn-28 *ILS	200-½	200-½	200-½
Pittsburgh LFR	River RBn	direct	3000	ADF	400-1	400-1	400-1
Pittsburgh VOR	River RBn	direct	3000				
Cecil RBn	River RBn	direct	3000	A-dn ILS	600-2	600-2	600-2
Clinton RBn	River RBn	direct	3000	ADF	800-2	800-2	800-2
→ Hudson Int	River RBn (Final)	direct	3000				
Radar Terminal Area Transition Altitudes	Radar Site	all sectors within 10 mi	2500				
		10-40 mi	3000 or MEA when lower				

*400-½ required with glide slope inoperative.

Procedure turn N side E crs, 097 Oubnd, 277 Inbnd, 3000' within 10 miles of River RBn. Not authorized beyond 10 miles.
Minimum Altitude at G.S. int inbnd 3000 ILS, minimum altitude over River RBn inbnd final 2500 ADF
Altitude of G.S. and distance to appr end of rny at OM River RBn 3000-5.6, at MM Parkway RBn 1390-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.6 miles after passing River RBn (ADF), climb to 3000' on W crs ILS or 277° crs to Clinton RBn.
NOTE: Center line modified type B approach lighting

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Pittsburgh,Pa	Greater Pittsburgh 1168'	ILS-GPB, MHW-RBR	ILS-28, Amdt 1, 29 Mar 58	Orig, 11 Jun 55
			Comb. ILS-ADF	

Portland LFR	LOM	Direct	2000	T-dn	300-1	300-1	200-½
Kennebunk VOR	LOM	Direct	2000	C-dn	500-1	600-1	600-1½
				S-dn-11:			
				**ILS	300-¾	300-¾	300-¾
				ADF	500-1	500-1	500-1
				A-dn ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

**500-¾ required with glide slope inoperative.

Procedure turn South side of crs, 292° Outbnd, 112° Inbnd, *2000' within 10 miles.
Minimum altitude at G.S. int inbnd, 1700' ILS; over LOM inbnd final, 1700' ADF
Altitude of G.S. and distance to approach end of runway at OM, 1703'-5.4; MM, 273'-0.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 miles (ADF), climb to 1000' on East crs of ILS or on crs of 112° from LOM and make 180° right climbing turn to return to LOM at 2000' and hold in one-minute pattern West.
CAUTION: *Procedure turn not authorized beyond 10 miles of LOM account of high terrain.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★ Portland, Me	Municipal 60'	ILS-PWM, LOM-PW LMM-WM	ILS-11, Orig, 22 Feb 58 or Comb. ILS-ADF com. of fac.	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
LSE-LFR	LSE-VOR	Direct	2400	T-d	*400-1	*400-1	#400-1
LSE-LFR	LSE-VOR (Final)	Direct	1100	T-n	*400-1½	*400-1½	#400-1½
Nodine-BVOR	LSE-VOR	Direct	2400	C-d	600-1	600-1	600-1½
				C-n	600-2	600-2	600-2
				S-dn-13	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 takeoff authorized on Rwys 31, 35, & 17.
#200-½ takeoff authorized on Rwys 31, 35 & 17.

Procedure turn West side of crs, 318 Outbnd, 138° Inbnd, 2400' within 10 miles.
Minimum altitude over facility on final approach crs, 1900##; 1100' after passing LSE-LFR or int Nodine-BVOR R-071
##1900' m.s.l. (1200' ceiling)required if unable to determine passing LSE-LFR or Nodine-VOR R-071
Facility on airport.
Crs and distance, breakoff point to Rwy 13, 130°-.7 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over LSE-VOR make immediate right climbing turn, climb to 2400' on LSE R-318 within 10 mi.
CAUTION: 950' m.s.l. tower 2 mi SE of airport. 1227' m.s.l. bluffs and 1440' tower 3 & 4 mi. SE, respectively, of airport. 1273' m.s.l. tower 4 mi. WSW of airport & 1440' tower 3.5 mi W of airport. 1240' bluffs 2 mi. NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaCrosse, Wis	Municipal 653'	VOR LSE	TerVOR-13, Orig, 1 Mar 58	None

LSE-LFR	LSE-VOR	Direct	2400	T-d	*400-1	*400-1	#400-1
Nodine-BVOR	LSE-VOR	Direct	2400	T-n	*400-1½	*400-1½	#400-1½
				C-d	600-1	600-1	600-1
				C-n	600-2	600-2	600-2
				S-dn-17	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 takeoff authorized on Rwys 31, 35, & 17.
#200-½ takeoff authorized on Rwys 31, 35, & 17.

Procedure turn West side of crs, 350° Outbnd, 170° Inbnd, 2400' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'##; 1100' after passing 270° brg. to LSE-LFR or Nodine BVOR R-076 (3.5 mi from Rwy 17).
##2000' m.s.l. (1300' ceiling) required if unable to determine passing 270° brg. to LSE-LFR or Nodine R-076.
Facility on airport.
Crs and distance, breakoff point to Rwy 17, 175°-.5 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over LSE-VOR make right climbing turn, climb to 2400' on LSE R-318 within 10 miles.
CAUTION: 950' m.s.l. tower 2 mi SE of airport. 1227' m.s.l. bluffs and 1440' tower 3 & 4 mi SE, respectively, of airport. 1273' m.s.l. tower 4 mi WSW of airport & 1440' tower 3.5 mi West of airport. 1240' bluffs 2 mi NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaCrosse, Wis	Municipal 653'	VOR LSE	TerVOR-17, Orig, 1 Mar 58	None

LSE-LFR	LSE-VOR	Direct	2400	T-d	*400-1	*400-1	#400-1
Nodine-BVOR	LSE-VOR	Direct	2400	T-n	*400-1½	*400-1½	#400-1½
				C-d	600-1	600-1	600-1
				C-n	600-2	600-2	600-2
				S-dn-35	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

*300-1 takeoff authorized on Rwys 31, 35, & 17.
#200-½ takeoff authorized on Rwys 31, 35, & 17.

Procedure turn East side of crs, 181° Outbnd, 001° Inbnd, 2700' within 10 mi.
Minimum altitude over facility on final approach crs, 2300'##; 1100' after passing LSE-BVOR R-223 or Nodine BVOR R-128 (5.2 mi from Rwy 35)
##2300' m.s.l. (1600' ceiling) required if unable to determine passing LSE R-223 or Nodine R-128.
Facility on airport.
Crs and distance, breakoff point to Rwy 35, 355° - .4 mi.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
over LSE-VOR make left climbing turn, climb to 2400' on LSE R-318 within 10 miles.
CAUTION: 950' m.s.l. tower 2 mi SE of airport. 1227' m.s.l. bluffs and 1440' tower 3 & 4 mi SE, respectively, of airport. 1273' m.s.l. tower 4 mi WSW of airport & 1440' tower 3.5 mi West of airport. 1240' bluffs 2 mi NE of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
LaCrosse, Wis	Municipal 653'	VOR LSE	TerVOR-35, Orig, 1 Mar 58	None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Springfield RBn	DCA-VOR	direct	1800	T-dn	300-1	300-1	200-½
Herndon VOR	DCA-VOR	direct	1800	C-dn	600-1	600-1	600-1½
Andrews LFR	DCA-VOR	direct	1600	S-dn-36	400-1	400-1	400-1
Washington LFR	DCA-VOR	direct	1500	A-dn	800-2	800-2	800-2

Radar Transition Altitudes: 1500' in the E, W, and S quadrants of the Washington LFR and 1800' in the N quadrant within 25 miles of the Washington National Airport; 2500' in all quadrants within 40 mi exclusive of danger and prohibited areas. Radar fixes may be substituted for all fixes shown. (Radar distances shown in Nautical miles.)

Procedure turn W side, 185 Outbnd, 005 Inbnd, 1400 within 10 mi of Washington LFR. Procedure turn W to avoid Andrews LFR.
Minimum Altitude over facility on final approach crs, 400', maintain 1000' until passing Alexandria Int*
*Descend to landing minimums after passing Alexandria Int. (Int NW crs Washington LFR and R-185 DCA. Crs and distance, breakoff point to app end rny 36, 003-.5 from Alexandria Int 6.0 mi
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 miles, make a left climbing turn as soon as practical, climb to 1800' (or at a higher altitude when requested by ATC) on R-303 DCA and proceed to Herndon VOR.
CAUTION: Standard clearance not provided over obstructions in final approach area and within circling area of airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Washington, D C	National 16'	VOR DCA	TerVOR-36, Amdt 4, 22 Mar 58	3 29 Oct 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
10 mi fix R-119	3 mi fix R-119	direct	900	T-dn	300-1	300-1	200-½
3 mi fix R-119	0 mi fix R-119 (Final-31)	direct	800	C-dn	500-1	500-1	500-1½
				S-dn-31	400-1	400-1	400-1
				A-dn	800-2	800-2	800-2

Procedure turn N side R-119, 1800' within 10 miles (not required with DME). Procedure authorized without DME, but procedure turn required.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 0 miles, climb to 1900 on R-239 within 20 miles.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon (Cochran) 354'	BVOR-DME-MCN	VOR-DME-31, Amdt. 1, 29 Mar 58	Orig, 28 Apr 56

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
15 mi fix R-329	10 mi fix R-329	direct	1700	T-dn	300-1	300-1	200-½
10 mi fix R-329	4 mi fix R-329	direct	1100	C-dn	500-1	500-1	500-1½
4 mi fix R-329	0 mi fix R-329 (Final Arpt)	direct	900	A-dn	800-2	800-2	800-2

Procedure turn not required.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . at 0 miles fix climb to 1600 on R-139 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Macon, Ga	Macon(Cochran) 354'	BVOR-DME-MCN	VOR-DME-Arpt(R-329), Amdt 1, 29 Mar 58	Orig, 28 Apr 56

(18 February 1958)

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SPECIAL NOTICE
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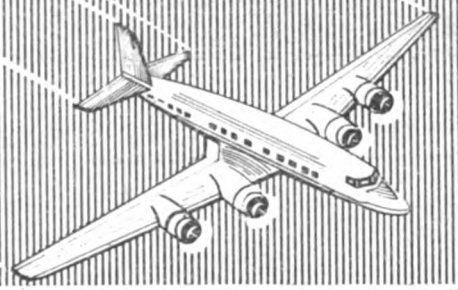
AIRMAN'S GUIDE



SAVE THIS ISSUE
(Replaces Vol. 12#20, dated 12/10/57)

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Procedure. See page 83

SPECIAL NOTICE
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VOL. 12, NO. 26 MARCH 4, 1958

The AIRMAN'S GUIDE is issued every two weeks. This issue includes all data on record as of 0001 E.S.T. on the above date. For later information consult Teletype NOTAMS.

U.S. DEPARTMENT OF COMMERCE
CIVIL AERONAUTICS ADMINISTRATION
GENERAL SERVICES OFFICE

OLD PHONETIC ALPHABET

A	ABLE	J	JIG	S	SUGAR		
B	BAKER	K	KING	T	TARE		
C	CHARLIE	L	LOVE	U	UNCLE		
D	DOG	M	MIKE	V	VICTOR		
E	EASY	N	NAN	W	WILLIAM		
F	FOX	O	OBOE	X	XRAY		
G	GEORGE	P	PETER	Y	YOKE		
H	HOW	Q	QUEEN	Z	ZEBRA		
I	ITEM	R	ROGER				

(ICAO) INTERNATIONAL PHONETIC ALPHABET

A	ALFA	J	JULIETT	S	SIERRA		
B	BRAVO	K	KILO	T	TANGO		
C	CHARLIE	L	LIMA	U	UNIFORM		
D	DELTA	M	MIKE	V	VICTOR		
E	ECHO	N	NOVEMBER	W	WHISKEY		
F	FOXTROT	O	OSCAR	X	XRAY		
G	GOLF	P	PAPA	Y	YANKEE		
H	HOTEL	Q	QUEBEC	Z	ZULU		
I	INDIA	R	ROMEO				

AIR NAVIGATION RADIO AIDS

ALWAYS CHECK NOTICES TO AIRMEN SECTION

ATCS = Air Traffic Communications Station (CAA)

VHF OMNI-RANGE: "Non-commissioned" VHF omni-ranges may lack certain items, such as monitoring or control equipment or may not have been flight-checked and are subject to shut-down at any time without notice. The courses may or may not be within the prescribed tolerances and the station is to be used accordingly.

VAR AND VOR MONITORING CLASSIFICATION FOR AIR TRAFFIC CONTROL PURPOSES: Category I (VAR) = Following conditions must be met: (A) The visual course alignment and signal level are monitored continuously. (B) The aural "A" or "N" sector signal is monitored continuously by the communicator at the associated ATCS. (C) The station identification is monitored continuously by the communicator at the associated ATCS. (D) The aural course alignment is monitored at least once each hour by the communicator at the associated ATCS. Category I VOR = Course alignment and signal level are monitored continuously. NOTE: Category I indicated by parenthetical (1). Category II (VAR only) = If all except (D) of the conditions of Category I are met. NOTE: Category II indicated by parenthetical (2). Category III = Facility monitored soley through use of automatic visual course and signal level monitor with automatic transfer unit. This category may permit VOR to be inoperative for a limited period before a notice to airmen is issued. Normally, VHF ranges which are not controlled by an ATCS, and located too distant from ATCS to be monitored with a VHF receiver will fall into Category III. NOTE: Category III indicated by parenthetical (3).

NOTE: Letters between range courses are quadrant identifiers, e.g., "90 YN 180", indicates the quadrant between the two courses is a yellow N quadrant. The letter immediately following a range course indicates whether the course is aural or visual, i.e., "Y" or "B", for yellow or blue, indicates visual: "A" or "N" aural. In the case of low frequency ranges, the A or N cited between two courses is the identification to be heard in the quadrant between those two courses.

LEGEND

(A) = Air Force facility. (N) = Navy facility. (P) = Private facility. (S) = State facility.
(g) = Twr equipped with 121.9 mc or (g.7)= Twr equipped with 121.7 mc for ctl of gnd traffic.
(0700-2300) = Hours of operation local time.
(3) = Monitoring category
(B) = Blue Hemisphere. (Y) = Yellow Hemisphere
→ New or revised data
• = Automatic voice identification
■ Information deleted.
✓ New facility has been added to tabulation and listed on page 31 until placed in proper sequence.

RADIO CLASS DESIGNATIONS

AC. . . . . Approach Control Tower, CAA (transmits on voice channel of associated ranges and ILS in addition to frequencies listed)
ARSR . . . . Air Route Surveillance Radar
B . . . . . Scheduled Broadcast Station (broadcasts weather at 15 and 45 minutes after the hour; Air Force Broadcasts, generally, 29 minutes)
C . . . . . Control Tower, CAA
CI . . . . . Control Tower, (City, County, Private, etc.)
CM . . . . . Control Tower, (Military, listing only civil frequencies available)
→ CONSOLAN LF/MF long range navigation aid; aircraft must have BFO oscillator.
D. . . . . Distantly controlled
DME. . . . . Distance Measuring Equipment
FM. . . . . VHF fan marker (100 watts)
GCA . . . . Ground Controlled approach system
H. . . . . Non-directional radio beacon (homing), power 50 watts to less than 2000 watts
HH. . . . . Non-directional radio beacon (homing), power 2000 watts or more
ILS. . . . . Instrument Landing System (voice on localizer channel)
J. . . . . L MF (200-415 kc) voice facility on other than range frequency
LFM. . . . VHF fan marker, low powered (5 watts)
LMM. . . . Compass locator station when installed at middle marker site
LOM. . . . Compass locator when installed at outer marker site
LVOR . . . Low power VOR (with standby equipment)
MA. . . . . Range (adcock, vertical radiators), power less than 50 watts
MH. . . . . Non-directional radio beacon (homing) power less than 50 watts
ML. . . . . Range (loop radiators), power less than 50 watts
MM. . . . . VHF middle marker
MRA. . . . Range (adcock, vertical radiators), power 50 or more, but less than 150 watts
MRL. . . . Range (loop radiators), power 50 or more, but less than 150 watts
OM . . . . VHF outer marker
P. . . . . Point-to-Point radio
RA. . . . . Range (adcock, vertical radiators), power 150 watts or more
RAPCON Radar Approach Control
→ RL. . . . . Range (loop radiators), power 150 watts or more
S. . . . . Simultaneous range, homing signals and/or voice
T. . . . . Teletype

TVOR. . . . Low power VOR (no standby equipment) located on airport
TX . . . . . Principal teletype
V. . . . . Additional VHF voice feature on other than range frequency
VAR. . . . Visual-aural VHF range
VOR. . . . VHF omni-directional range (omni-range)
W. . . . . Without voice facilities on range frequency
Z. . . . . VHF station location marker at a range station

NOTES

1. Range courses are magnetic in-bearings
2. All CAA MH facilities operate continuously unless cited as follows: (on req)
3. All CAA ranges operate continuously. Those which are not manned continuously are cited in the remarks column with hours of operation in parentheses, e.g., (0600-2400)
4. VHF and LF/LMF ranges listed with the same identifier are controlled by the same ATCS. Due to space limitations the DTV and communication frequencies which are listed with the LF/LMF facility are not repeated with the VOR facility

Pilots are requested to indicate when calling C.A.A. airway communications stations and control towers the frequency on which the reply is expected.

Use of funds for printing this publication approved by the Director of the Bureau of the Budget, April 23, 1956

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PAR = Precision Approach Radar. ASR = Airport Surveillance Radar. GCA = Ground Controlled Approach (Military Equivalent of Combined ASR and PAR Equipment). ARSR = Air Route Surveillance Radar. RAPCON = Radar Approach Control.

GROUND CONTROLLED APPROACHES - The only airborne equipment required for ground controlled approaches is a functioning radio transmitter and receiver. There are two types of ground controlled approaches - Precision and Surveillance.

PRECISION APPROACHES - Aircraft are guided to final approach to the designated instrument runway. The final approach flight path on a precision scope (PAR) is greatly expanded for increased accuracy and furnishes the controller with range, azimuth and altitude information. This permits the controller to accurately guide aircraft to touchdown on the runway.

SURVEILLANCE or ASR APPROACHES - Only the ASR scope is used and aircraft may be directed to any selected runway over approximately the same flight path the pilot would take if flying VFR. This scope furnishes range and azimuth information only. Since no altitude information is available to the controller, pilots must control their descent based on the glide angle desired, and the distance from the runway as furnished by the controller. Because ASR does not permit the same degree of accuracy as PAR, the weather minimums for a surveillance approach are usually higher than for a precision approach.

RADAR ARRIVAL AND DEPARTURE CONTROL - Radar is utilized by certain radar equipped facilities to control the flight paths of arriving or departing IFR aircraft for the purpose of expediting the flow of traffic. Aircraft operating on IFR flight plans will be afforded a minimum of three miles horizontal separation unless standard non-radar vertical, lateral or longitudinal separation exists. This should not be confused with Ground Controlled Approach (GCA) which is an instrument approach aid.

CAA RADAR UNITS - Operate continuously at the locations listed. Available to all pilots, civil and military. Contact associated CAA control tower on any frequency guarded for initial instructions, or in an emergency any CAA facility for information on nearest Radar Control. Weather minimums, associated runways and GCA procedures are listed in the Airman's Guide.

RAPCON - At certain locations, the surveillance portion of Military RAPCONS is operated by the CAA and service is available to all aircraft. These are listed below.

RADAR BEACONS - Military type radar beacon ground equipment of the IFF Mark X type is being made available for operation at all CAA operated RAPCON facilities and some air route surveillance radar facilities. This system is available only for operation with military aircraft and should not be confused with the air traffic control radar beacon system (ATCRBS) now under development. See "Remarks" column of Radar Approach Control (RAPCON), page 4. For ATCRBS see note page 4.

AIR FORCE AND NAVY GCA UNITS - Available to civil pilots in emergency or by prior arrangement with C.O. of respective facility.
Contact under IFR: Pilots desiring GCA assistance during IFR conditions should call the nearest air traffic control facility (radio, airways, or tower, etc.) requesting GCA and further instructions.
Contact under VFR: VFR check-out of training flights should be arranged locally through Base Operations or the Control Tower.
Emergency: When receiver or transmitter difficulties exist, the tower may relay GCA approach instructions for aircraft to make 360 degree turns for identification. In either case, instructions will be followed at the pilot's discretion. After being inoperative, GCA units require 20 to 30 minutes for warming up. Pilots should anticipate requirements for GCA in flight planning and request alerting of GCA units as far in advance as possible. Civil Minimums at military installations established by the CAA are 400' ceiling and 1 statute mile visibility except in emergency unless Air Force or Navy facility being used has higher minimums. Navy units are prepared to transmit on IFF from 2,000 to 18,000 kc and receive any frequency from 1,500 to 9,650 kc to aid any plane in emergency.

RADAR WEATHER ADVISORY SERVICE: See page 17, Flight Information Manual, Vol II, dated August 15, 1957

CAA OPERATED RADAR UNITS

NOTE: Transmitting frequencies below 118 mc are not guarded. Other transmitting frequencies listed are guarded plus 3023.5kc, 122.5 mc, unless 122.7 mc is shown under Remarks. Transmit and guard 121.5 mc all locations.

STATION	TRANSMITS	RADAR FACS.	REMARKS
Atlanta Arpt., Ga.	278; 109.9, 118.1, 119.1, 121.9, 126.18, 119.5, 125.7, 338.2, 343.6, 257.8, 348.6, 271.2, 290.8, 243.0	ASR-PAR	Runway 9R. Gds 122.7 mc. Arrival & Departure Control
Baltimore Friendship Arpt., Md.	257, 281; 115.8, 109.7, 119.3, 360.8, 118.7, 126.18, 257.8	ASR	
Birmingham Arpt., Ala.	278; 110.3, 118.7, 119.9, 126.18, 243.0, 257.8, 305.4, 348.6, 385.6	ASR	Arrival Control
Boston-Logan Arpt., Mass.	278, 382; 110.3, 118.1, 118.3, 120.5, 126.5, 126.18, 137.88, 257.8, 243.0, 271.2, 290.8, 343.6, 348.6	ASR-PAR	Runway 4R. Arrival & Departure Control
Buffalo Arpt., N.Y.	278, 280; 110.3, 119.6, 123.7, 126.18, 126.5, 243.0, 257.8, 319.8	ASR	
Burbank-Lockheed Air Term., Calif.	260; 109.5, 118.4, 118.7, 120.9, 126.18, 243.0, 257.8, 360.8	ASR	Guards 122.7 mc
Chicago-Midway Arpt., Ill.	278, 350; 109.9, 118.7, 119.5, 119.9, 120.7, 126.18, 243.0, 257.8	ASR-PAR	Arrival & Departure Control Rnwy 13R Gds 122.7mc.
Chicago-O'Hare Int'l Arpt., Ill.	332; 109.7, 118.1, 126.18, 118.3, 236.6, 243.0, 348.6, 360.8, 383.8	ASR	Arrival & Departure Control
Cincinnati-Greater Cincinnati Arpt., Ohio	317; 109.9, 115.6, 118.3, 121.7, 124.7, 126.18, 243.0, 257.8, 285.6	ASR	Arrival Control Guards 122.7 mc.
Cleveland-Hopkins Arpt., Ohio	278; 109.9, 118.1, 118.5, 119.9, 126.18, 243.0, 257.8, 269.0, 291.0, 307.0	ASR-PAR	Runway 5L. Arrival & Departure Control
Columbus-Port Columbus Arpt., Ohio	278; 116.7, 109.5, 121.1, 121.3, 126.5, 126.18, 142.02, 243.0, 257.8, 263.0, 274.3, 136.8	ASR	Arrival & Departure Control
Dallas-Love Fld., Texas	278, 341; 110.3, 113.5, 118.7, 119.5, 121.1, 121.9, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6	ASR	Arrival & Departure Control
Denver-Stapleton Fld., Colo.	278, 379; 110.3, 116.3, 118.3, 119.5, 120.5, 126.18, 137.88, 257.8, 348.6	ASR	Arrival & Departure Control
Detroit-Willow Run Arpt., Mich.	332; 105.5, 118.4, 120.7, 121.3, 124.9, 126.18, 243.0, 257.8, 355.8	ASR	Arrival & Departure Control
Ft Worth-Carter Fld., Texas	296; 109.5, 118.1, 120.7, 121.7, 126.18, 118.9, 236.2, 243.0, 257.8, 263.0, 307.9 324.7, 363.8	ASR	Arrival & Departure Control
Houston Arpt., Texas	278; 109.9, 118.1, 118.7, [redacted] 126.18, 257.8, 312.6	ASR	Arrival & Departure Control
Indianapolis Arpt., Ind.	266, 278; 109.9, 118.1, 119.9, 126.18	ASR	Arrival Control
Jacksonville-Imeson Arpt., Fla.	278, 344; 110.3, 118.3, 120.7, 124.9, 126.18 243.0, 257.8	ASR	Arrival & Departure Control
Kansas City Arpt., Mo.	278, 359; 109.9, 112.1, 118.1, 118.3, 119.5, 126.18, 257.8	ASR	Arrival Control Gds 122.7 mc ASR apchs not authorized
Knoxville-McGhee Tyson Arpt., Tenn.	278, 257; 110.3, 116.4, 118.1, 118.7, 121.9, 126.18, 243.0, 257.8, 305.4, 348.6, 382.2, 123.9	ASR	Arrival & Departure Control
Long Beach, Calif	233, 242; 110.3, 119.5, 121.9, 120.5, 126.18 173.75, 257.8, 348.6, 379.1, 243.0	ASR	Arrival Control
Los Angeles Intnl Arpt., Calif.	109.9, 118.1, 119.3, 121.1, 243.0, 250.2, 269.0, 307.0, 348.6	ASR-PAR	Arrival & Departure Control Rnwy 25L. Gds 122.7 mc

STATION	TRANSMITS	RADAR FACS.	REMARKS
Louisville-Standiford Fld., Ky.	317; 110.3, 120.3, 120.7, 121.9, 126.18, 257.8, 243.0	ASR	Arrival & Departure Control Guards 122.7 mc
Memphis Arpt., Tenn.	278, 371; 109.9, 118.3, 119.1, 126.18, 257.8	ASR	Arrival Control
Milwaukee-General Mitchell Fld., Wisc.	242, 278; 110.3, 119.1, 121.9, 124.1, 124.9, 243.0, 257.8,	ASR	Arrival & Departure Control
Minneapolis-St. Paul Intnl. Arpt., Minn.	266; 278; 110.3, 115.4, 118.7, 119.3, 119.5, 126.18, 243.0, 257.8, 263.0, 305.4, 348.6	ASR PAR	Runway 29L Arrival & Departure Control
Nashville, Berry Fld, Tenn.	278; 109.9, 114.1, 118.1, 118.5, 119.1 121.9, 126.18, 243.0, 257.8, 348.6, 383.8	ASR	Arrival Control
Newark Arpt., N. J.	278, 379; 110.3, 118.3, 120.6, 126.5, 126.18, 257.8, 119.2	ASR PAR	Rnwy 4 Gds 122.7mc Arrival & Departure Control. Trans 123 to 128 ICLF 109.3 mc.
New Orleans-Moisant Intnl Arpt., La.	278; 109.9, 118.1, 119.9, 126.18, 257.8, 121.1, 250.4, 269.2, 348.6	ASR	Arrival & Departure Control. Guards 122.7 mc
New York Intnl. (Idlewild) Arpt., N. Y.	[redacted] 109.5, 119.1, 121.1, 123.9, 132.3 134.1, 134.64, 348.6, 137.88, 142.74, 257.8, 243.0, 269.2, 285.6, 290.3, 313.4, 348.6	ASR - PAR	Runway 4R. Arrival & Departure Control Guards 122.7 mc
New York-La Guardia Fld., N. Y.	362; 109.9, 118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2	ASR-PAR	Rnwy 4. Arrival & Departure Control Guards 122.7 mc
Norfolk Arpt., Va.	281; 108.7, 109.9, 118.1, 118.5, 118.9, 119.9, 122.2, 123.7, 126.7, 132.3, 135.0, 135.9 137.88, 255.4, 257.8, 263.0, 284.6, 319.8, 348.6, 381.6	ASR	Arrival & Departure Control Guards 122.1 mc. Does not guard 122.2, 134.0
Oakland Arpt., Calif.	341, 362; 118.1, 118.3, 119.3, 123.9, 126.18, 140.22, 243.0, 274.3, 257.8, 305.4, 348.6	ASR	Arrival & Departure Control
Philadelphia Intnl. Arpt., Pa.	278; 109.3, 121.7, 126.18, 142.74, 243.0, 257.8, 312.6 (119.0, 118.5 req)	ASR	Arrival & Departure Control Gds: 122.7.
Pittsburgh-Greater Pittsburgh Arpt., Pa.	396; 110.3, 118.7, 119.3, 121.1, 123.8, 126.18 236.6, 243.0, 257.8	ASR	Arrival & Departure Control
Portland Intnl. Arpt., Oreg.	278, 332; 109.9, 118.1, 126.18, 119.9, [redacted] 290.3, 299.2, 305.4, 363.8	ASR	Arrival & Departure Control
St. Louis-Lambert Fld., Mo.	278, 209; 110.3, 114.5, 118.3, 118.5, 119.5, 126.18, 257.8	ASR	Arrival & Departure Control
Salt Lake City Arpt., Utah	227, 278; 110.3, 118.3, 119.5, 126.18, 257.8, 120.9	ASR	Departure Control
San Francisco Arpt., Calif.	201; 109.5, 118.5, 119.1, 120.5, 120.9, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2	ASR	Arrival & Departure Control
Seattle-Tacoma Intnl. Arpt., Wash.	260, 323; 110.3, 118.5, 119.5, 126.18, 257.8	ASR	Departure Control
Washington National Arpt., D. C.	278; 109.9, 118.1, 118.3, 119.1, 119.4, 126.5 134.64, 257.8, 291.6, 269.0, 311.8	ASR - PAR	Rnwy 36 Arrival & Departure Control ASR apchs not authorized Guards 122.7 mc.

CAA OPERATED RADAR UNITS

(4 March 1958)

STATION	TRANSMITS	RADAR FACS.	REMARKS
AIR ROUTE SURVEILLANCE RADAR			
Washington National Arpt., D. C.	119.7, 120.3, 124.0, 125.1, 132.3 135.0, 135.9, 137.88, 353.9, 318.2, 362.3, 121.5, 120.5, 124.4	ARSR	Guards: 122.1 Call Washington Center
Chicago, Midway Arpt., Ill.	120.9, 123.7, 123.9, 124.5, 124.7 125.1, 250.2, 301.4, 323.2, 340.6 378.8, 385.4, 121.5, 243.0	ARSR	
New York, Intnl Idlewild Arpt, N. Y.	118.9;120.7, 121.5, 124.3, 125.5; 132.3;137.88;243.0; 306.3, 310.4, 343.8, 355.8 mc	ARSR	
Norfolk Arpt. Va.	135.0, 135.9, 118.1, 118.5, 119.9, 120.7, 121.5, 124.1, 132.3, 137.88 243.0, 255.4, 257.8, 263.0, 301.4, 348.6	ARSR	
RADAR APPROACH CONTROL (RAPCON)			
Tampa-MacDill AFB, Fla.	116.5, 118.5, 119.5, 126.5, 136.8, 137.88, 142.02, 243.0, 270.6, 301.4, 335.8, 363.8	ASR	Arrival & Departure Control Service for Tampa Intnl., MacDill AFB, Pinellas Co. Intnl., Knight & Whitted Arpts. ASR apchs avail to rnwy 4. IFF operg but not cmsnd.
Olathe NAS, Kansas	132.3, 120.9, 124.7, 137.88, 121.5, 236.2, 250.6, 225.4, 363.8, 348.6 263.0, 243.0	ASR	Arrival & Departure Control avail. Olathe NAS, Grandview AFB, Phillip Billard Arpt & Forbes AFB. Does not gd 3023.5 kc.
Wichita-McConnell AFB, Kans.	332;1082,1138,1201,121.5,124.5 125.7, 134.1, 136.8, 137.88, 142.02, 263.0, 270.6, 289.4, 335.8, 348.6, 379.4, 243.0	ASR-PAR	Arrival & Departure Control avail. Wichita Mun & McConnell only. IFF cmsnd. Does not gd 3023.5 kc.
Shreveport-Barksdale AFB, LA	112.9, 118.5, 119.9, 121.5, 126.18, 123.9, 137.88, 136.8, 134.1, 142.02 243.0, 236.6, 327.4, 275.8, 263.0, 363.8, 270.6, 335.8, 289.4, (236.6, 324.7, 275.8, 126.18 req.)	ASR	ASR apchs available to rnwys 14 and 32. Arrival & Departure Control
Oklahoma City-Tinker AFB, Okla.	115.0, 119.3, 120.5, 121.1, 137.88 270.6, 363.8, 263.0, 301.4(on req 134.1, 136.8, 142.0, 255.4, 379.4 mc)	ASR-PAR	Arrival & Departure Control available to all Arpts Oklahoma City Terminal Area. ASR apchs avail to rnwy 30, 17, 35 Tinker AFB rnwy 17 & 35 Will Rogers Arpt. IFF operg but not cmsnd.
Austin-Bergstrom AFB, Texas	119.1, 112.5, 124.9, 125.1, 126.18, 121.5, 236.6, 243.0, 270.6, 275.8, 289.4 305.4, 253.4, 335.8, 344.6, 363.8		Arrival & Departure Control. ASR apchs avail rnwy 17 and 35 at AFB. Gds 122.7 mc. IFF operg but not cmsnd.
Ogden - Hill AFB, Utah	120.1, 121.5, 124.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 255.4, 263.0, 270.6, 289.4, 335.8, 363.8, 243.0	ASR-PAR	Arrival & Departure Control
Spokane-Fairchild AFB, Wash.	121.5, 126.18, 137.88, 136.8, 134.1, 142.02, 123.7, 124.3, 124.7, 243.0, 236.6, 263.0, 270.6, 275.8, 289.4 335.8, 348.6, 352.6, 363.8	ASR-PAR	Arrival & Departure Control ASR apch avail. rnwy 5 & 23 Fairchild AFB & rnwys 3 and 21 Geiger Fld.
Tacoma-McChord AFB, Wash.	120.1, 121.1, 126.5, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 275.8, 289.4, 335.8, 363.8	ASR-PAR	Arrival & Departure Control. ASR apchs available to rnwys 16 & 34.
Dayton-Wright Patterson AFB, Ohio	379;118.4, 121.5, 126.18, 134.1, 136.8, 139.32, 137.88, 142.02, 151.02, 225.4, 236.6, 243.0, 270.6, 289.4, 305.4, 335.8, 363.8, 379.4	ASR-PAR	Arr. & Depart Ctl. ASR apchs not avail. IFF operg but not cmsnd. Gds 122.7 mc. Normal clear. lmts Camden, Arba, Union City & Springhill lnts; SIE VOR.
Omaha-Offutt AFB, Nebr.	120.1, 121.5, 125.7, 134.1, 136.8, 137.88, 142.02, 225.4, 243.0, 263.0, 270.6, 289.4, 335.8, 363.8, 379.4		Does not gd 3023.5 kc. Arrival and Departure Control IFF cmsnd
Rome-Griffiss AFB, N. Y.	118.5, 121.5, 126.18, 137.88, 236.6, 243.0, 363.8		Does not gd 3023.5 kc; 122.5 mc.
Waco-Connally AFB, Texas	119.3, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 142.02, 143.64, 236.6, 243.0, 270.6, 289.4, 317.8, 335.8, 363.8, 225.4	ASR	Gds 122.7 mc. IFF operg but not cmsnd. Arr. & Depart Ctl. PPI apchs avail rnwy 35R & 37L Connally AFB
Albuquerque-Kirtland AFB, New Mexico	110.3, 124.3, 121.1, 123.0, 126.18, 134.1, 136.0, 137.88, 142.02, 243.0, 270.6, 289.4, 335.8, 363.8		Departure Control Does not gd 3023.5 kc. Arrival Ctl.
Lake Charles AFB Louisiana	109.7, 121.5, 126.18, 134.1, 136.8, 137.88, 270.6, 289.4, 335.8, 344.6, 243.0	ASR	Does not gd 3023.5 kc. Arrival Ctl. Gds 122.7 mc. IFF operg but not cmsnd. Call sign Lake Charles Radar.

STATION	TRANSMITS	RADAR FACS.	REMARKS
RADAR APPROACH CONTROL (RAPCON) Cont'd.			
Riverside-March AFB, California	113.4, 121.5, 124.7, 1255, 1265, 134.1, 1368, 137.88, 13842, 142.02, 243.0 2706, 2894, 335.8, 3638 Req. 12618, 142.74, 2366, 2758, 3054, 3274		Arrival and Departure Control Normal clearance limits TRM & March VORs, RIV LFR. Apch serv Norton AFB -norm clear lmts RIV LFR, ONT LOM & VOR.
Falmouth-Otis AFB, Mass.	121.5, 124.7, 1378, 1368, 134.1, 142.02 12618, 2430, 2366, 3638, 2894, 3358, 2758, 3794, 2706, 3054, 260.7	ASR-PAR	Arr. & Depart ctl HYA, MVY & ACK arpts. ASR apchs unavail, PAR apchs avail rnwy 5 & 23. Norm clear. lmts arriving acft HYA & MVY H facs or ACK VOR. Does not gd 3023.5 kc.
Sumter-Shaw AFB, South Carolina	121.5, 126.18, 137.88, 243.0, 270.6, 363.8		Does not gd 3023.5 kc; 122.5 mc.
El Paso, Biggs AFB, Tex.	118.1, 118.7, 119.1, 126.18, 134.1, 136.8, 137.88, 142.02, 236.6, 243.0, 270.6, 289.4, 335.8, 363.8		Gds 122.7 mc. IFF operg but not cmsnd.
Mobile-Brookley AFB, Alabama	113.3, 1185, 121.5, 1237, 1257, 12618, 134.1, 136.8, 142.02, 143.64, 2430, 2706, 289.4, 335.8, 363.8		Gds: 122.7 mc. Does not gd 3023.5 kc
Savannah-Hunter AFB, Georgia	112.7, 121.1, 125.3, 125.7, 121.5, 126.18, 134.1, 136.8, 137.88, 225.4, 236.6, 243.0, 263.0, 289.4, 335.8, 363.8, 379.4		Gds 122.7 mc.
Tucson-Monthan AFB, Arizona	118.5, 121.5, 1251, 1259, 126.18, 134.1, 1368, 137.88, 142.02, 2254, 2366, 2430, 252.6, 2706, 2894, 3054, 3358, 363.8, 3794		

** RADAR BEACONS - (continued from page 3)

ATCRBS - Air traffic control radar beacon transponders (ATC transponders) are being installed in some civil aircraft to participate in the forth-coming in-service evaluation of this beacon system. Since the ATC transponder can be used with Mode 3 of the IFF Mark X system, the following will govern the operation of the ATC transponder in order to reduce interference and clutter on IFF Mark X radar displays.

1. Within the environment test area designated within a 200-mile radius of the following locations, the ATC transponder will be operated in accordance with the request of air traffic control. Ground equipment installations will start approximately October 1, 1957, at the following locations: New York center; Idlewild, La Guardia and Newark towers. Installation at the Washington center and tower, the Chicago center and O'Hare tower and the Norfolk center will follow as soon as equipment becomes available. Notification of the start of the actual evaluation will be made at a later date.

2. Air traffic control transponders will be adjusted to Code 00 and turned on only in aircraft operating on an IFR flight plan unless otherwise requested by any ground station.

3. When filing a domestic IFR flight plan for an aircraft equipped with a functioning ATC transponder, this shall be made known by adding the word "transponder" immediately following the aircraft identification. Examples: "Braniff six transponder".

4. Aircraft using the "Stargazer" service offered by the Air Defense Command will advise the radar operator of the status of the ATC transponder and will operate it in accordance with the operator's request regardless of the type of flight being conducted.

5. Aircraft operating from the domestic area will comply with (3) above. Aircraft entering the domestic control area will only advise oceanic air traffic control of the status of the Air Traffic Control transponder when making the first radio report to the United States oceanic air traffic control centers.

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
ALABAMA: Birmingham (L7)	110.3	BHM	335	52	0.72	356 HM	5.4	375 BH	BC-unusable
Mobile-Bates	109.9	MOB	333.8	139	0.67	359 OB	4.5	371 MO	BC-unusable
Montgomery-Dannelly Fld	109.9	MGM	333.8	93	0.70	201 GM	6.06	219 MG	
ARKANSAS: Ft. Smith	109.5	FSM	332.6	253	0.73	201 SM	3.70	219 FS	BC-unusable
Little Rock-Adams Fld	110.3	LIT	335.0	40	0.70	201 IT	5.35	219 LI	
CALIFORNIA: Arcata (L7)	109.5	ACV	332.6	312	0.66	233 CV	4.67	257 AC	BC-unusable
Bakersfield-Kern Co.	109.9	BFL	333.8	299	0.63	227 FL	4.71		
Burbank-Lockheed Air Terminal (L7)	109.5	BUR	332.6	76	2.03	260 UR (LIM)	13.75	272 BU	Twr voice trans on LIM fac interrupts the LIM ident. LIM lctd 0.5 mi.
Fresno Air Terminal (L7)	110.3	FNO	335	289	0.7	251 NO	4.44	266 FN	
Long Beach (L5)	110.3	LGB	335	300	0.77	242 GB	5.38	254 LG	Twr voice trans on LMM fac interrupts the LMM ident.
Los Angeles International (L7) DME	109.9	LAX	333.8	248	0.64	278 AX	6.04	266 LA	Twr voice trans on LMM fac interrupts the LMM ident.
Monterey-Peninsula	110.1W	MRY	334.4	96	0.52	260 RY	4.12	278 MR	
Oakland Int'l (L7) DME	109.9	OAK	333.8	275	0.66	341 AK	4.75		Twr voice trans on LMM fac interrupts the LMM ident.
Ontario International (L5)	109.7	ONT	333.2	255	0.51	215 NT	4.2	347 ON	Twr voice trans on LMM fac interrupts the LMM ident.
Sacramento	110.3	SAC	335	16	0.59	260 AC	4.6	356 SA	
San Francisco (L7)	109.5	SFO	332.6	281	0.66	379 FO	6.4	350 SF	DME Voice on LMM
Santa Barbara	110.3	SBA	335	73	0.63	338 BA			
COLORADO: Colorado Springs-Peterson	109.9	COS	333.8	346	0.66	215 OS	4.33	407 COS	LOM is MHW fac.
Denver-Stapleton (L7)	110.3	DEN	335	256	0.71	335 EN	6.33	362 DE	
Grand Junction-Walker (L5)	110.3	GJT	335	110	0.69	201 JT	4.52		
CONNECTICUT: Windsor Locks-Bradley (L5)	110.3	BDL	335	58	0.68		5.18	239 BD	
DELAWARE: Wilmington-New Castle Co. (L5)	110.3	ILG	335	13	0.70	382 LG	6.0	248 IL	BC-unusable
DIST. of COL: Washington-National (L7)	109.9	DCA	333.8	3	0.62	224 CA	5.3		BC-unusable DME
FLORIDA: Jacksonville-Imeson (L5)	110.3	JAX	335	44	0.66	230 AX	4.60	251 JA	BC-unusable
Miami-International (L7)	109.5	MIA	332.6	86	0.66		4.4	227 MI	
Orlando	109.9	ORL	333.8	310	0.68	201 RL	4.69	221 OR	
Pensacola-	109.5	PNS	332.6	163	0.64	375 NS	4.42	400 PN	
Tallahassee-Dale Mabry (L5)	110.3	TLH	335	303	0.67		4.69	356 TL	
Tampa-International (L5)	110.3	TPA	335	180	0.61		4.7	251 TP	
GEORGIA: Atlanta (L7)	109.9	ATL	333.8	88	0.62	201 TL	4.7	219 AT	DME
Augusta-Bush Fld	109.9	AGS	333.8	348	0.65	221 GS	5.0	233 AG	
Columbus-Muscogee Co.						371 SG		391 CS	LMM lctd 0.72 mi; LOM lctd 6.81 mi.
Macon-Cochran	109.5	MCN	332.6	047	0.62	221 CN	4.4	236 MC	
Savannah-Travis Fld	109.9	SAV	333.8	91	0.62	356 AV	5.52	368 SA	
IDAHO: Boise Air Terminal (L5)	109.9	BOI	333.8	96	0.69		4.36	236 BO	
Pocatello	110.3	PIH	335	207	0.66	201 IH	4.34	219 PI	
ILLINOIS: Chicago-Midway (L7)	109.9	MDW	333.8	132	0.79	201 DW	5.8	219 MD	DME BC-unusable
Chicago-O'Hare International (L7)	109.7	ORD	333.2	138	0.63	230 RD	6.9	394 OR	
Moline-Quad City (L5)	110.3	MLI	335	86	0.63	201 LI	5.1	215 ML	
Quincy	110.3	UIN	335	34	0.69	308 IN	4.44	293 UIN	LOM is BMH fac.
Springfield-Capital	109.5	SPI	332.6	38	0.66	203 PI	5.92	230 SP	
INDIANA: Evansville-Dress Memorial	109.9	EVV	333.8	216	0.62	201 VV	4.5	219 EV	BC-unusable
Ft. Wayne-Baer (L7)	109.9	FWA	333.8	315	0.82	201 WA	4.44	219 FW	
Indianapolis-Weir Cook (L5)	109.9	IND	333.8	44	0.89	329 ND	4.3	341 IN	DME
South Bend-St. Joseph Co. (L5)	110.3	SBN	335	268	0.71	332 BN	4.39	341 SB	
IOWA: Des Moines (L5)	110.3	DSM	335	305	0.61	201 SM	4.77	219 DS	
Sioux City (L7)	109.3	SUX	332.0	307	0.66	201 UX	4.61	284 SU	
KANSAS: Topeka-Philip Billard (L5)	109.5	TOP	332.6	125	0.66		4.5	304 TOP	LOM is MHW fac.
Wichita	110.3	ICT	335	10	0.64	201 CT	4.82	219 IC	
KENTUCKY: Lexington-Blue Grass	110.1	LEX	334.4	41	0.73	203 EX	4.1	242 LEX	LOM is HW fac.
Louisville-Standiford (L7)	110.3	SDF	335	10	0.68	212 DF	6.18	359 SDF	LOM is BH fac.
LOUISIANA: Baton Rouge-Ryan	110.3	BTR	335	126	0.62	236 TR	4.38	264 BT	
Lake Charles	109.9	LCH	333.8	146	0.62	201 CH	6.29	219 LC	
Monroe-Selman	109.5	MLU	332.6	38	0.65	201 LU	4.69	219 ML	
New Orleans-Moisant International (L7)	109.9	MSY	333.8	99	0.67	201 SY	3.92	219 MS	
Shreveport-Greater Shreveport (L5)	110.3	SHV	335	135	0.62	201 HV	4.31	219 SH	
MAINE: Portland	110.3	PWM		112	0.66	326 WM	6.2	391 PW	
MARYLAND: Baltimore-Friendship Intnl (L7)	109.7	BAL	333.2	101	0.71		4.4	201 BA	

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.

(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights W - Without voice BC - Back course BC-restricted = Not suitable for approaches

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
MASSACHUSETTS: Boston-Bedford (L5)	109.5	BED	332.6	112	0.69		4.5	512 BED	LOM is HW fac.
Boston-Logan (L7)	110.3	BOS	335	35	0.22	203 OS	5.67	221 BO	
New Bedford (L5)	109.7W	EWB	333.2	53	0.66	201 WB	4.4		
Worcester (L5)	109.7	ORH	333.2	332	0.66		4.6	254 OR	BC-unusable.
MICHIGAN: Detroit-Wayne Major	109.3	RML	332.0	32	0.79	212 ML	4.88	257 RM	
Detroit-Willow Run (L7)	109.5	YIP	332.6	50	0.65	323 IP	5.80	359 YI	DME
Flint-Bishop	109.9	FNT	333.8	91	0.71	224 NT	4.68	269 FN	
Grand Rapids-Kent Co.	109.5	GRR	332.6	356	0.74	227 RR	5.73	248 GR	BC-restricted
Lansing-Capital City	110.1	LAN	334.4	273	0.63	254 AN	4.3	219 LA	
Sault Ste Marie-Kinross AFB (L7)	110.3	INR	335	155	0.66	201 NR	6.12	410 INR	LOM is MHW fac.
MINNESOTA: Duluth	110.3W	DLH	335.0		0.66		5.0	201 DL	
Minneapolis-St. Paul Intnl (L7)	110.3	MSP	335	295	0.65	201 SP	4.7	215 MS	DME
MISSISSIPPI: Jackson-Hawkins (L5)	109.9	JAN	333.8	108	0.70	201 AN	4.43		
Meridian-Key	110.1	MEI	334.4	4	0.63	356 EI	5.42	375 ME	BC-unusable
MISSOURI: Joplin	110.3	JLN	335	130	0.5	201 LN	4.4	219 JL	
Kansas City (L7)	109.9	MKC	333.8	184	0.74	201 KC	6.23	219 MK	BC-unusable DME
St. Joseph-Rosecrans (L5)	110.3	STJ	335	352	0.87		5.99	248 ST	
St. Louis-Lambert Fld (L7)	110.3	STL	335	238	0.64	201 TL	4.84	219 ST	DME
MONTANA: Billings	110.3	BIL	335	095	0.69	201 IL	4.7	251 BI	
Great Falls	110.3	GTF	335	341	0.66	233 TF	7.14	407 GT	
NEBRASKA: Lincoln	109.9	LNK	333.8	135	0.37	206 NK	4.04	251 LN	
Omaha (L5)	110.3	OMA	335	135	0.69	201 MA	4.6	219 OM	
NEW JERSEY: Newark (L7)	110.3	EWR	335	37	0.66	359 WR	5.63	400 EW	LMM usable dist, 10 mi. BC-unusable. DME
Teterboro (L5)	109.3	TEB	332.0	59	0.64	326 EB	4.7		
NEW MEXICO: Albuquerque-Kirtland AFB (L5)	110.3	ABQ	335	350	0.66		4.32	219 AB	
NEW YORK: Albany (L5)	109.5	ALB	332.6	191	0.65	201 LB	4.4	219 AL	
Binghamton-Broome	110.3	BGM	335	338	0.72	203 GM	4.57		BC-unusable
Buffalo (L5)	110.3	BUF	335	232	0.66	201 UF	4.20	219 BU	
Islip-MacArthur (L5)	110.1	ISL	334.4	57	0.71	257 SL	6.17		DME LMM UNMONITORED
New York-La Guardia (L7)	109.9	LGA	333.8	44	0.81	233 GA	4.49	332 LG	DME
New York-International (Idlewild) (L7) Rnwy 4	109.5	IDL	332.6	43	0.63		2.9	353 IDL	LOM is MHW fac. (Only alternate opern of either ILS
New York-International (Idlewild) (L7) Rnwy 22	110.9	IWY	330.8	223	0.64		5.5		rnwy 4 or 22. Simultaneous opern not avail.)
Niagara Falls (L7)	110.1	IAG	334.4	278	0.65	233 AG	4.7	329 IA	
Rochester	109.5	ROC	332.6	277	0.62	379 OC	5.14	400 RO	BC-unusable
Syracuse-Hancock (L5)	109.9	SYR	333.8	278	0.64		4.74	221 SY	
Utica	109.3	UCA	332	329	0.68	254 CA	4.41		
White Plains-Westchester Co. (L5)	109.7	HPN	333.2	162	0.53	260 PN	5.63	281 HP	
NORTH CAROLINA: Charlotte-Douglas (L5)	109.5	CLT	332.6	49	0.61	233 LT	5.43	242 CL	BC-restricted
Greensboro-High Point (L7)	109.9	GSO	333.8	138	0.63	233 SO	5.0	254 GS	
Raleigh-Durham (L7)	109.5	RDU	332.6	49	0.71	201 DU	4.43	224 RD	
Wilmington-New Hanover Co.	110.3	IMN	335	343	0.66	254 MN	5.36	281 IM	BC-restricted
Winston-Salem-Smith Reynolds	110.3	INT	335	328		299 NT	4.5	317 IN	BC-restricted
NORTH DAKOTA: Bismarck (L5)	110.3	BIS	335	305	0.7		4.3	215 BI	
Fargo-Hector Fld. (L7)	110.3	FAR	335	351	0.68		4.72	219 FA	
OHIO: Akron-Canton (L5)	109.5	CAK	332.6	6	0.78		4.31	236 CA	
Cincinnati-Greater Cincinnati (L5)	109.9	CVG	333.8	360	0.6	206 VG	4.5	287 CV	
Cleveland-Hopkins (L7)	109.9	CLE	333.8	54	0.71		4.5	201 CL	
Columbus-Port Columbus (L7)	109.5	CMH	332.6	276	0.72		6.19	233 CM	
Dayton (L7)	110.3	DAY	335	56	0.66	347 AY	4.4	356 DA	
Toledo-Express	109.7	TOL	333.2	69	0.59	201 OL	4.97	219 TO	
Youngstown (L7)	110.1	YNG	334.4	319	0.67		5.4	227 YN	
OKLAHOMA: Oklahoma City-Will Rogers (L7)	109.9	OKC	333.8	350	0.61	201 KC	4.77	219 OK	DME
Tulsa (L7)	110.3	TUL	335	354	0.71	201 UL	6.2	219 TU	
OREGON: Eugene-Mahlon Sweet (L5)	109.9	EUG	333.8	158	0.63		4.59	379 EU	
Medford	110.3	MFR	335	140	0.71	356 FR	5.45	394 MF	
Pendleton	110.3	PDT	335	249	0.70	206 DT	4.70	236 PD	
Portland (L7)	109.9	PDX	333.8	98	0.66	201 DX	4.56		
Salem-McNary	110.3	SLE	335	309	0.83	215 LE	4.6	266 SL	
PENNSYLVANIA: Allentown-Bethlehem Easton	110.1	ABE	334.4	61	0.66		7.15	224 AB	
Erie-Port Erie (L5)	110.3	ERI	335	60	0.62	201 RI	4.35		BC-unusable

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(L5) - Instrument Approach (secs) (L7) - Hi-Intensity Approach Lights W - Without voice BC - Back course BC-restricted - Not suitable for approaches

(4 March 1958)

LOCATION	LCLZR FREQ. (MC)	LCLZR IDENT	GLIDE SLOPE FREQ (MC)	APCH BEAR. DEG. MAG.	MM alter. • & — **miles (statute)	LMM Freq/Ident (KC)	OM (cont dashes) **miles (statute)	LOM Freq/Ident (KC)	REMARKS
PENNSYLVANIA: Harrisburg-State	109.9	HAR		79	2.06	201 AR	8.2	219 HA	BC-restricted
Philadelphia Intnl (L7)	109.3	PHL	332.0	85	0.66	201 HL	5.28	219 PH	BC-usable 12 s mi.
Pittsburgh-Allegheny Co. (L7)	109.5	AGC	332.6	275	0.65	201 GC	4.7		BC-unusable
Pittsburgh-Greater Pittsburgh Rnwy 28 (L7)	110.3	GPB	335	277	0.70	302 GMM	6.48	323 RER	LMM is MHW fac. LOM is MHW fac. DME
Reading-General Spaatz (L5)	109.5	RDG	332.6	1	0.59		4.5	251 RD	BC-unusable
Wilkes-Barre-Scranton	109.9	AVP	333.8	43	0.69	201 VP	4.55		BC-unusable
RHODE ISLAND: Providence-Green	109.3	PVD	332	46	0.64		6.17	368 PV	
SOUTH CAROLINA: Charleston (L5)	110.3	CHS	335	148	0.64	201 HS	4.6	251 CH	BC-restricted
Columbia	110.3	CAE	335	45	0.61	201 AE	4.5	356 CA	BC-unusable.
Greenville	110.3	GRL	335	1	0.71	201 RL	4.2	272 GR	BC-restricted
SOUTH DAKOTA: Huron	110.3	HON	335	118	0.68	201 ON	4.58	302 HO	
Sioux Falls -Foss Fld.	109.9	FSD	333.8	26	0.69	201 SD	4.43	219 FS	
TENNESSEE: Bristol-Tri-City (L5)	109.9	TRI	333.8	270	0.65	201 RI	4.3	239 TR	BC-restricted
Chattanooga-Lovell Fld	109.5	CHA	332.6	195	0.72	201 HA	4.72	219 CQN	LOM is MHW fac. 8.9 s mi.
Knoxville-McGhee Tyson (L7)	110.3	TYS	335	45	0.66	335 YS	6.17	353 TY	BC-restricted
Memphis (L5)	109.9	MEM	333.8	87	0.66	201 EM	4.88	287 BXS	LOM is MHW fac.
Nashville-Berry (L7)	109.9	BNA	333.8	15	0.81	356 NA	5.7	375 BN	
TEXAS: Amarillo Air Terminal (L5)	110.3	AMA	335	29	0.64		4.68	338 TDW	LOM is MHW
Austin-Mueller (L5)	109.5	AUS	332.6	305	0.69		6.12	353 AU	
Beaumont-Jefferson Co.	109.5	BPT	332.6	113	0.4	206 PT	4.8	236 BP	
Brownsville-International (L5)	110.3	BRO	335	173	0.66		4.34	219 BR	
Dallas-Love (L7)	110.3	DAL	335	127	0.72	311 AL	4.81	371 DA	BC-unusable for auto.apch.
El Paso-International (L5)	109.5	ELP	332.6	218	0.28		4.19	266 EL	
Ft. Worth-Carter Fld (L7)	109.5	ACF	332.6	129	0.63	201 CF	5.2	219 AC	DME
Ft. Worth-Meacham (L5)	109.9	FTW	333.8	174	0.71	347 TW	4.10		
Houston (L7)	109.9	HOU	333.8	36	0.65	201 OU	4.78	219 HO	
Lubbock	109.5	LBB	332.6	169	0.70	201 BB	4.76	219 LB	
Midland Air Terminal (L5)	110.3	MAF	335	42	0.7	201 AF	4.67		
San Antonio (L5)	109.9	SAT	333.8	31	0.66	201 AT	4.38	219 SA	
Tyler-Pounds Fld	109.9	TYR	333.8	127	0.70	201 YR	5.34	219 TY	
UTAH: Salt Lake City Arpt #1 (L7)	110.3	SLC	335	338	0.65	201 LC	6.29	239 SL	
VERMONT: Burlington (L5)	110.3	BTV	335	146	0.92	201 TV	5.6	219 BT	BC-unusable
VIRGINIA: Newport News-Patrick Henry	110.1	PHF	334.4	64	0.62		3.13	375 PH	LOM monitored 0700-2300 only.
Norfolk (L5)	109.9	ORK	333.8	45	0.63		4.2	391 OR	BC-unusable
Richmond-Byrd (L5)	110.3	RIC	335	63	0.68	201 IC	4.36	382 RI	BC-unusable
WASHINGTON: Seattle-Tacoma Intnl (L7)	110.3	SEA	335	338	0.65	201 EA	4.6	224 SE	
Spokane-Geiger (L7)	109.9	GEG	333.8	203	0.67	201 EG	4.44	236 GE	BC-usable 10 mi with flyable bends.
Yakima	110.3	YKM	335	270	0.70	203 KM	8.01	284 YK	
WEST VIRGINIA: Charleston-Kanawha (L5)	110.3	CHW		230	0.63	227 HW	5.04	303 CH	BC-unusable.
Wheeling	109.9	HLG		30	0.72		4.6	263 HLG	LOM is MHW fac. BC-unusable
WISCONSIN: Madison Truax (L7)	109.9	MSN	333.8	359	0.71	201 SN	4.44	219 MS	
Milwaukee-General Mitchell (L5)	110.3	MKE	335	6.0	0.67	201 KE	4.71	385 MK	
WYOMING: Casper	110.3	CPR	335	73	0.66	201 PR	4.49	219 CP	
Cheyenne (L7)	109.9	CYS	333.8	262	0.66	201 YS	6.11	219 CY	
Rock Springs (L5)	110.3	RKS	335	254	0.70	201 KS	4.50		

ILS localizer identifier is preceded by International Morse Code "I" (two dots). Time interval between the "I" designator and the first letter of the assigned characteristic will be 0.6 second. *-Automatic voice identification. **-Distance from markers to approach end ILS runway. NOTE: The service area of compass locators is 15 miles.
(L5) - Instrument Approach (neon) (L7) - Hi-intensity Approach Lights. W - Without voice. BC - Back course BC-restricted = Not suitable for approaches

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ALABAMA					
(1)Anniston	BVOR-DTVJ	ANB	116.3;V;243.0, 255.4; 212;120.7	(3), #	
Bay Minette	HW	BAE	248		
Birmingham	SBRAZ-DTV	BHM	224;V;255.4, 243.0, 120.7	(3), #	50 N 178 A 269 N 358 A
(1) "	BVOR	BHM	114.4		
" Arpt	AC(g)		278;118.7, 126.18, 348.6, 257.8, 243.0, 119.9, 305.4, 385.6	(2), #	
Dothan	SBRAZ-DTV	DHN	368;V;243.0, 255.4	(3), #	63 A 152 N 227 A 323 N
"	BTVOR	DHN	111.6		
(1)Evergreen	BVOR-DTVJ	EVR	116.8;V;243.0, 255.4; 382;120.7	(3), #	
(1)Huntsville	BVOR	HSV	112.3;V;243.0, 255.4,	(3), #	
"	AC(g)		278;119.7, 125.3, 257.8, 348.6, 1207	(2), #	
(1)Mobile	BVOR-DTV	MOB	113.3;V;120.7, 243.0, 255.4	(3), #	
" Bates	C(g)		385;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
" Brookley AFB	HWZ	BFM	263		
(1)Montgomery	*BVOR-DTVBJ	MGM	112.1;V;255.4, 243.0; 317	(3), #	DME
" Dannelly	AC(g)		302;119.7, 126.18, 257.8, 137.88, 243.0, 348.6	(2), #	
" Maxwell AFB	SBRAZ	MXF	362		30 A 86 N 180 A 266 N
" " "	CM		362		
Mt. Meigs	MHW	IGS	385		
Muscle Shoals	SBRAZ-DTV	MSL	251;V;255.4, 243.0 120.7	(3), #	11 A 095 N 191 A 311 N
(1) "	*BVOR	MSL	109.6		
Redstone AAF	HW	HUA	287		
Selma, Craig AFB	MRLZ	SEM	272;126.18	#	52 A 142 N 232 A 322 N
" "	MHW	SYC	296		
" "	CM		272		
Tuscaloosa	BMH-DTV	TCL	206;V;255.4, 243.0, 120.7	(3), #	
(1) "	BVOR	TCL	113.5		
ARIZONA					
(3)Casa Grande	VORW	CZG	115.1		
Chandler (A)	HW	CHD	356		
Cochise	*SMRAWZ	CIE	272		63 A 165 N 260 A 323 N
(3) "	VORW	CIE	117.7		DME
(1)Douglas	BVOR-DTVBJ	DUG	112.6;V;243.0, 255.4; 379;120.7	(3), #	
Ft. Huachuca-Libby AAF	HW	FHU	410		
" " "	CM		126.3	122.5	
Gila Bend	SBRAZ-DTV	GBN	257;V;243.0, 255.4 120.7	(3), #	67 N 166 A 262 N 346 A
(1) "	BVOR	GBN	116.3		
(3)Hassayampa	*VORW	HYM	115.9		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARIZONA					
Luke (A)	HW	LUF	219		Clsd sunset Mon-Fri durg VFR
Phoenix	SBMRAZ-DTV	PHX	326;V;243.0, 255.4 120.7	(3), #	81 A 154 N 261 A 346 N
(1) "	BVOR	PHX	115.6		DME
" Sky Harbor	AC(g)		278;118.7, 126.18, 257.8, 348.6, 118.1	(2), #	
Prescott	SBRAZ-DTV	PRC	347;V;255.4, 301.4, 120.7 243.0	(3), #	78 A 142 N 241 A 322 N
(1) "	BVOR	PRC	114.1		
(3)San Simon	VORW	SSO	115.4		
Tucson	SBRAZ-DTV	TUS	338;V;255.4, 243.0 120.7	(3), #	63 A 123 N 262 A 324 N
(1) "	BVOR	TUS	117.1		DME
" Arpt	AC(g)		371;118.3, 243.0, 257.8 348.6	(2), #	
Valle	VORW	VLE	115.2		
Winslow	SBRAZ-DTV	INW	266;V;255.4, 243.0 120.7	(3), #	63 A 160 N 255 A 340 N
(1) "	BVOR	INW	114.9		
Yuma	SBMRAZ-DTV	YUM	230;V;243.0, 255.4, 120.7	(3), #	77 N 166 A 252 N 346 A
(1) "	BVOR	YUM	115.5		
" Vincent AFB	MH	VNT	344		
" " "	CM		344;119.1, 126.18, 236.6, 243.0, 275.8, 305.4	(2), #	
ARKANSAS					
Blytheville AFB	HW	BYH	311		
Bruins	MHW	BSA	215		
Cabot (A)	HW	CBT	275		
(1)El Dorado	BVOR-DTV	ELD	116.4;V;255.4, 243.0, 120.7	(3), #	DME
"	BMH	ELD	368		
(1)Fayetteville	BVOR-DTVBJ	FYV	114.9;V;243.0, 255.4; 206;120.7	(3), #	
(1)Flippin	BVOR-DTVBJ	FLP	115.1;V;120.7, 243.0, 255.4;212	(3),	
(1)Ft. Smith	BVOR-DTV	FSM	113.1;V;243.0, 255.4, 120.7	(3), #	
"	BMH	FSM	236		
" Arpt	AC(g)		269;118.3, 126.18, 257.8, 243.0, 348.6	(2), #	
Little Rock	SBRAZ-DTV	LIT	353;V;243.0, 255.4	(3), #	38 A 108 N 209 A 313 N
(1) "	BVOR	LIT	113.9		DME
" Adams	AC(g)		335;126.18, 118.7, 119.5, 257.8, 385.6, 348.6,	(2), #	
(1)Pine Bluff	BVOR-DTV	PBF	116.0;V;243.0, 255.4, 120.7	(3), #	DME
"	BMH	PBF	263		
Stuttgart	MRLWZ	SGT	269		84 N 174 A 264 N 354 A

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ARKANSAS					
Texarkana	SBRAZ-DTV	TXK	329;V;243.0, 255.4,120.7	(3), #	69 A 163 N 240 A 343 N
(1) "	BVOR	TXK	117.1		DME
(1)Walnut Ridge	BVOR-DTV	ARG	115.7;V;243.0, 255.4, 120.7,	(3), #	DME
CALIFORNIA					
(1)Agnew ATCS-Oakland	BVOR-DTXV	AGW	117.6;V;243.0, 255.4. 120.7	(3), #	DME
Arcata	SBMRLZ-DTV	ACV	209;V;243.0, 255.4. 120.7,	(3), #	4 A 94 N 184 A 274 N
"	VHF/DF			122.1, 126.7 135.9	
Bakersfield	SBMRAZ-DTV	BFL	239;V;243.0, 255.4, 120.7	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	BFL	115.4		
" Kern Co.	AC(g)		278;119.8, 126.18, 243.0 257.8	(2), #	(0600-2200)
Blythe	SBMRAZ-DTV	BLH	251;V;243.0, 255.4,120.7	(3), #	88 N 165 A 258 N 345 A
(1) "	BVOR	BLH	113.0		DME
Burbank	SBML-DTV	BUR	248;V;243.0, 255.4. 120.7,	(3), #	8 A 98 N 188 A 278 N
" Lockheed Air Term	AC(g)		260;118.7, 120.9, 126.18, 243.0. 257.8. 360.6	(1), #, 122.7	
Calistoga (A)	MH	CST	206		
Camarillo	SRAWZ	CAV	359		13A 96 N 184 A 297 N
Chatsworth	HW	CSW	382		
China Lake NAF	MRL WZ	NID	326		90 N 180 A 270 N 360 A
Chino, Pacific Airmotive	CI		126.18, 275.8, 243.0 (137.88, 236.6 req)	#	(0800-1600 Mon-Fri)
(3)Coalinga	VORW	CLG	114.6		
Coronado (N)	HW	NZ8	206		
(1)Crescent City	BVOR-DTVJ	CEC	115.9;V;243.0, 255.4; 272 ;120.7	(3), #	
Daggett	SBRAZ-DTV	DAG	365;V;243.0, 255.4, 1207,	(3), #	64 A 149 N 256 A 321 N
(1) "	BVOR	DAG	113.2		
Dixon (A)	H	DIX	270		
Donner Summit	HW	DOS	375		
Downey	HW	DOW	371		
Edwards AFB	VORW	EDW	116.4		DME
El Centro ATCS-Imperial	SBMRLZ-DTV	ELC	212;V;243.0, 255.4,120.7	(3), #	68 A 165 N 248 A 345 N
(1)El Centro	BVOR	ELC	113.9		
Evergreen	HW	EVG	371		
Fairfield, Travis AFB	SBMRAZ-DV	SUU	248;137.88	(1), #	31 A 150 N 211 A 330 N
Farallon Island	HW	F	314		
(1)Fillmore	VORW	FIM	112.5		
Ft. Jones ATCS-Montague	SBRAZ-DTV	FJS	224;V;243.0, 255.4,120.7	(3), #	61 A 160 N 241 A 321 N
(1)Ft. Jones	VORW	FJS	114.3		
(1)Fortuna ATCS-Arcata	BVOR-DTV	FOT	114.1;V;255.4 , 120.7	(3), #	DME
Fremont	MHW	FRX	388		
Fresno	SBRAZ-DTV	FNO	344;V;255.4, 120.7	(3), #	24 A 92 N 204 A 317 N
(1) "	BVOR	FNO	112.9		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Glendale	MHW	GCE	341		
" Grand Central					
(3)Goffs	VORW	GFS	108.2		
Hawes (A)	HW	HAZ	376		
Hawthorne	CI(g)		400;126.18, 121.3,	(2), #	(0800-sunset)
Hayfield Lake	HW	HYF	329		
Hayward	MHW	HWD	242		
Jamul	MHW	JML	272		
Julian	HW	JLI	263		
Long Beach	SBMRLZ-DTV	LGB	233;V;243.0, 255.4. 120.7,	(3), #	28 A 118 N 208 A 298 N
(1) "	*BVOR	LGB	115.7		DME
" Arpt	AC(g)		242;119.5, 120.5, 126.18, 243.0, 257.8, 348.6, 379.1	(1),122.6, #	
"	VHF/DF		Gds: 118.5, 119.3, 119.5, 119.9, 120.5, 121.1, 122.5, 126.18, 132.0		
Los Angeles	SBH-DTXV	LAX	332;V;243.0, 255.4, 120.7	(3), #	
(1) "	*BVOR	LAX	113.6		DME
" Intnl	AC(g.7)		278;118.1, 118.9, 119.3, 121.1, 126.18, 243.0, 250.2, 257.8, 291.6, 348.6, 269.0, 307.0	(1), #, 122.7	
"	Center		120.3, 124.1, 124.5, 125.1, 125.9, 301.4, 243.0 311.8, 353.9, 318.2,323.2 340.6	#	
"	" VHF/DF		Gds: 120.3,122.1,124.5,125.1,125.9,126.18,132.0,135.9		
	(twr)VHF/DF		Gds: 118.1, 118.9, 119.3, 119.5, 120.3, 121.1, 122.1, 122.5, 122.7, 126.18, 135.9		
Marysville	TVBJ		305;V:243.0, 255.4,1207,	(3), #	
Merced, Castle AFB	MRAWZ	MER	409		33 A 123 N 213 A 303 N
"	VORW	MER	114.2		
(1)Modesto ATCS-Stockton	BVOR-DTV	MOD	116.6;V;243.0, 255.4 120.7	(3), #	
Montague	BH-DTV	SIY	388;V;243.0, 255.4,1207,	(3), #	
Monterey NAAS	MHZ	MRY	356		Cont xcpt VFR on req
" Peninsula	CM		356;119.9	(1), #	
Mountain View, Moffett NAS	SMRLZ	NUQ	201;126.18, 233.8, 142.74, 243.0	(1), #	21 A 111 N 201 A 291 N
" " "	CM		121.3	#, 122.5	
" Los Gatos	HW	NU	414		
Needles	BMRLZ-DTV	EED	269;V;243.0, 255.4, 120.7	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	EED	117.3		
Newhall	SMRLW	EHA	209		42 A 138 N 222 A 318 N

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			CALIFORNIA		
Oakland	SBRAZ-DTXV	OAK	362;V;243.0, 255.4, 120.7	(3), #	20 A 124 N 200 A 304 N
(1) "	*BVOR	OAK	116.3		DME
" Arpt	AC(g.7)		341;118.1, 118.3, 119.3, 123.9, 126.18, 140.22, 250.4, 257.8, 269.2, 274.3, 305.4, 348.6	(2), #	
"	Center		118.9, 119.7, 120.3, 124.3, 124.9, 243.0, 301.4, 317.5 326.2, 335.6, 355.8	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.3, 120.3, 120.7, 122.1, 122.5, 126.18, 126.7, 140.22		
"	UHF/DF			255-400	
Oceanside	HW	OCN	323		
(1) "	VORW	OCN	115.3		
(1)Ontario	BVOR-DTV	ONT	117.0;V;243.0, 255.4 120.7	(3), #	DME
" Intnl	AC(g)		215; 118.6, 126.18, 243.0, 257.8, 348.6	(2), #	
Oxnard AFB	MH	OAF	219		
"	CM		219	(2)	(Ctc ctl zone)
Palmdale	SBMRAZ-DTV	PMD	317;V;243.0, 255.4, 120.7	(3), #	44 A 102 N 217 A 288 N
(1) "	BVOR	PMD	112.2		
" Arpt	C(g)		281;120.5, 126.18, 243.0, 348.6, 257.8	(2), #	
(1)Paso Robles	BVOR-DTVJ	PRB	116.9;V;243.0, 255.4; 278 120.7	(3), #	DME
Pescadero	HH	PES	190		
Pt. Mugu NAS	H	NTD	532;126.18, 142.74, 243.0, 250.6	(1), 233.8, #	
(1)Point Reyes	VORW	PYE	113.7		DME
Red Bluff	SBRAZ-DTV	RBL	338;V;243.0, 255.4, 120.7	(3), #	61 A 144 N 241 A 338 N
(1) "	BVOR	RBL	115.7		DME
"	VHF/DF			122.1, 126.7, 135.9	
Richmond (A)	MHW	RMN	265		
Riverside	SBMRAZ-DTV	RIV	388;V;243.0, 255.4, 120.7	(3), #	76 A 144 N 256 A 314 N
ATCS-Ontario					
" March (A)	VORW	RIV	113.4		
Sacramento	SBMRAZ-DTV	SAC	236;V;243.0, 255.4, 120.7	(3), #	19 A 125 N 203 A 308 N
(1) "	BVOR	SAC	115.2		DME
"	AC(g)		278;119.5, 121.1, 126.18, 243.0, 257.8, 312.6	(2), #	
" Mather AFB	HW	MHR	405		
"McClellan AFB	MHW	MCC	395		
(1)Salinas	BVOR-DTV	SNS	112.1;V;120.7, 243.0 255.4	(3), #	DME
San Bernardino-Colton (A)	H	SBD	397		
" Norton AFB	MHWZ	SDN	512		
" " "	CM		397	(1)	(Ctc ctl zone)
(1)San Diego-Lindbergh	TVOR	SAN	111.8		
San Diego	SBRAZ-DTV	SAN	224;V;243.0, 255.4, 120.7	(3), #	57 A 145 N 263 A 319 N
(1) "	BVOR	SDA	114.5		
" Lindbergh	AC(g)		278;118.3, 126.18, 257.8, 348.6, 243.0, 363.1, 119.0	(2), #	
" (Loma Portal)	MH	LPT	278		
" Miramar NAS	H	NKX	353		
San Francisco	AC(g)		379;118.5, 119.1, 120.5, 126.18, 243.0, 263.0, 269.4, 284.6, 290.3, 307.2, 120.9	(1), #, 122.7	
" Arpt					
"	TVOR	SFO	111.8		
" Gap	MHW	SFG	332		
"	VHF/DF		Gds: 118.5, 119.1, 120.5, 120.9, 122.7, 126.18 Req: 120.1, 120.3, 122.1, 126.7, 135.9		
(3)San Jose	TVOR	SJC	108.2		
San Nicholas (N)	MHW	NSI	203		
San Rafael	HWZ	SRF	528		
Hamilton AFB					
Santa Ana, Orange Co.	CI(g)		290;121.3, 121.5	(2), #	(0630-1800)
Santa Ana, El Toro MCAS	MRLWZ	NZJ	410;126.18, 233.8, 142.74, 243.0	(1), #	15 A 105 N 195 A 285 N
Santa Barbara	SBMRLZ-DTV	SBA	350;V;243.0, 255.4, 120.7	(3), #	74 A 139 N 254 A 319 N
(1) "	BVOR	SBA	114.9		DME
Santa Monica	C(g)		353;119.1, 126.18, 243.0, 257.8	(2), #	(0700-2300)
" (P)	TVORW	SMO	110.8		
Santa Monica	C(g)		353;119.1, 126.18, 243.0 257.8	(2), #	
Stockton	BMRLZ-DTV	SCK	212;V;243.0, 255.4, 120.7	(3), #	65 A 147 N 245 A 327 N
"	C(g)		299;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
Thermal	MRLWZ	TRM	242		56 A 144 N 236 A 324 N
(1) "	BVOR-DTV	TRM	116.7;V;243.0, 255.4, 120.7	(3), #	DME
(1)Ukiah	VORW-TVBJ	UKI	112.3;V;243.0, 255.4; 278	(3), #	DME
Van Nuys	C(g)		227;120.1, 126.18, 243.0 257.8,	(2), #	(0700-2300)
Victorville, George AFB	MHW	VCV	305		
Whitmore	MRLWZ	HIT	353		01 A 91 N 181 A 271 N
Williams	SMRAWZ	ILA	326		75 A 156 N 266 A 354 N
(1) " ATCS-Marysville	*BVOR	ILA	113.1;V;243.0, 255.4, 120.7	(3), #	
			COLORADO		
Akron	SBMRAZ-DTV	AKO	388;V;243.0, 255.4, 120.7	(3), #	64 A 154 N 230 A 334 N
(1) "	BVOR	AKO	114.4		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
COLORADO					
(3)Alamosa	VORW	ALS	116.4		
Aurora	HW	AUR	296		
Colorado Springs	MHW-DTV	COS	407;V;255.4	(3), #	
" Peterson	AC(g)		272;119.9, 126.18, 243.0 257.8, 348.6	(2), #	
Denver	SBMRAZ-DTXV	DEN	379;V;243.0, 255.4, 1207	(3), #	59 N 168 A 239 N 335 A
(1) "	BVOR	DEN	116.3		DME
" Stapleton	AC(g)		278;118.3, 119.5, 120.5 126.18, 137.88, 257.8, 243.0, 271.2, 343.6 348.6	(2), #	
"	Center		118.1, 118.9, 119.3, 120.1, 124.7, 1259, 1266, 2430, 2908, 301.4, 307.9, 319.2, 324.7, 338.2	#	
"	VHF/DF		Gds: 118.1, 118.3, 119.3, 119.5, 120.5, 120.9, 122.1, 126.18, 135.9, 137.88		
Eagle	TVBJ	EGE	V;243.0, 255.4;391	(3), #	
Ellicott	MHW	ELL	206		
(1)Grand Junction	BVOR-DTVBJ	GJT	114.3;V;243.0, 255.4, 278;120.7	(3), #	DME
(3)Hugo	VORW	HGO	108.2		
(1)Kiowa ATCS-Denver	BVOR-DTV	IOC	112.6;V;243.0, 255.4, 120.7	(3), #	
(1)Kremmling ATCS-Eagle	BVOR-DTVBJ	RLG	113.8;V;243.0, 255.4; 391	(3), #	
La Junta	SBMRLZ-DTV	LHX	281;V;243.0, 255.4, 120.7	(3), #	14 A 109 N 194 A 289 N
(1)Lamar ATCS-LaJunta	BVOR-DTV	LAA	116.9;V;243.0, 255.4, 120.7	(3), #	
Pueblo	SBRAZ-DTV	PUB	302; V-122.2, 255.4	(3), #	79 A 164 N 259 A 329 N
(1) "	BVOR	PUB	112.0		
Arpt	AC(g)		396;119.1, 126.18, 243.0, 257.8	(2), #	
(3)Thurman	VORW	TXC	112.9		
Trinidad	SBMRAZ-DTV	TAD	329;V;243.0, 255.4, 1207	(3), #	53 A 152 N 233 A 350 N
CONNECTICUT					
Bridgeport	MRLWZ	BDR	221		52 A 136 N 232 A 316 N
" Arpt	C(g)		203;120.9, 257.8, 243.0	(2), #, 126.18 req	(0700-2300)
Danbury	CI		278;121.3	(2)	(0800-sunset)
E. Hartford Rentschler	CI(g)		254;121.3, 121.5, 126.18	(2), #	(0700-2300)
Hartford ATCS Windsor Locks	SBMRAZ-DTV	HFD	329;V;243.0, 255.4	(3), #	64 A 143 N 244 A 323 N
(1) "	BVOR	HFD	114.9		
(1)Norwich ATCS-Providence, RI.	BVOR-	ORW	117.9;V;243.0, 255.4, 120.7	(3), #	DME
(1)Wilton ATCS-Idlewild	BVOR-DTXV	ILT	113.6;V;255.4, 120.7	(3), #	DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
CONNECTICUT					
Windsor Locks-Bradley	AC(g)		284;119.5, 124.2, 126.18, 257.8, 243.0, 348.6	(2), #	
DELAWARE					
Dover AFB	HWZ	DOV	206		
" "	CM		126.2	#	
(3)Kenton	VORW	ENO	114.8		DME
New Castle	MRLWZ	ILG	350		18 A 108 N 198 A 288 N
Wilmington, New Castle Co.	AC(g)		278;121.1, 126.18, 136.8, 243.0, 257.8, 305.4	(1), #, 122.7	
"	VHF/DF			100-156	
" "	UHF/DF			257.8, 243.0	
DIST. OF COLUMBIA					
Anacostia NAS	CM		396	(1)	
Washington	SBRA-DTXV	DCA	332;126.7, 122.2, 120.7	(3)-135.9, #	32 A 140 N 214 A 309 N
Weather bdcast on 332 kc (Wash., D.C.), 233 kc (Arcola, Va.) 379 kc (Andrews, Md.), 114.0 mc (Herndon, Va.)					
" Georgetown	MHW	GTN	323		
(1) "	*TVOR	DCA	110.6		
"National Arpt	AC(g)		278;118.1, 118.3, 119.1, 119.4, 126.5, 134.64, 243.0, 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		119.2, 119.7, 120.3, 120.5, 124.5, 1251, 124.0, 124.4, 132.3, 135.0, 135.9, 137.88, 243.0, 255.4, 301.4, 318.2, 353.9 362.3, 378.8, 385.4	#	Call Washington Center
" " "	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.4, 122.7, 126.5, 134.64		
" Bolling AFB	MH	BOF	212		
FLORIDA					
Crestview	SBRAZ-DTV	CEW	350;V;243.0, 255.4 120.7	(3), #	83 N 179 A 264 N 353 A
(1) "	BVOR	CEW	115.9		
"	VHF/DF		Gds: 122.1, 126.18, 126.7, 135.9, 136.8, 137.88		
Cross City	SBMRAZ-DTV	CTY	269;V;243.0, 255.4, 120.7	(3), #	32 A 124 N 212 A 315 N
(1) "	BVOR	CTY	117.7		
Daytona Beach	SBMLZ-DTV	DAB	236;V;243.0, 255.4 120.7	(3), #	16 A 101 N 196 A 281 N
(1) "	BVOR	DAB	113.3		DME
" Arpt	AC(g)		353;119.1, 126.18, 257.8, 348.6	(2), #	
Destin (A)	HW	DES	209		
Fleming Island(N)	MHW	NI-3	323		
Ft. Lauderdale Broward Co Intl	C		272;121.3	(2), #	(0700-2300)
Ft. Myers	BH-DTV	FMY	341;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	FMY	114.7		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
FLORIDA					
(1)Gainesville ATCS-Cross City	BVOR-DTV	GNV	116.2;V;243.0, 255.4, 120.7	(3), #	
Homestead AFB	MHW	HST	221		
Hurlburt (A)	MHW	HRT	257		
Jacksonville	SBRAZ-DTV	JAX	344;V;243.0, 255.4 120.7	(3), #	90 N 192 A 269 N 338 A
(1) "	*BVOR	JAX	114.5		DME
" Imeson	AC(g)		278;118.3, 119.3, 126.18, 243.0, 257.8, 250.4, 269.2, 348.6, 124.9	(2), #	
"	Center		119.7, 120.5, 124.3, 243.0, 274.3, 301.4, 317.5, 326.2, 126.0	#	
" NAS	SMRLZ	NIP	359		89 N 179 A 269 N 359 A
" Arpt NAS	CM		323	(1)	
" Cecil NAS	VORW	NZC	117.4		
" " "	HW	NZC	414		
" " "	CM		396		
" Mayport NAS	HW	NI-1	332		
" " "	CM		323		
Key West	SBRAZ-DTV	EYW	332;V;243.0, 255.4,120.7	(3), #	18 N 87 A 168 N 254 A
(1) "	BVOR	EYW	115.3		DME
LaBelle	BVOR	LEL	117.8		
(1)Lakeland	VORW	LAL	116.0		
Marathon	HW	MTH	239		
(1)Marianna	BVOR-DTVJ	MAI	114.0;V;243.0, 255.4; 275 ;120.7	(3), #	
Melbourne	SBRAZ-DTV	MLB	257;V;243.0, 255.4, 120.7	(3), #	68 A 158 N 248 A 342 N
Miami	SBRAZ-DTV	MIA	365;V;243.0, 255.4, 120.7	(3), #	95 A 136 N 266 A 332 N
(1) "	BVOR	MIA	113.5		DME
" Intnl	AC(g)		278;118.1, 118.3, 119.7, 126.18, 243.0, 250.2, 257.8, 348.6	(1), #, 122.7	
"	Center		118.9,120.3,120.9,124.0,124.7,125.0,125.2 # 125.4,125.8,243.0,269.0,291.6,301.4,311.8		
" Gator	HW	NIG	382		
" NAS	CM		396		
Milton, Whiting N. Fld., NAS	MRLWZ	NSE	530		41 A 131 N 221 A 311 N
Orlando	SBMRLZ-DTV	ORL	371;V;243.0, 255.4,120.7	(3), #	40 A 127 N 220 A 307 N
(1) "	BVOR	ORL	112.2		DME
" Arpt	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"Pinecastle AFB	MHW	PQS	245		
Panama City, Tyndall AFB	SMRAZ	PAM	233	(2)	41 A 131 N 221 A 311 N
" "	HW	AAN	203		
" " "	VORW	PAM	112.4		
	CM		233;119.1	(2), #	
Pensacola	SBRAZ-DTV	PNS	326;V;243.0, 255.4, 120.7	(3), #	78 A 161 N 232 A 341 N
" Arpt	AC(g)		219;119.9, 132.3, 243.0, 126.18 req, 257.8, 348.6	(2), #	(0700-2300)
Pensacola NAS	VOR	NAS	117.2		
" Chevalier NAS	CM			(1)	
" Corry NAS	CM			(1)	
" Saufley NAAS	MRLWZ	NUN	227		35 A 110 N 215 A 290 N
" " "	CM			(1)	
" Sherman NAS	CM			(1)	
" Whiting NAS	CM			(1)	
Perrine IATCS-Miami	SRAZ-DT	PRR	266		47 A 177 N 269 A 339 N
St. Augustine Fairchild	CI		272;126.18	(2), #	(0800-1600 Mon-Fri)
St. Petersburg Clearwater Intn'l	CI		317;118.3 [redacted]	(1), #, 122.7 126.18	[redacted]
Sanford NAS	HW	NRJ	296		
Sarasota (P)	MH	SRQ	263	126.18	
"Bradenton	CI		121.3, 126.18	#, 122.5,	(0700-1830)
Tallahassee	SBRAZ-DTV	TLH	379;V;243.0, 255.4 120.7	(3), #	9 A 116 N 189 A 266 N
(1) "	BVOR	TLH	116.9		
" Arpt	AC(g)		281;118.7, 126.18, 257.8, 243.0, 348.6	(2), #	
Tamiami	MHW	TMT	375		
Tampa	SBRAZ-DTV	TPA	388;V;255.4 120.7	(3)	30 A 175 N 235 A 315 N
(1) "	*BVOR	TPA	116.5		
" Intnl	C(g)		278;119.9, 126.18, 257.8, 348.6, 243.0	(2), #	
Vero Beach	BMH-TV	VRB	209;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	VRB	117.3		DME
W. Palm Beach	SBRA-DTV	PBI	356;V;255.4 ,120.7	(3), #	89 A 176 N 269 A 356 N
(1) "	BVOR	PBI	115.5		DME
" Palm Beach AFB	AC(g)		278;119.1, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
" Palm Beach Intnl/AFB	UHF/DF			305.4	
Wetappo (A)	MHW	WAP	385		
Zephyrhills (A)	HW	ZPH	335		
GEORGIA					
Albany	SBMRAZ-DTV	ABY	254;V;243.0, 255.4, 120.7	(3), #	9 A 90 N 189 A 270 N
(1) "	BVOR	ABY	112.9		
"Turner AFB	MHW	TRF	353		
Alma	SBRAZ-DTV	AMG	242;V;243.0, 255.4	(3), #	47 A 139 N 227 A 324 N
(1) "	BVOR	AMG	115.0		DME
(1)Athens ATCS-Anderson,S.C	BVOR-DTV	AHN	109.6;V;243.0, 255.4, 120.7	(3), #	
Atlanta	SBRAZ-DTXV	ATL	266;V;243.0, 255.4, 120.7	(3), #	50 A 154 N 235 A 324 N
"	BVOR	ATL	117.6		DME
" Arpt	AC(g)		278;118.1, 119.1, 119.5, 125.7, 126.18, 243.0, 257.8,271.2,290.8,3382, 3436, 348.6	(1), #, 122.7	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
GEORGIA					
Atlanta	VHF/DF		Gds: 120.7, 122.5, 126.18, 126.7, 119.5, 122.7, 125.7, 135.9, 118.1, 119.1		
"	Center		118.9, 120.3, 120.9 [redacted] 243.0, 301.4, 307.9, 324.7, 353.7, 360.6	#	
Atlanta Fulton Co.	C(g.7)		245; 118.5, 243.0, 257.8 348.6	(2), #	(0700-2300)
" NAS	MRLZ	NCQ	323; 126.18, 233.8, 142.74, 243.0	(1), #	108 A 177 N 267 A 357 N
" "	CM			(1)	Sunrise-Sunset
" Dobbins AFB	CM		120.5	#	
Augusta	SBRAZ-DTV	AGS	385; V; 243.0, 255.4, 120.7	(3), #	96 A 161 N 240 A 351 N
(1) "	BVOR	AGS	113.9		
" Bush Fld	AC(g)		273; 118.7, 126.18, 257.8, 348.6	(2), #	
Brunswick	BMH-TV	SSI	206; V; 243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	SSI	114.2		
" Glynco NAS	MRLZ	NEA	520	(1), 121.5, 142.74	59 A 142 N 239 A 322 N
" "	HW	NEA	275		
(1) Columbus	BVOR-DTV	CSG	117.1; V; 243.0, 255.4, 120.7	(3), #	
"	SBMRLZ	CSG	335		22 A 132 N 202 A 312 N
" Lawson AAF	CM			(1)	
Doles (A)	MHW	DLE	400		
(1) La Grange	BVOR-DTVJ	LGC	115.6; V; 243.0, 255.4; 230; 120.7	(3), #	DME
Lost Mountain AFB	MHW	LSM	314		
Macon	SBMRAZ-DTV	MCN	209; V; 243.0, 255.4, 120.7	(3), #	24 A 146 N 204 A 324 N
(1) "	BVOR	MCN	117.9		DME
" Robins AFB	MHW	WRB	359		
Marietta-Dobbins AFB	MHW	MGE	239		
(1) Norcross ATCS-Atlanta	*BVOR-DTV	OCR	116.6; V; 243.0, 255.4	(3), #	
Ray City (A)	HW	RCG	260		
Rome	SMRLWZ	RMG	388		3 A 93 N 183 A 273 N
(1) Royston-ATCS Anderson, S.C.	BVOR-DTV	RYN	114.3; V; 243.0, 255.4, 120.7	(3), #	DME
Savannah	SBMRLZ-DTV	SAV	263; V; 243.0, 255.4, 120.7	(3), #	51 A 141 N 231 A 321 N
(1) "	BVOR	SAV	112.7		
" Travis	C(g)		278; 119.1, 126.18, 257.8 348.6	(2), #	
" "	UHF/DF			257.8, 348.6 305.4	
Valdosta	BMH-TV	VLD	224; V; 243.0, 255.4	(3), #	
(1) "	BVOR	VLD	113.7		
" Moody AFB	MRLZ	VAD	338		45 A 135 N 225 A 315 N
" " "	MHW	VMY	284		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IDAHO					
Boise	SBRAZ-DTV	BOI	359; V; 243.0, 255.4, 120.7	(3), #	27 A 122 N 207 A 291 N
(1) "	BVOR	BOI	113.3		
"Air Term.	AC(g)		278; 118.3, 126.18, 257.8 305.4, 348.6	(2), #	
" "	UHF/DF			225-400 req	
Burley	SBMRAZ-DTV	BYI	272; V; 243.0, 255.4, 120.7	(3), #	6 A 93 N 186 A 271 N
(1) "	BVOR	BYI	114.1		
Dubois	SBRAZ-DTV	DBS	388; V; 243.0, 255.4, 120.7	(3), #	73 A 152 N 253 A 332 N
(1) "	BVOR	DBS	116.9		
Gooding	BH-DTV	GNG	215; V; 243.0, 255.4, 120.7	(3), #	
Idaho Falls	SBRAZ-DTV	IDA	350; V; 243.0, 255.4, 120.7	(3), #	12 A 102 N 192 A 282 N
Malad City	SBRAZ-DTV	MLD	332; V; 243.0, 255.4, 120.7	(3), #	93 A 148 N 270 A 331 N
(1) "	BVOR	MLD	117.5		
Mountain Home AFB	HWZ	MUO	335		
Pocatello	BMRLZ-DTV	PIH	257; V; 243.0, 255.4, 120.7	(3), #	56 A 146 N 236 A 326 N
(1) "	BVOR	PIH	114.9		
"	C(g)		278; 119.1, 243.0, 257.8	(2), # 126.18	(0800-1600)
(3) Twin Falls	VORW	TWF	115.8		
ILLINOIS					
Belleville, Scott AFB	SMRAZ	BLV	407	#	49 A 143 N 229 A 323 N
" "	VOR	BLV	112.2		
" "	MHWZ	BVX	362		
(1) Bradford	BVOR-DTV	BDF	114.7; V; 120.7, 243.0, 255.4	(3), #	DME
(3) Centralia	VORW	ENL	115.0		
Chicago	SBRAZ-DTV	MDW	350; V; 243.0, 255.4, 120.7	(3), #	81 A 152 N 246 A 332 N
" Kedzie	MHW	EDZ	248		
"Meigs Fld	C		206; 121.3, 126.18	(2), #	(0600-2200)
"Midway	AC(g.7)		278; 118.7, 119.5, 119.9, 123.7, 126.18, [redacted] 243.0 257.8, 269.0, 291.6, 307.0, 311.8	(1), #, 122.7	
"	Center		118.8, 119.7, 120.2, 120.5, 120.9, 123.6, 123.9, 124.2, 124.5, 125.9, 124.7, 125.1, 125.5, 125.9, 126.5, 243.0, 250.2, 301.4, 320.7, 323.2, 323.4, 340.6, 352.0, 353.9, 355.2, 362.3, 378.8, 379.9, 385.4	#	
" O'Hare	AC(g)		332; 118.1, 119.0, 125.4, 125.7, 126.18, 236.6, 243.0, 348.6, 363.8, 383.8	(1), #, 122.6	
(1) " "	TVOR	ORD	108.4		
" "	UHF/DF			236.6, 305.4	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 March 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
ILLINOIS					
(1)Chicago Heights ATCS-Chicago	BVOR-DTV	CGT	114.2;V;243.0, 255.4, 120.7	(3), #	DME
Effingham	MRLWZ	EFF	275		71 A 161 N 251 A 341 N
Glenview NAS	SMLZ	NBU	269;126.18, 135.9, 142.74, 233.8, 243.0	(1), #	50 A 140 N 230 A 320 N
" "	CM		236, 269;121.1	(1), #	
Joliet	SBRAZ-DTV	JOT	257;V;243.0, 255.4, 120.7	(3), #	30 A 68 N 210 A 248 N
(1) "	BVOR	JOT	114.4		
Moline	SBMRAZ-DTV	MLI	224;V;243.0, 255.4	(3), #	85 A 174 N 258 A 354 N
(1) "	BVOR	MLI	113.2		DME
" Quad City	AC(g)		332;118.5, 257.8	(2), #	
(1)Naperville ATCS-Joliet	BVOR-DTV	API	115.9;V;243.0, 255.4, 120.7	(3), #	DME
(1)Northbrook ATCS-Chicago	BVOR-DTV	OBK	116.2;V;243.0, 255.4, 120.7	(3), #	
Peoria	SBMRAZ-DTV	PIA	356;V;243.0, 255.4, 120.7	(3), #	89 N 182 A 254 N 358 A
(1) "	BVOR	PIA	115.2		
" Arpt	AC(g)		278;119.1, 126.18, 257.8	(2), #	
(3)Peotone	VORW	EON	112.8		
(1)Polo	VORW	PLL	112.3		
(3)Pontiac	VORW	PNT	117.5		DME
(1)Quincy	BVOR-DTV	UIN	115.6;V;243.0, 255.4, 120.7	(3), #	
"	BMH	UIN	293		
Rantoul	HW	RAN	281		
Chanute AFB	VORW	RAN	114.0		
(3)Roberts	VORW	RBS	116.8		
Rockford	MHW	RKF	275		
"	SBRAZ-DTV	RFD	338;V;243.0, 255.4, 120.7	(3), #	93 A 132 N 273 A 314 N
(1) "	BVOR	RFD	116.5		DME
Springfield	SBMRAZ-DTV	SPI	239;V;243.0, 255.4, 120.7	(3), #	30 A 150 N 210 A 330 N
(1) "	BVOR	SPI	112.7		DME
" Capital	AC(g)		329;121.3, 257.8, 305.4 348.6	(2), #	
"	UHF/DF			243.0, 305.4	
(1)Troy	VORW	TOY	117.2		
(1)Vandalia	BVOR-DTV	VLA	114.3;V;243.0, 255.4, 120.7	(3), #	DME
INDIANA					
Bunker Hill AFB	HW	BHL	365		
Bakalar AFB	MHW	CLU	298		
(1)Evansville	BVOR-DTV	EVV	113.3; V;243.0, 255.4, 120.7	(3), #	
"Dress Mem'l	AC(g)		278;118.7, 257.8	(2), #	
Ft. Wayne	SBMRLZ-DTV	FWA	251;V;243.0, 255.4	(3), #	51 A 146 N 231 A 326 N
(1) "	BVOR	FWA	114.6		
" Baer	AC(g)		278;119.1, 126.18, 257.8	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
INDIANA					
Goshen	SBRAZ-DTV	GSH	320;V;243.0, 255.4 120.7	(3), #	6 A 90 N 186 A 273 N
(1) "	BVOR	GSH	116.6		DME
Indianapolis	SBRAZ-DTV	IND	266;V;243.0, 255.4 120.7	(3), #	70 A 150 N 255 A 349 N
(1) "	BVOR	IND	116.3		DME
" Weir Cook	AC(g)		278;118.1,118.5,119.9,121.1, 126.18, 243.0, 257.8, 269.4, 284.6, 390.3,	(2), #	
"	Center		119.3,119.7,120.1, 124.1, 124.9,125.3, 301.4,307.2 312.6, 319.8, 338.6, 353.7, 358.6	#	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1,122.1, 122.5, 125.3, 126.7, 126.18, 132.0, 135.9		
Kokomo	MHW	OKK	227		
(1)Lafayette	BVOR-DTV	LAF	112.0;V;120.7,243.0, 255.4	(3), #	
Madison AAF	CM		126.3	#	
McCool	MHW	MCL	359		
(1)Nabb ATCS-Louisville,Ky	BVOR DTV	ABB	113.5;V;243.0, 255.4, 120.7	(3), #	
Richmond	MHW	RID	385		
(3) "	VORW	RID	116.1		
(3)Scotland	VORW	SCJ	117.8		DME
(1)Shelbyville	VORW	SHB	108.4		
South Bend	SBMRAZ-DTV	SBN	215;V;243.0, 255.4,120.7	(3), #	02 A 96 N 182 A 255 N
(1) "	BVOR	SBN	115.5		DME
" St. Joseph	AC(g)		278;118.5, 243.0, 257.8	(2), #	
Terre Haute	BMRLZ-DTV	HUF	248;V;243.0, 255.4, 120.7	(3), #	02 A 69 N 182 A 249 N
(1) "	BVOR	HUF	115.3		DME
" Hulman	C(g)		278;118.3, 126.18, 257.8 243.0	(2), #	(0700-2300)
IOWA					
(1)Burlington	BVOR DTV	BRL	111.4;V;243.0, 255.4, 120.7	(3), #	DME
Cedar Rapids	BMH-DTV	CID	248;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	CID	115.8		
Des Moines	SBRAZ-DTV	DSM	212;V;243.0, 255.4,120.7	(3), #	78 N 183 A 258 N 6 A
(1) "	BVOR	DSM	113.1		DME
" Arpt	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Dubuque ATCS-Cedar Rapids	BVOR-DTV	DBQ	117.4;V;243.0, 255.4, 120.7	(3), #	
(1)Fort Dodge ATCS-Mason City	BVOR-DTV	FOD	114.1;V;243.0, 255.4, 120.7	(3), #	
(1)Iowa City ATCS-Cedars Rapids	BVOR-DTV	IOW	116.1;V;243.0, 255.4, 120.7	(3), #	DME
(1)Lamoni	BVOR-DTVBJ	LMN	116.7;V;243.0, 255.4; 275;120.7	(3), #	
(1)Mason City	BVOR-DTV	MCW	114.0;V;243.0, 255.4, 120.7	(3), #	DME
(1)Ottumwa	BVOR-DTV	OTM	113.4;V;120.7, 243.0, 255.4	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc; e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification, press. FIXED FREQUENCY LISTED IN THE HAVIGATIONAL AID CHANNEL, OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
IOWA					
Sioux City	SBMRLZ-DTV	SUX	335;V;255.4,120.7	(3), #	67 A 154 N 247 A 334 N
(1) "	BVOR	SUX	115.5		DME
" Arpt	AC(g)		396;118.7,126.18,243.0, 257.8,305.4,348.6	(2), #	
"	VHF/DF		→ Gds: 118.7, ...122.1,122.5,126,18,1359 (100-156 on req)		
"	UHF/DF		Gds: 255.4, 243.0, 257.8, 305.4		
(1) Waterloo	BVOR DTV	ALO	116.4;V;243.0, 255.4, 120.7	(3), #	
" Arpt	AC(g)		278;119.3, 257.8	(2), #	
KANSAS					
(1) Anthony ATCS-Wichita	BVOR-DTV	ANY	112.5;V;243.0, 255.4, 120.7	(3), #	
Chanute	SBRAZ-DTV	CNU	284;V;243.0, 255.4, 120.7	(3), #	101 N 179 A 281 N 356 A
(1) "	VORW	CNU	114.6		
Derby (A)	MHW	IAB	299		
(1) Dodge City	BVOR-DTV	DDC	116.4;V;243.0, 255.4, 120.7	(3), #	
(1) Emporia	BVOR-DTV	EMP	112.8;V;243.0, 255.4, 120.7	(3), #	
Ft. Riley - Marshall AAF	CM		126.3	#	
	MHW	FRI	317		
Garden City	SBRAZ-DTV	GCK	257;V;243.0, 255.4 120.7	(3), #	84 N 169 A 259 N 349 A
(1) "	BVOR	GCK	117.7		
(1) Goodland	BVOR-DTV	GLD	115.1;V;243.0, 255.4 120.7	(3), #	DME
[redacted]	[redacted]		[redacted]	[redacted]	[redacted]
(1) Hill City	BVOR-DTVBJ	HLC	113.7;V;243.0, 255.4; 299;120.7	(3), #	DME
Hutchinson	SBMRLZ-DTV	HUT	356;V;243.0, 255.4	(3), #	80 N 170 A 260 N 350 A
(1) "	BVOR	HUT	116.8		
" Arpt	AC(g)		278;118.5, 236.2	(2), #	
" NAS	HW	NEP	404		
" "	CM		293	(1)	
Kansas City Fairfax	C(g.7)		278;119.1, 126.18, 243.0 257.8	(2), #	
Minneapolis (A)	HW	MPZ	344		
North Fork (N)	HW	NE-1	323		
Olathe NAS	SMRLZ	NUU	371;243.0	(1), #	82 N 172 A 262 N 352 A
" "	CM			(1)	
Oxford	HW	OXS	382		
Paola (N)	HW	NUU	260		
(1) Russell	BVOR-DTVBJ	RSL	114.5;V;243.0, 255.4; 278;120.7	(3), #	DME
(1) Salina	BVOR-DTVBJ	SLN	115.3;V;243.0, 255.4; 278;120.7	(3), #	DME
" Schilling AFB	CM		118.3	#	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
KANSAS					
Salina - Schilling AFB	MHW	SSH	233		
(1) Topeka	BVOR-DTV	TOP	117.8;V;255.4	(3), #	DME
"	MHW	TOP	304		
"Philip Billard	C(g)		278;118.7, 126.18, 243.0 257.8	(2), #	
" Forbes AFB	MRAWZ	TOE	272		32 A 122 N 212 A 302 N
" " "	CM			(1)	
Towanda	HW	TWA	375		
Viola	HW	VOA	227		
Wichita	SBRAZ-DTV	ICT	332;V;243.0, 255.4, 120.7	(3), #	46 A 161 N 226 A 347 N
(1) "	BVOR	ICT	113.8		DME
" Arpt	C(g.7)		278;119.5, 137.88, 243.0, 257.8 [redacted]	(2), #	See RAPCON McConnell AFB
"Beech	CI(g)		239;119.9, 121.5, 126.18	(2), 121.5, 126.18 & any HF&VHF	0800-1700 Mon-Fri xcpt holidays
KENTUCKY					
Bowling Green	SBMRAZ-DTV	BWG	368;V-122.2, 243.0, 255.4, 120.7	(3), #	36 A 116 N 229 A 296 N
(1) "	BVOR	BWG	116.2		
(1) Corbin ATCS-London	BVAR-DTV	CRB	108.7;V;243.0, 255.4, 120.7	(3), #	75 NY 165 BN 255 AB 345 YA
Covington	See Cincinnati, Ohio				
Ft. Knox, Godman AAF	MH	FTK	396		
Hopkinsville, Campbell AFB	HW	HOP	293		
	VORW	HOP	113.0		
(1) Lexington	BVOR-DTV	LEX	112.4;V;243.0, 255.4	(3), #	
"	HW	LEX	242		
" Blue Grass	AC(g)		272;121.1, 243.0, 257.8	(2), #	(0700-2300)
London	BMH-DTV	LOZ	263;V;243.0, 255.4	(3), #	
Louisville	BH-DTXV	SDF	359;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	LOU	114.8		
" Bowman	C(g)		278;119.5, 126.18, 243.0, 257.8	(2), #	(0700-2300)
" Standiford	AC(g.7)		317;119.0,124.5,126.18,120.3, 243.0,257.8, 319.2, 381.6	(1), #, 122.7	
Owensboro-Daviess Co.(P)	TVOR	OWB	109.6		(0800-2000)
(1) Paducah	BVOR-DTV	PUK	117.3;V;243.0, 255.4	(3), #	
"	BMH	PUK	215		
(1) York	VORW	YRK	108.6		DME
LOUISIANA					
Alexandria	SBMRAZ-DTV	AEX	251;V;243.0, 255.4	(3), #	29 A 113 N 209 A 293 N
(1) "	BVOR	AEX	116.1		
Baton Rouge	BMRLZ-DTV	BTR	347;V;243.0, 255.4, 120.7	(3), #	54 A 119 N 234 A 299 N
(1) "	BVOR	BTR	115.6		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 March 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
LOUISIANA					
Baton Rouge - Ryan	AC(g)		272;118.3, 257.8, 348.6	(2), #	
Belle Chasse	HW	BCS	269		
Dixie	MHW	DXE	388		
Fort Polk AAF	MHW	POK	224		
Grand Isle	HW	GNI	254		
Lafayette	BMH-DTV	LFT	375;V;243.0, 255.4,120.7	(3), #	
(1) "	BVOR	LFT	117.7		
Lake Charles	SBRAZ-DTV	LCH	242;V;243, 255.4,120.7	(3), #	
(1) "	BVOR	LCH	113.4		
" AFB	HW	LKC	323		
" "	CM		119.1	(1), #	
Laplace	MHW	LPX	356		
Monroe	SBMRLZ-DTV	MLU	359;V;243.0, 255.4,120.7	(3), #	25 A 86 N 205 A 266 N
(1) "	BVOR	MLU	113.7		DME
New Orleans	SBRAZ-DTV	MSY	338;V;243.0, 255.4,120.7	(3), #	92 A 173 N 253 A 351 N
(1) "	*BVOR	MSY	112.5		DME
" Arpt	C(g.7)		382;119.5, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		118.9,120.3,125.4,243.0	#	
" Moisant	AC(g)		278;118.1, 119.9, 121.1, 126.18, 243.0, 250.4, 257.8, 269.2	(1), #, 122.7	
Shreveport	SBRAZ-DTV	SHV	230;V;255.4, 120.7	(3), #	89 A 146 N 267 A 352 N
(1) "	BVOR	SHV	112.9		DME
" Greater Arpt	C(g)		278;118.3, 137.88, 243.0 257.8, 348.6	(2), #	
" Downtown	C(g.7)		293;119.5, 243.0, 257.8, 348.6	(2), #	(0600-2200)
" Barksdale AFB	MRAW	BAD	379		53 A 143 N 233 A 323 N
" "	MHW	EMG	284		
MAINE					
Augusta	BMRLZ-DTV	AUG	221;V;243.0, 255.4,120.7	(3), #	46 A 139 N 230 A 319 N
(1) "	BVOR	AUG	112.9		DME
Bangor ATCS-Old Town	SBRAZ-DTV	BGR	239;V;243.0, 255.4,120.7	(3), #	72 A 172 N 252 A 352 N
(1)Bangor	BVOR	BGR	112.7		DME
"	MHW	BGR	260		
Bar Harbor (P)	MHW	BHB	320		
Brunswick NAS	HW	NH	203		
"	MRLZ	NHZ	368		11 N 85 A 191 N 265 A
" "	CM		227	(1)	
Houlton	BMRLZ-DTV	HUL	272;V;243.0, 255.4, 301.4, 120.7	(3), #	15 N 129 A 195 N 309 A
(1) "	*BVOR	HUL	108.2		
(1)Kennebunk ATCS-Portland	BVOR-DTV	ENE	113.7;V;255.4, 120.7	(3), #	DME
Limestone	MHW	LIZ	335		
Loring AFB	VORW	LIZ	115.0		
Millinocket	SBRAZ-DTV	MLT	344;V;243.0, 255.4 120.7	(3), #	53 A 112 N 220 A 280 N
Portland	BMRLZ-DTV	PWM	215;V;255.4, 120.7	(3), #	44 A 149 N 228 A 329 N
" Arpt	C(g)		278;119.5, 243.0, 255.4, 257.8	(2), #	
Presque Isle	SRAZ-DV	PQI	388;126.18, 236.6, 243.0	#	42 N 112 A 199 N 292 A
(1) "	VOR	PQI	116.4		
(3)Princeton	VORW	PNN	114.3		
Rockland (P)	MHW	RKD	353		
Sprague ville (Ctl frm Presque Isle AFB Twr)	SMLZ-DV	SPR	371;126.18, 236.6, 243.0	#	9 N 99 A 189 N 279 A
MARYLAND					
Andrews ATCS-Wash.,D.C.	SBMRAZ-DTXV	ADW	379;126.7, 122.2,120.7	(3)-135.9, #	66 A 186 N 250 A 348 N
Baltimore	SBMRLZ-DTV	BAL	257;V;243.0, 255.4, 120.7	(3), #	14 A 109 N 194 A 289 N
(1) "	*BVOR	BAL	115.8		DME
" Harbor	C(g)		219;121.3, 126.18, 243.0, 257.8	(2), #	(0800-2359)
" Friendship	AC(g)		281;118.7, 119.3, 126.18, 1204,2578,3486,3608,3814	(2), #	
" Martin	CI		317;121.3, 126.18, 236.6	(2), #	(08-17M,F,S & Sun 08-2330T,W & Th)
Charlotte Hall	MHW	CAH	266		
(1)Grantsville	VORW	GRV	110.4		
Hagerstown	CI		203;126.18	(2), #	(0730-2400 Mon-Fri.)
Huntingtown	MHW	HNT	391		
Patuxent River, NAS	SMRLZ	NHK	338		57 A 156 N 237 A 336 N
"	MHW	NHK	532		
"	MHW	NH	522		
"	VORW	NHK	117.6		
" "	CM		347	(1)	
Riverdale	MHW	RVD	344		
(1)Salisbury	BVOR-DTVBJ	SBY	117.1;V;243.0, 255.4; 326;120.7	(3), #	DME
Shadyside	MHW	SHZ	317		
Webster ALF	CM		368	(1)	
(1)Westminster ATCS-Baltimore	BVOR-DTV	EMI	112.0;V;243.0, 255.4, 120.7	(3), #	
MASSACHUSETTS					
Bedford	HW	BED	512		
Boston	SBRAZ-DTXV	BOS	382;V;243.0, 255.4, 120.7	(3), #	58 A 118 N 211 A 293 N
(1) "	*BVOR	BOS	117.7		DME
"	Center		120.3, 124.4, 124.9, 125.2, 132.3, 301.4, 243.0 307.9, 319.2, 324.7,353.7	#	

V = 132.2, 126.7, 135.0, 135.9 mc transmitted. * = Guards same VHF and UHF fregs facility transmits except 133.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (3) = 3023.5 kc, 122.5 mc.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MASSACHUSETTS					
Boston	AC(g)		278;123.7, 126.18, 243.0 257.8, 305.4, 348.6	(2), #	
Bedford (Hanscom)	VHF/DF		Gds: 123.7, 126.18, 122.5, others (100-156) req		
" "	UHF/DF		Gds: 243.0, 257.8, 305.4, 348.6		
" Logan	AC(g)		278;118.1, 118.3, 120.5, 126.18, 126.5, 137.88, 243.0 257.8, 263.0, 271.2, 290.8, 343.6, 348.6	(2), #	
	VHF/DF		Gds: 118.1, 118.3, 120.5, 122.5, 126.5, 126.18, 137.88		
Canton (P)	MHW	CTS	212		
(1)Chester ATCS-WindsorLocks, Conn	BVOR-DTV	CTR	108.6;V;243.0, 255.4	(3), #	
Chicopee Falls, AFB	SMRAZ	CEF	272		59 A 149 N 239 A 329 N
Falmouth - Otis AFB	MHW	FAL	362		
	MHW	FMH	335		(on req)
FtDevens,Ayer AAF	MHW	AYE	260		
(1)Gardner ATCS-Worcester	BVOR-DTV	GDM	110.6;V;243.0, 255.4, 120.7	(3), #	DME
Hayannis	MHW-DV	HYA	239;V;	#, 122.1	
Martha's Vineyard	MHW-DV	MVY	391;V;	#, 122.1	
(1)Nantucket	BVOR-DTVJ	ACK	117.0;V;243.0, 255.4; 278;120.7	(3), #	
"	CONSOLAN	TUK	194		
"	VHF/DF		Gds: 122.1, 126.7, 135.9		
New Bedford	CI		254;121.3	(2), #	(0630-2330)
North Truro (A)	HW	OAB	528		
Squantum	MRLWZ	SQT	233		48 A 141 N 260 A 321 N
South Weymouth NAS	MH	NZW	375		
	CM		323	(1)	Clsd Sun 10-1100
Westfield, ATCS-WindsorLocks, Conn	SBMRLZ-DV	BAF	230;V;243.0, 255.4	(3), #	23 A 113 N 203 A 293 N
Westfield Barnes	C(g)		212;121.3, 126.18, 257.8	(2), #	(0700-2300)
Worcester	TV		120.7V;243.0, 255.4	(3), #	
" Arpt	C(g)		281;120.1, 243.0, 257.8	(2), #	(0700-2300)
MICHIGAN					
Battle Creek	SBMRLZ-DTV	BTL	272;V;243.0, 255.4	(3), #	3 A 93 N 183 A 273 N
" Kellogg Arpt	AC(g)		396;118.3, 257.8	(2), #	
(1)Carleton ATCS-Detroit	BVOR-DTV	CRL	114.9;V;243.0, 255.4 120.7		DME
Detroit	SBRAZ-DTV	RML	388;V;243.0, 255.4, 120.7	(3), #	81 A 160 N 266 A 327 N
" City	MHW	DET	338		
"	AC(g)		278;118.7, 120.0, 243.0, 257.8	(2), #	
" Metropolitan-Wayne Co.	C(g.7)		245;121.1, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	
"	Center		118.9, 120.3, 120.4, 123.9, 125.3 243.0, 250.4, 269.2, 301.4, 317.5, 326.2, 335.6, 343.8, 126.4, 119.8	#	
Detroit	AC(g)		332;118.4, 123.7, 121.3, 124.9, 243.0, 257.8, 263.0, 126.18, 381.4, 355.8, 290.3	(2), #	
" Willow Run					
(1) " " "	TVOR	YIP	111.4		
Flint	TV		V;255.4	(3), #	
" Bishop	AC(g)		278;119.5, 243.0, 257.8	(2), #	(0700-2300)
Ford	MHW	FRD	375		
Gladwin	BMH-TV	GDW	257;V;243.0, 255.4 120.7	(3), #	
Grand Marais	BRL-DTV	GMI	341;V;243.0, 255.4 120.7	(3), #	22 A 112 N 202 A 292 N
Grand Rapids	SBMRLZ-DTV	GRR	329;V;255.4	(3), #	33 A 123 N 213 A 303 N
" Kent Co.	AC(g)		278;119.3, 257.8	(2), #	(0800-2400)
Grosse Ile NAS	HW	NFB	414		
" "	CM		269	(1)	
Houghton	BRL-DTV	CMX	227;V;243.0, 255.4 120.7	(3), #	18 A 108 N 198 A 288 N
Jackson	BMH-TV	JXN	281;V;243.0, 255.4, 120.7	(3), #	
(1)Keeler-ATCS-South Bend, Ind.	BVOR-DTV	ELX	115.1;V;243.0, 255.4, 120.7	(3), #	
Lansing	SBMRAZ-DTV	LAN	206;V;243.0, 255.4	(3), #	100 A 155 N 281 A 335 N
(1) "	BVOR	LAN	114.1		
" Capital	AC(g)		245;119.9, 243.0, 257.8	(2), #	
(1)Litchfield	VORW	LFD	117.6		DME
Marquette-Sawyer(A)	HW	SAW	359		
Mount Clemens Selfridge AFB	SBRAZ	MTC	230		4 A 116 N 184 A 296 N
"	VORW	MTC	113.4		
Muskegon	SBMRLZ-DTV	MKG	263;V;243.0, 255.4, 120.7	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	MKG	117.3		
" Arpt	AC(g)		221;121.1, 257.8	(2), #	(0730-2330)
Pellston	BMH-TV	PLN	332;V;243.0, 255.4	(3), #	
(3)Pullman	VORW	PMM	114.8		DME
Saginaw	BMH-TV	MBS	212;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	MBS	112.9		
(1)Salem ATCS-Detroit	BVOR-DTV	SVM	116.9;V;243.0, 255.4 120.7	(3), #	
Sault Ste Marie	SBRAZ-DTV	SSM	400;V;243.0, 255.4	(3), #	25 A 105 N 205 A 298 N
"	MHW	INR	410		
Traverse City	SBRAZ-DTV	TVC	365;V;243.0, 255.4, 120.7	(3), #	34 A 139 N 214 A 319 N
(1) "	BVOR	TVC	112.4		
(3)White Cloud	*VORW	HIC	114.5		
Wurthsmith AFB	H	OSC	236		
MINNESOTA					
Alexandria	BMRLZ-DTV	AXN	239;V;243.0, 255.4, 120.7	(3), #	6 A 120 N 186 A 300 N
(1) "	BVOR	AXN	112.1		DME
(3)Austin (S)	TVOR	AUM	108.8	122.1	V-0800-1700
(3)Bemidji (S)	TVOR	BJI	111.2	122.1	V-0515-1213-1920-2315
(3)Brainerd (S)	TVOR	BRD	109.2	122.1	V-05-23 wkdays 05-1915Sat;09-23Sun

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
MINNESOTA					
Duluth	SBRAZ-DTV	DLH	379;V;243.0, 255.4 120.7	(3), #	14 A 90 N 194 A 276 N
(1) "	BVOR	DLH	116.7		
"Arpt	AC(g)		278;118.3, 126.18, 257.8, 348.6	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF		Gds: 255.4, 257.8, 305.4		
Eveleth (S)	TVOR	EVM	108.2		V-08-17
(3)Intnl Falls (S)	TVOR	INL	111.8	122.1	V-08-17daily.
Minneapolis	SBRAZ-DTV	MSP	266;V;243.0, 255.4	(3), #	59 A 119 N 193 A 299 N
(1) "	*BVOR	MSP	115.4		DME
" St. Paul Intnl	AC(g)		278;118.7, 119.3, 119.5 126.18, 243.0, 257.8, 263.0, 290.8, 305.4, 338.2, 348.6	(2), #	
"	Center		1203, 1206, 121.2, 124.7, 1252, 1255, 243.0, 301.4, 3192, 3247, 3436 124.2, 124.8, 118.4, 1210, 1238, 1264		
"	VHF/DF		Gds: 1187, 1191, 119.3, 1195, 1203, 122.1, 122.5, 1267, 12618, 1320, 1359		
(1)Redwood Falls	BVOR-DTV	RWF	115.9;V;120.7, 243.0, 255.4	(3), #	
Rochester	SBMRLZ-DTV	RST	236;V;243.0, 255.4, 120.7	(3), #	77 A 170 N 260 A 350 N
(1) "	BVOR	RST	114.3		DME
" Arpt	AC(g)		278;118.3, 257.8	(2), #	(0700-2300)
(1)St. Cloud (S)	TVOR	STC	111.6	122.1	V-0430-2200
St. Paul, Holman	CI		396;119.1, 126.18	(2), #	15-23 Mon-Fri 08-18 Sat-Sun
Stanton	MHW	SYN	206		
(3)Winona (S)	TVOR	ONA	111.4	122.1	V0630-2130
MISSISSIPPI					
Biloxi, Keesler AFB	SMRAWZ	BIX	391		31 A 121 N 211 A 301 N
Columbus AFB	MRLWZ	CBM	320		85 N 175 A 265 N 355 A
Columbus	VORW	UBS	115.8 (test-basis)		
Greenville AFB	HWZ	GVS	344		
Greenwood	BMLZ-DTV	GRW	281;V;243.0, 255.4, 120.7	(3), #	85 N 180 A 265 N 355 A
(1) "	BVOR	GRW	114.2		DME
Gulfport	VORW	GPT	108.8		
" Keesler AFB	CM			(1)	
Jackson	SBRAZ-DTV	JAN	260;V;243.0, 255.4 120.7	(3), #	87 N 176 A 265 N 353 A
(1) "	BVOR	JAN	114.5		DME
" Hawkins	AC(g)		278;118.7, 126.18, 257.8, 348.6	(2), #	
(1)McComb	BVOR-DTV	MCB	116.7;V;243.0, 255.4, 120.7	(3), #	DME
"	BMH	MCB	400		
Meridian	SBMRAZ-DTV	MEI	239;V;243.0, 255.4, 120.7	(3), #	83 A 154 N 263 A 334 N
(1) "	BVOR	MEI	115.4	(Test Basis)	DME
(1)Picayune	BVOR	PCU	112.2		ATCS-New Orleans
MISSOURI					
Advance	MRAWZ	AVN	317		85 A 165 N 265 A 356 N
(1)Blue Springs	VORW	BSP	116.2		
(1)Butler	BVOR-DTVBJ	BUM	115.9;V;243.0, 255.4; 391;120.7	(3), #	DME
Columbia	SBRAZ-DTV	CBI	379;V;243.0, 255.4, 120.7	(3), #	96 A 169 N 269 A 349 N
(1) "	BVOR	CBI	113.7		DME
Farley	MHW	FRY	290		
(1)Farmington	BVOR-DTVBJ	FAM	112.5;V;243.0, 255.4; 272;120.7	(3), #	DME
Kansas City	SBRAZ-DTXV	MKC	359;V;243.0, 255.4 120.7	(3), #	44 A 148 N 232 A 328 N
(1) "	*BVOR	MKC	112.1		DME
" Arpt	AC(g)		299;118.1, 118.3, 126.18, 119.5, 257.8, 243.0, 269.2, 250.4, 274.3, 307.0	(1), #, 122.7	
"	Center		1182, 1188, 1189, 119.2, 1196, 119.7, 1200, 1204, # 1210, 1236, 1238, 142.2, 124.8, 1251, 1252, 1258, 1253, 1190, 1259, 1264, 2530, 301.4, 317.5, 3262, 3356, 3558, 1202, 1211, 1256		
(1)Kirksville	BVOR-DTV	IRK	117.1;V;243.0, 255.4, 120.7	(3), #	DME
Lake	HW	LAQ	385		
Liberty	MHW	LIY	230		
(1)Macon	BVOR-DTV	MCM	112.9;V;243.0, 255.4	(3), #	ATCS-Kirksville
(1)Malden	BVOR-DTVBJ	MAW	116.5;V;243.0, 255.4; 278;120.7	(3), #	
(1)Neosho ATCS-Joplin	BVOR-DTV	EOS	116.6;V;243.0, 255.4 120.7	(3), #	
(1)St. Joseph	BVOR-DTV	STJ	114.8;V;243.0, 255.4	(3), #	DME
" Rosecrans Meml	C(g)		281;119.9, 243.0, 257.8	(2), #	(0700-2300)
St. Louis	SBRAZ-DTXV	STL	209;V;243.0, 255.4, 120.7	(3), #	93 N 175 A 249 N 345 A
(1) "	*BVOR	STL	114.5		DME
" Lambert	AC(g)		278;118.3, 118.5, 119.9, 126.18, 243.0, 257.8, 290.8, 338.2, 348.6, 360.6, 379.1	(2), #	
" "	Center		1184, 1203, 123.7, 124.5, 124.9, 1255, 1257, 1258, 2430, 301.4, 3079 3192, 3247, 343.6, 3799 118.6, 124.1	#	
"	VHF/DF		Gds: 118.3, 119.5, 122.1, 122.5, 120.3, 126.7, 126.18, 135.9		
Springfield	SBRAZ-DTV	SGF	254;V;243.0, 255.4, 120.7	(3), #	54 A 134 N 232 A 314 N
(1) "	BVOR	SGF	116.9		DME
" Arpt	AC(g)		278;119.9, 257.8	(2), #	
(1)Vichy	BVOR-DTV	VIH	117.7;V;243.0, 255.4 120.7	(3), #	
"	HW	VIH	400		
MONTANA					
Billings	SBRAZ-DTV	BIL	400;V;243.0, 255.4, 120.7	(3), #	67 A 146 N 234 A 297 N
(1) "	BVOR	BIL	114.5		DME
" Logan	AC(g)		278;118.3, 243.0, 255.4 257.8, 348.6	(2), #, 126.18	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCA Towers (CAA and Military). Centers and DF Stations: this frequency is not tabulated in the list above. * = Automatic voice identification after each broadcast. Frequencies 3023 kc, 5680 kc, 8957 kc, 11,384 kc, 13,354 kc, 17,944 kc, 23,724 kc, 35,100 kc, 70,100 kc, 122.5 mc, 123.1 mc, 243.0 mc and 255.4 mc are used for search and rescue purposes.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
MONTANA					
Bozeman	SBMRAZ-DTV	BZN	329;V;243.0, 255.4, 120.7	(3), #	79 A 140 N 248 A 320 N
(1) "	*BVOR	BZN	112.2		DME
(1)Butte	BVOR-DTV	BTM	114.8;V;243.0, 255.4, 120.7	(3), #	DME
Cut Bank	SBMRAZ-DTV	CTB	263;V;243.0, 255.4, 120.7	(3), #	49 A 148 N 229 A 310 N
(1) "	BVOR	CTB	113.1		
Dillon	BMRLZ-DTV	DLN	379;V;243.0, 255.4, 120.7	(3), #	78 N 186 A 258 N 330 A
(1) "	BVOR	DLN	112.9		
Drummond	SBMRAZ-DTV	DRU	296;V;243.0, 255.4, 120.7	(3), #	6 A 96 N 186 A 253 N
(1) "	BVOR	DRU	117.1		DME
Great Falls	SBRAZ-DTV	GTF	371;V;243.0, 255.4, 120.7	(3), #	23 A 131 N 198 A 270 N
(1) "	BVOR	GTF	115.1		
" Intnl	AC(g)		278;118.7, 126.18, 243.0, 257.8, 348.6	(2), #	
"	Center		120.3, 123.9, 301.4	#	
" AFB	MHW	GFA	201		
Helena	SBMRAZ-DTV	HLN	317;V;243.0, 255.4, 120.7	(3), #	72 N 166 A 280 N 358 A
(1) "	BVOR	HLN	117.9		
Lewistown	SBRAZ-DTV	LWT	353;V;243.0, 255.4, 120.7	(3), #	18 A 88 N 198 A 271 N
(1) "	BVOR	LWT	112.7		
Livingston	BH-DTV	LVM	224;V;243.0, 255.4	(3), #	
(1) "	BVOR	LVM	116.1		DME
Miles City	SBMRAZ-DTV	MLS	320;V;243.0, 255.4, 120.7	(3), #	55 A 142 N 238 A 326 N
(1) "	BVOR	MLS	112.1		DME
Missoula	SBMRAZ-DTV	MSO	308;V;243.0, 255.4, 120.7	(3), #	96 A 154 N 276 A 334 N
(1) "	BVOR	MSO	111.8		DME
Mullan Pass	BMRLZ-DTV	MLP	206;V;243.0, 255.4,	(3), #	4 A 94 N 184 A 274 N
(1) "	BVOR	MLP	116.3		DME
Whitehall	SBRAZ-DTV	HIA	284;V;243.0, 255.4, 120.7	(3), #	4 A 96 N 173 A 257 N
(1) "	BVOR	HIA	113.7		DME
NEBRASKA					
Ainsworth (S)	VOR	ANW	112.7	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Alliance (P)	MH	AIA	287	(1)	(V-0700-1900)
" (S)	TVOR	AIA	111.8	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Rcvg freqs oper 0700-1900)					
Beatrice (S)	TVOR	BIE	110.6	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
(1)Chadron	BVOR-DTV	CDR	113.4;V;243.0, 255.4	(3), #	
Grand Island	SBMRLZ-DTV	GRI	263;V;243.0, 255.4, 301.4;120.7	(3), #	69 A 165 N 249 A 345 N
(1) "	BVOR	GRI	117.0		DME

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEBRASKA					
(1)Imperial	BVOR-DTV	IML	117.9;V;243.0, 255.4, 120.7	(3), #	DME
Kearney (S)	TVOR	EAR	111.2	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700)					
Lincoln	SBMRLZ-DTV	LNK	385;V;243.0, 255.4, 120.7	(3), #	71 N 170 A 251 N 350 A
" AFB	CM		272;118.5	(2), #	
McCook (S)	TVOR	MCK	110.0	121.5, 122.1	
(Monitoring category (1) 0700-1900 and (3) 1900-0700. Oper 0700-1900)					
Norfolk (S)	MH	OFK	290	(1)	(voice 0530-2130
" "	TVOR	OFK	109.6,	121.5, 122.1, 126.7	
(Monitoring category (1) 0530-2130 & (3) 2130-0530; Rcvg freqs oper 0530-2130					
North Platte	SBRAZ-DTV	LBF	236;V;243.0, 255.4	(3), #	80 N 172 A 260 N 347 A
(1) "	BVOR	LBF	116.1		DME
Omaha	SBRAZ-DTV	OMA	320;V;243.0, 255.4 120.7	(3), #	70 A 154 N 256 A 326 N
(1) "	BVOR	OMA	116.3		DME
"	AC(g)		278;119.1, 126.18, 243.0, 257.8	(2), #	
" Offutt AFB	MH	OFF	296		
" " "	CM		296	(1)	
Scottsbluff	SBMRLZ-DTV	SCT	341;V;243.0, 255.4, 120.7	(3), #	25 A 121 N 205 A 301 N
(1)Sidney	BVOR-DTV	SNY	108.2;V;243.0, 255.4, 120.7	(3), #	
Sprague (A)	MHW	SAG	311		
Weeping Water(A)	HW	EPG	400		
NEVADA					
Battle Mountain	BMRLZ-DTV	BAM	281;V;243.0, 255.4, 301.4, 120.7,	(3), #	49 A 121 N 229 A 301 N
(1) "	BVOR	BAM	115.5		DME
Elko	SBRAZ-DPTV	EKO	391;V;243.0, 255.4, 120.7,	(3), #	51 A 141 N 220 A 321 N
(1) "	BVOR	EKO	116.2		DME
Fallon (Voice ctld Navy)	SBRAZ	FFN	230		10 A 101 N 174 A 303 N
Goodsprings	HW	GDS	245		
Indian Springs AFB	HW	INS	215		
Las Vegas	SBMRAZ-DTV	LAS	206;V;243.0, 255.4	(3), #	23 A 112 N 208 A 292 N
(1) "	BVOR	LAS	113.3		
" McCarran	AC(g)		278;118.3, 137.88, 257.8 348.6	(2), #	
Lovelock	BMRLZ-DTV	LOL	209;V;243.0, 255.4, 120.7,	(3), #	48 A 138 N 228 A 318 N
(1) "	BVOR	LOL	114.7		DME
(3)Mormon Mesa	VORW	MMM	114.8		DME
Reno	SBRAZ-DTV	RNO	254;V;243.0, 255.4	(3), #	49 A 162 N 229 A 342 N
(1) "	BVOR	RNO	113.9		DME
" Arpt	AC(g)		278;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Stead AFB	MHW	RAA	201		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	GUARDS	RANGE COURSES REMARKS
NEVADA					
(1)Sod House ATCS-Winnemucca	BVOR-DTVBJ	SDO	116.5;V;243.0, 255.4; 296;120.7	(3), #	
Tonopah	SBRAZ-DTV	TPH	221;V;243.0, 255.4, 120.7	(3), #	93 N 168 A 273 N 348 A
(3)Wells	VORW	LWL	116.7		
Winnemucca	TVBJ		296;V;243.0, 255.4, 120.7	(3), #	
NEW HAMPSHIRE					
Berlin (S)	HW	BML	281		
Concord	BMRLZ-DTV	CON	251;V;243.0, 255.4, 120.7	(3), #	72 A 152 N 252 A 344 N
(1) "	BVOR	CON	108.2		DME
Keene (S)	HW	EEN	224		
Laconia (S)	MHW	LCI	400		
Lebanon	BH-DTV	LEB	209;V;243.0, 255.4, 120.7	(3), #	
Manchester (S)	MHW	MHT	338		
" Grenier	CI		126.18, 137.88, 236.6 243.0	#, 122.5	AACS operd
North Conway (S)	MHW	CWN	332		
Pease AFB	MHW	RYE	359		
NEW JERSEY					
Atlantic City NAS	SBMRLZ	NBB	212		77 A 174 N 257 A 354 N
"	HW	NBB	516		
" "	CM		119.5	(1)	
Beachwood	MHW	BWO	203		
Belmar-- Ft. Monmouth	CM		281;121.3, 126.3	(1), #	
(1)Caldwell ATCS-Idlewild	*BVOR-DTXV	CDW	115.4;V;255.4, 120.7	(3), #	DME
Caldwell Wright	CI		260;121.3	(2)	(0900-sunset)
Chatham	MHW	CAT	254		
(1)Colt's Neck ATCS-Idlewild	BVOR-DTXV	COL	113.1;V;255.4, 120.7	(3), #	DME
(1)Coyle	VORW	CYN	113.4		
Ft. Dix, McGuire AFB	MRAWZ	WRI	236		56 A 146 N 236 A 326 N
Lakehurst NAS	SBMRLZ	NEL	396;126.18, 142.74, 233.8, 243.0	(1), #	60 A 157 N 242 A 337 N
" "	CM		278	(1)	
" Lakewood	MHW	NEL	245		
Millville	SBRAZ-DTV	MIV	365;V;243.0, 255.4, 120.7	(3), #	72 A 157 N 243 A 324 N
Morristown	CI		121.3	(2)	(1000-1700 weekends only)
Newark ATCS-Idlewild	SBRAZ-DTXV	EWR	379;V;255.4, 120.7	(3), #	58 A 125 N 238 A 328 N
" Arpt	AC(g)		278;118.3, 119.2, 120.6 126.18, 126.5, 257.8	(1), #, 122.7	
Paterson	MHW	PNJ	347		
Scotland Lightship	MHW	C	294		(Marine rdo bcn)
(1)Stillwater	VORW	STW	112.6		
Teterboro	C(g)		326;119.5, 243.0, 257.8	(2), #	
Trenton-Mercer County Arpt	CI(g)		121.5, 119.3, 126.18	#, 122.5	(0830-2330 M-F) 0830-22Sat-Sun)
NEW JERSEY					
Trenton (P)	*TVOR		111.6	Monitor category (1) twr hrs opern	
(1)Woodstown ATCS-Millville	BVOR-DTV	OOD	114.3;V;243.0, 255.4, 120.7	(3), #	
NEW MEXICO					
Alameda	MHW	AMH	269		
Alamogordo (A)	HWZ	ALM	221		
" Hollman AFB	MHW	HMN	254		
Albuquerque	SBRAZ-DTV	ABQ	230;V;243.0, 255.4, 120.7	(3), #	81 A 159 N 252 A 355 N
(1) "	*BVOR	ABQ	117.5		
" Kirtland AFB	AC(g)		278;118.3, 120.7, 121.1, 123.9, 126.18, 134.1, 136.8, 137.88, 142.02 243.0, 257.8, 270.6, 289.4, 348.6, 355.8, 363.8	(2), #	
"	Center		119.7, 120.3, 123.7, 243.0 269.4, 284.6, 301.4, 307.2	#	
"	UHF/DF		Gds: 243.0, 270.6, 289.4, 305.4, 335.8, 363.8		
(3)Anton Chico	VORW	ACH	117.8		
Belen	MHW	BLN	206		
Cannon	HW	CVS	272		
(1)Carlsbad	BVOR-DTV	CNM	116.3;V;243.0, 255.4 120.7	(3), #	
Columbus	SBMRAZ-DTV	CUS	284;V;243.0, 255.4, 120.7	(3), #	82 N 170 A 258 N 350 A
(1) "	BVOR	CUS	116.7		DME
(3)Corona	VORW	CNX	115.5		
(1)Farmington	BVOR-DTV	FMN	115.3;V;243.0, 255.4, 120.7	(3), #	
Frazier (A)	HW	FZR	407		
(1)Grants	BVOR-DTV	GNT	116.5;V;243.0, 255.4 120.7	(3), #	
Hobbs	BMRLZ-DTV	HOB	293;V;243.0, 255.4, 120.7	(3), #	78 N 168 A 258 N 348 A
(1) "	BVOR	HOB	116.6		
Las Vegas	SBMRAZ-DTV	LVS	359;V;243.0, 255.4 120.7	(3), #	21 A 109 N 201 A 289 N
(1) "	BVOR	LVS	117.3		
Otto	BMRLZ-DTV	OTO	290;V-122.2, 243.0, 255.4, 120.7	(3), #	74 A 164 N 254 A 344 N
(1) "	BVOR	OTO	114.0		
(3)Pinon	VORW	PIO	110.4		
(3)Raton	VORW	RTN	115.9		
Roswell	SBMRAZ-DTV	ROW	305;V;243.0, 255.4 120.7	(3), #	30 A 123 N 210 A 303 N
(1) "	BVOR	ROW	116.1		
(1)Santa Fe	BVOR-DTV	SAF	113.6;V;243.0, 255.4 120.7	(3), #	
(3)Texico	VORW	TXO	109.0		
Truth or Consequences	SBRAZ-DTV	TCS	344;V;243.0, 255.4 120.7	(3), #	78 N 176 A 258 N 341 A
(1) "	BVOR	TCS	112.7		
Tucumcari	SBMRAZ-DTV	TCC	212;V;243.0, 255.4 120.7	(3), #	77 A 167 N 257 A 347 N
(1) "	BVOR	TCC	112.3		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 123.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS Towers (CAA and Military). Centers and RCO stations do not calculate to the list above. * = Automatic voice identification. NOTE: First frequency listed in the GAVORTAC group is the VOR frequency. In case of conflicts

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW MEXICO					
Zuni	BMRLZ-DTV	ZUN	353;V;243.0,255.4	(3), #	78 N 168 A 258 N 348 A
(1) Zuni	BVOR	ZUN	115.7		
NEW YORK					
Albany	SBRAZ-DTV	ALB	263;V;243.0, 255.4,120.7	(3), #	15 A 113 N 208 A 293 N
(1) "	BVOR	ALB	116.9		DME
" Arpt	AC(g)		278;118.7, 123.8, 137.88, 243.0, 257.8, 383.8	(2), #	
Bethpage (P)	MH	BPA	323		(on req)
" Grumman	CI		323;121.3, 126.18,142.74, 233.8	(2), #	(0800-1830 Mon-Fri)
(1)Binghamton	BVOR-DTV	BGM	114.1;V;243.0, 255.4,120.7	(3), #	DME
"	MHW	BGM	317		
" Broome Co.	AC(g)		332;121.1, 243.0, 257.8	(2), #	
Buffalo	SBRAZ-DTXV	BUF	260;V;243.0, 255.4,120.7	(3), #	50 A 91 N 230 A 272 N
(1) "	BVOR	BUF	116.5		DME
" Arpt	AC(g)		278;123.7, 126.18, 119.8, 257.8 1265 2430 3198	(2), #	
"	VHF/DF		Gds: 122.5, 123.7, 126.18, 126.5		
Calverton, Peconic River	CI(g)		323;121.3, 126.18,142.74 233.8	(2), #	(0800-2400 Mon-Sat)
Dansville	MHW	DSV	269		
(1)DeLancey ATCS-Binghamton	BVOR-DTV	DNY	110.2;V;243.0, 255.4 120.7	(3), #	
Dunkirk	HW	DKK	266		
Elmira	SBRAZ-DTV	ELM	375;V;243.0, 255.4, 120.7	(3), #	43 A 135 N 236 A 308 N
(1) "	BVOR	ELM	117.3		DME
"Chemung	AC(g)		278;119.1, 243.0, 257.8	(2), #	(0700-2300)
Farmingdale Republic	CI		371;121.3;126.18, 257.8	(2), 126.18, 257.8	(0700-1530 Mon - Fri)
Glen Cove	MHW	GNC	248		
Glens Falls	BMH-TV	GFL	206;V;243.0, 255.4, 120.7	(3), #	
Glenville	MHW	GVI	284		
Hempstead, ATCS-Idlewild	SBMRAZ-DTXV	HEM	227;V;255.4 120.7	(3), #	35 A 121 N 248 A 301 N
"Mitchell AFB	MHW	M	201		
"Babylon	MHW	BBN	275		
(1)Huguenot	VORW	HUO	112.9		
Islip, MacArthur	CI(g)		257;126.18, 121.5,119.3	(2), #	(0800-2400)
Lido	MHW	LDO	239		
(1)Massena	BVOR-DTVBJ	MSS	112.1;V;243.0, 255.4 ; 243;120.7	(3), #	
Newburgh, Stewart Fld (A)	HWZ	SWF	335		
New Rochelle	MHW	RWC	388		
New York, LaGuardia (ATCS-Idlewild)	SBRAZ-DTXV	LGA	209;V;255.4,120.7	(3), #	43 A 132 N 223 A 274 N
" LaGuardia Arpt	AC(g.7)		362;118.1, 118.7, 119.9, 120.4, 125.7, 243.0, 257.8, 274.3, 338.2, 381.4	(1), #, 122.7	
" "	VHF/DF		Gds: 118.1,118.7,119.9,120.4,121.5,121.7,125.7		

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
New York	Center		118.9,119.6,119.8,120.0,120.1, 120.8, 120.9, 121.0, 120.2 121.2, 123.6, 123.8, [redacted] 124.1,124.3,124.5,124.7, 124.8, 124.9, 125.1, 125.3, 125.4, 125.5, 125.6, 125.8, 125.9, 126.0, 126.4, 132.3, 137.88, 243.0, 250.4, 269.6, 285.4, 301.4, 317.5, 3063, 3104, 3262, 3356 343.8, 355.8, 363.1, 381.6	#	
" Idlewild	MHW	IDL	353		
(1)" "	BVOR-DTXV	IDL	115.9;V;255.4,120.7	(3), #	DME
"Intnl(Idlewild)	AC(g)		119.1,119.6,120.2,121.1,121.3, 123.6,123.7,123.9,124.1,124.7,125.1 125.3,125.4,125.6,125.9,132.3, 134.1,134.64, 136.8,137.88,142.74, 243.0,257.8,269.2,285.4,285.6, 290.3, 313.4,348.6, 381.6	(1), #, 122.7	
" (Idlewild)	VHF/DF		Gds: 119.1, 121.1, 122.7, 123.7,123.9 132.3, 134.1, 134.64, 142.74		
" Floyd Bennett NAS	MH	NSC	532		
Niagara Falls	C(g.7)		272;118.5, 126.18, 142.74, 243.0, 257.8, 236.6	(2), #	
"	VHF/DF			100-156	
"	UHF/DF		Gds: 243.0, 257.8, 305.4		
Peconic	SRAWZ	PIC	341		53 A 129 N 234 A 321 N
(1)Plattsburgh ATCS-Burlington, Vt	BVOR-DTV	PLB	116.7, V;255.4	(3), #	DME
Poughkeepsie	SBRAZ-DTV	POU	368;V;243.0, 255.4, 120.7	(3), #	28 A 94 N 193 A 272 N
(1) "	BVOR	POU	112.2		DME
(1)Riverhead	VORW	RVH	113.9		DME
Rochester	SBMRLZ-DTV	ROC	206;V;255.4,120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	ROC	114.5		DME
"Arpt	AC(g)		278;118.3, 243.0, 257.8	(2), #	
(3) Rockdale	VORW	RKA	108.4		
Rome-Griffiss AFB	MHW	RME	212		
" "	VORW	RME	112.4		
Schenectady Co.	CI		284;121.3, 126.18, 263.0	(2), #	(0700-2300& req)
Syracuse	SBRAZ-DTV	SYR	350;V;255.4,120.7	(3), #	5 A 97 N 194 A 290 N
(1) "	BVOR	SYR	113.3		DME
" Hancock	AC(g)		278;119.9, 126.18, 243.0, 257.8, 348.6 305.4	(2), #	
" "	UHF/DF		Gds: 257.8, 243.0, 255.4, 305.4		
Utica	BMRLZ-DTV	UCA	359;V;243.0, 255.4, 120.7	(3), #	60 A 135 N 240 A 315 N
"	MHW	UTI	275		
(1)Watertown	BVOR-DTVBJ	ART	108.6;V;243.0, 255.4; 224;120.7	(3), #	DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 March 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
NEW YORK					
(1)Wellsville ATCS-Elmira	BVOR-DTV	ELZ	108.8;V;243.0, 255.4, 120.7	(3), #	
White Plains Westchester Co.	AC(g)		260;118.5, 126.18, 148.32 257.8, 243.0	(2), #	
NORTH CAROLINA					
Asheville	BMH-DTV	AVL	326;V;255.4, 120.7	(3), #	
(1) "	BVOR	AVL	115.1		
"Hendersonville	C(g)		263;121.1, 243.0, 257.8, 348.6	(2), #	
Carolina Beach	HHW	CLB	216		
Charlotte	SBMRLZ-DTV	CLT	307;V;255.4 ,120.7	(3), #	88 A 178 N 268 A 358 N
(1) "	BVOR	CLT	117.2		
" Douglas	AC(g)		269;118.1, 123.7, 126.18 243.0, 257.8, 335.6, 348.6	(2), #	
Cherry Point MCAS	SBMRLZ	NKT	230;121.5, 243.0	#	51 A 141 N 231 A 321 N
"	H	NKT	245		
"	BVOR	NKT	115.4		
"	CM			(1)	
(1)Cofield	VORW	CVI	116.2		
Edenton NAAS	HW	NH	379		
(1)Elizabeth City	BVOR-DTVBJ	ECG	114.6;V;243.0, 255.4, 320;120.7	(3), #	(NON-COMM) DME (test)
Fayetteville (P)	MHW	FAY	287		
" Grannis Arpt	C(g.7)		278;118.3,348.6,243.0	(2), #	
Ft. Bragg-Pope AFB	H	FTB	338		
" " "	VORW	FTB	113.8		
Greensboro	SBRAZ-DTV	GSO	365;V;255.4,120.7	(3), #	58 A 148 N 237 A 308 N
(1) "	BVOR	GSO	116.8		
" High Point	AC(g)		242;118.5, 119.1, 126.18 243, 0, 257.8, 348.6	(2), #	
(1)Hickory	BVOR-TVJ	HKY	113.1;V;323;120.7	(3), #, 255.4	
Lumberton	MHW	LBT	359		Unmonitored
(3) "	VORW	LBT	117.0		
Murphy	HW	MUY	230		
New Bern	BMH-DTV	EWN	391;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	EWN	114.1		
New River MCAF	MHW	NCA	356		
" " "	CM			(1)	
Raleigh-Durham	SBRAZ-DTV	RDU	350;V;243.0, 255.4	(3), #	48 A 128 N 218 A 299 N
(1) "	BVOR	RDU	117.5		DME
" Arpt	AC(g)		266;119.3, 126.18, 243.0 257.8, 348.6	(2), #	
(1)Rocky Mount	BVOR-DTVJ	RMT	116.5;V;243.0, 255.4; 317;120.7	(3), #	
Weeksville NAF	MRLWZ	NFG	254		64 A 139 N 244 A 319 N
NORTH CAROLINA					
Wilmington	BMH-TV	IMN	368;V;243.0, 255.4, 301.4 ,120.7	(3), #	
(1) "	BVOR	IMN	113.6		
" New Hanover County	AC(g)		396;119.9, 142.74, 243.0, 257.8, 348.6	(2), #	
Winston-Salem	SMRLZ-D	INT	382 (Voice 0700-2300)		75 A 148 N 255 A 328 N
" Smith Reynolds	AC(g)		278;118.7, 126.18,	(2), #	(0700-2300)
NORTH DAKOTA					
Ashley	MHW	ASY	338		
Bismarck	SBRAZ-DTV	BIS	230;V;243.0, 255.4, 120.7	(3), #	81 A 159 N 251 A 334 N
(1) "	BVOR	BIS	113.7		DME
Dickinson	SBMRAZ-DTV	DIK	308;V;243.0, 255.4, 120.7	(3), #	70 N 168 A 257 N 348 A
(1) "	BVOR	DIK	112.9		DME
Fargo	SBRAZ-DTV	FAR	365;V;243.0, 255.4	(3), #	83 A 160 N 260 A 307 N
(1) "	BVOR	FAR	115.3		DME
Grand Forks	BMLZ-DTV	GFK	388;V;243.0, 255.4,120.7	(3), #	63 N 171 A 243 N 351 A
Jamestown	SBMRAZ-DTV	JMS	344;V;243.0, 255.4	(3), #	74 A 166 N 258 A 346 N
(1) "	BVOR	JMS	114.5		DME
Minot	BMRLZ-DTV	MOT	209;V;243.0, 255.4, 301.4	(3), #	32 A 122 N 212 A 302 N
(1) "	BVOR	MOT	117.9		
Pembina	SMRAWZ	PMB	260		78 N 171 A 258 N 345 A
(3) Williston	VORW	ISN	116.3		
OHIO					
Akron	SBMRLZ-DTV	AKR	362;V;255.4,120.7	(3), #	21 A 110 N 202 A 290 N
" Arpt	C(g.7)		272;119.5, 142.74, 243.0 257.8	(1), #, 122.7	
"					
"					
" Canton	AC(g)		278;118.3, 126.18, 257.8	(2), #	
Amanda (A)	MHW	AAD	201		
(1)Appleton ATCS-Columbus	BVOR-DTV	APE	116.7;V;255.4,243.0, 120.7	(3), #	
Bergholz	MHW	BGZ	375		
Bexley	MHW	BXL	257		
(1)Chardon ATCS-Cleveland	BVOR-DTXV	CXR	117.5;V;243.0, 255.4, 120.7	(3), #	
Cincinnati	SBRAZ-DTV	LUK	335;V;243.0, 255.4, 120.7	(3), #	47 A 122 N 224 A 296 N
(1) "	*BVOR	CVG	115.6		DME
" Greater Cincinnati	AC(g.7)		317;118.3, 126.18, 124.7, 257.8, 243.0, 285.6	(1), #, 122.7	
" Lunken	C(g)		227;118.7, 126.18, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 123.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. SECTOR, FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OHIO					
Cleveland	SBRAZ-DTXV	CLE	344;V;243.0, 255.4, 120.7	(3), #	96 A 145 N 280 A 325 N
(1) "	BVOR	CLE	113.6		DME
" Hopkins	AC(g)		278;118.1, 118.5, 119.9, 121.0, 126.18, 243.0, 250.2, 257.8, 269.0, 291.6, 307.0, 348.6	(2), #	
"	Center		120.5, 124.2, 124.3, 124.7, 125.5, 125.9, 243.0 284.6, 301.4, 311.8, 318.2, 323.2, 340.6	#	
" "	VHF/DF		Gds: 1181 1185 1193 121.0 122.5 126.18		
Clinton Co. AFB	MHW	ILN	219		
Columbus	SBRAZ-DTV	CMH	391;V;255.4, 243.0, 120.7	(3), #	94 N 206 A 277 N 352 A
" Port Columbus	AC(g)		278;109.5, 116.7, 121.1, 121.3, 126.18, 126.5, 136.8, 142.02, 243.0, 257.8, 263.0, 274.3, 348.6	(2), #	
" "	UHF/DF		Gds: 243.0 263.0 274.3 305.4		
(1) Dayton	BVOR-DTV	DAY	115.0;V;243.0, 255.4, 120.7	(3), #, 122.7	DME
" Arpt	AC(g)		278; 119.5, 125.7, 126.18, 243.0, 257.8, 313.4	(1), #, 122.7	
" Wright-Patterson AFB	SMRAZ	FFO	379		16 A 85 N 201 A 272 N
" " Clifton	MHW	CVV	326		
Findlay	BMH-TV	FDY	209;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	FDY	115.8		DME
Hubbard	MHW	HBD	408		
(1) Jefferson	VORW	JFN	115.2		
Mansfield	BMH-TV	MFD	329;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	MFD	113.9		
"	AC(g)		278;118.7, 257.8	(2), #	(0700-2300)
Perry	MHW	PEX	332		
(1) Sidney ATCS-Dayton	BVOR-DTV	SIE	108.2;V;243.0, 255.4, 120.7	(3), #	
Springfield	MHW	SGH	341		
Stadium	MHW	SUM	219		
Tipp City	MHW	TPC	212		
(3) Tiverton	VORW	TVT	110.2		
Toledo	SBMRAZ-DTV	TOL	239;V;255.4, 120.7	(3), #	24 N 95 A 162 N 273 A
" Express	AC(g)		396;119.3, 126.18, 243.0, 257.8	(2), #	
(1) Waterville	BVOR	VWV	113.1		DME
(3) Wellington	VARW	EOW	108.7		10 AY 100 BA 190 NB 280 YN
Youngstown	SBMRLZ-DTV	YNG	212;V;243.0, 255.4, 120.7	(3), #	4 A 100 N 184 A 280 N
(1) "	BVOR	YNG	114.7		DME
" Arpt	AC(g)		278;125.5, 126.18, 243.0, 257.8, 275.8	(2), #	
" "	VHF/DF			100-156	
" "	UHF/DF			257.8, 305.4	
Zanesville	BMH-TV	ZZV	275;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	ZZV	111.4		
OKLAHOMA					
Altus AFB	HW	LTS	401		
Ardmore	BMH-DTV	ADM	400;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	ADM	116.7		DME
Bartlesville (P)	H	BVO	388;118.5, 126.18	(1), #, 122.7	
Enid, Vance AFB	HWZ	END	209		
"	VORW	END	115.4		
" " "	CM		121.3	#	
Gage	SBRAZ-DTV	GAG	266;V;243.0, 255.4, 120.7	(3), #	39 A 134 N 224 A 314 N
(1) "	BVOR	GAG	115.6		
(1) Hobart	BVOR-DTVBJ	HBR	114.7;V;243.0, 255.4; 206;120.7	(3), #	
(1) Lawton	VOR	LAW	112.2		
" Post AAF	MHZ	PFL	308		
" " "	CM		308	122.5	
Mannsville (A)	MHW	MVI	299		
(1) McAlester	BVOR-DTVBJ	MLC	112.3;V;243.0, 255.4; 206;120.7	(3), #	
Norman Westheimer	CI		278;120.7	(2)	(Req daylgt hrs thru Okla City Rdo
Oklahoma City	SBRAZ-DTV	OKC	350;V;243.0, 255.4 120.7	(3), #	75 N 180 A 271 N 344 A
(1) "	BVOR	OKC	115.0		DME
" Will Rogers	C(g)		272;118.3, 137.88, 243.0, 257.8, 348.6	(2), #	
" Tinker AFB	MRAWZ	TIK	293		81 N 171 A 261 N 341 A
Owasso	MHW	OWS	233		
Ponca City	BMH-DTV	PNC	368;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	PNC	113.2		
(1) Sayre	VORW	SYO	115.2		
Tulakes	MHW	TWO	311		
Tulsa	SBRAZ-DTV	TUL	245;V;255.4, 120.7	(3), #	39 A 123 N 232 A 292 N
(1) "	BVOR	TUL	114.4		DME
" Arpt	AC(g)		278;118.7, 119.1, 126.18 243.0, 257.8, 338.6, 348.6	(2), #	
OREGON					
Baker	SBRAZ-DTV	BKE	221;V;243.0, 255.4, 301.4, 120.7	(3), #	28 A 120 N 208 A 296 N
(1) "	BVOR	BKE	115.3		
Eugene	SBRAZ-DTV	EUG	248;V;243.0, 255.4, 120.7	(3), #	64 N 176 A 244 N 330 A
(1) "	BVOR	EUG	112.9		
Klamath Falls	SBRAZ-DTV	LMT	242;V;243.0, 255.4, 301.4;120.7	(3), #,	73 N 162 A 243 N 342 A
(1) "	BVOR	LMT	117.8		
Medford	SBRAZ-DTV	MFR	263;V;255.4, 120.7	(3), #	75 A 152 N 255 A 338 N
(1) "	BVOR	MFR	116.9		DME

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 March 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
OREGON					
Medford Arpt	AC(g)		278;118.3, 126.18, 243.0 257.8, 305.4, 3486;	(2), #	
" "	VHF/DF			100-156	
(1) Newberg ATCS-Portland	BVOR-DTV	UBG	115.1;V;255.4	(3), #	
(3) Newport	VORW	ONP	117.1		
(1) North Bend	BVOR-DTVBJ	OTH	112.1;V;243.0, 255.4; 278;120.7	(3), #	
Ontario	MHW	ONO	305		Unmonitored
Pendleton	SBRAZ-DTV	PDT	341;V;243.0, 255.4, 120.7	(3), #	57 A 107 N 237 A 302 N
(1) "	BVOR	PDT	112.7		
"	AC(g)		278;118.7, 257.8, 348.6	(2), #	
Portland	SBRAZ-DTV	PDX	332;V;243.0, 255.4	(3), #	61 A 152 N 244 A 357 N
(1) "	BVOR	PDX	117.4		DME
" Intnl Arpt	AC(g)		278;118.1, 118.7, 119.2, 126.18, 119.8, 243.0, 257.8, [illegible] 290.3, 299.2, 363.8	(2), #	
" "	VHF/DF			126.18	
" "	UHF/DF			257.8, 305.4	
Redmond	SBRAZ-DTV	RDM	368;V;243.0, 255.4 120.7	(3), #	102 N 164 A 282 N 357 A
(1) "	BVOR	RDM	117.6		
(3) Rome	VORW	REO	112.5		
Sauvies Island	MHW	SVY	219		
The Dalles	SBRAZ-DTV	DLS	230;V;243.0, 255.4 120.7	(3), #	76 N 185 A 255 N 343 A
(1) "	BVOR	DLS	117.2		
PENNSYLVANIA					
Allentown	SBRAZ-DTV	ABE	320;V;255.4,120.7	(3), #	60 A 105 N 240 A 299 N
(1) "	BVOR	ABE	117.5		DME
" Bethlehem Easton Arpt	AC(g)		278;120.5, 243.0, 257.8	(2), #, 126.18 req only	
Altoona	SBMRAZ-DTV	AOO	338;V;243.0, 255.4 120.7	(3), #	23 A 88 N 203 A 281 N
(1) Bradford	BVOR-DTV	BFD	114.4;V;120.7,243.0,255.4	(3), #	DME
"	BMH	BFD	224		
Brookville	BH-TV	BKL	356;V;243.0, 255.4,120.7	(3), #	
Butler	HW	BTP	206		
Cecil	MHW	CEU	219		
Clinton	MHW	GHW	293		
Crystal Lake	MHW	CYE	219		
(1) Ellwood City ATCS-Pittsburgh	BVOR-DTV	EWC	114.2;V;120.7	(3)	
Erie	SBMRAZ-DTV	ERI	371;V;243.0, 255.4,120.7	(3), #	70 A 185 N 244 A 358 N
(1) "	BVOR	ERI	115.7		
(1) Fitzgearld	VORW	FTZ	108.2		
Harrisburg	SBRAZ-DTV	HAR	242;V;243.0, 255.4 120.7	(3), #	07 A 104 N 194 A 298 N
(1) "	BVOR	HAR	112.8		DME
" State Arpt	AC(g)		278,195,1193,12618,2430, 257.8, 382.2	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Hazleton	MHW	HZL	212		
Hughesville	MHW	HVL	266		
(1) Johnstown ATCS-Altoona	BVOR-DTV	JST	113.0;V;243.0, 255.4, 120.7	(3), #	
"	MHW	JST	230		
Johnsville NAS	CM		356	(1)	
Lancaster (P)	MHW	LRP	326		
"	TVORW		111.8		
McKeesport	MHW	MKP	287		
New Alexandria	MHW	EXA	310		
N. Philadelphia	MLWZ-DTV	PNE	371;V;243.0, 255.4, 120.7	(3), #	58 A 148 N 238 A 328 N
" Arpt	C(g)		326,121.3,126.18,2430,2578	(2), #	
Philadelphia ATCS-N. Phila.	SBMRAZ-DTV	PHL	263;V;243.0, 255.4 120.7	(3), #	80 A 160 N 253 A 350 N
" Intnl Arpt	AC(g)		278;118.5, 119.0, 121.7, 124.6,126.18,142.74,2430 2630,3072,312.6,3382,3486	(1), #, 122.7	
"	VHF/DF		Gds:1185,1190,121.7,122.5,126.18,142.74		
Philadelphia - Mustin Fld ALF	CM		356	(1)	
Philipsburg	SBRAZ-DTV	PSB	236;V;243.0, 255.4, 120.7	(3), #	110 A 163 N 287 A 349 N
(1) "	BVOR	PSB	115.5		DME
Pittsburgh	SBRAZ-DTV	PIT	254;V;243.0, 255.4, 120.7	(3), #	44 A 138 N 224 A 304 N
(1) "	*BVOR	PIT	117.4		DME
" Allegheny	C(g)		278;121.3, 126.18, 243.0 257.8	(2), #	
" Grtr Pittsburgh (River)	MHW	RER	323		
" "	AC(g)		396,187,1193,121,1238, 126.18, 134.1, 236.6, 243.0, 257.8, 305.4, 348.6, 363.8, 379.1	(2), #	
"	Center		118.9, 119.2, 120.1, 120.9, 125.1,132.3,137.88,243.0 255.4,290.8,301.4,3192 324.7, 343.6	#	
" "	VHF/DF		Gds: 118.7, 119.3, 121.1, 122.5, 126.18, 126.7, 132.3, 135.9		
" "	UHF/DF		Gds: 236.6, 243.0, 305.4		
" (Parkway)	MHW	GMM	302		
(1) Pottstown ATCS- N. Phila.	BVOR-DTV	PTW	110.8;V;243.0, 255.4, 120.7	(3), #	
Reading, General Spaatz Arpt	AC(g)		281;126.18, 119.1, 243.0, 257.8	(2), #	
"	VHF/DF			100-156	
Selinsgrove	BMH	SEG	353		ATCS-Williamsport
(1) "	BVOR	SEG	113.8		DME
(1) Stroudsburg	*BVOR	SSB	116.6		
(3) Tower City	VORW	TWR	108.2		
(1) Tyrone	VORW	TON	110.0		
(1) West Chester ATCS-N. Phila.	BVOR-DTV	ESR	108.6;V;243.0, 255.4	(3), #	DME
Westover	MHW	ESV	329		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
PENNSYLVANIA					
Wilkes-Barre-Scranton	SBMAZ-DTV	AVP	272;V;255.4,120.7	(3), #	68 A 174 N 271 A 360 N
(1) "	BVOR	AVP	115.1		DME
" Arpt	AC(g)		248;121.3, 243.0, 257.8	(2), #	
Williamsport	BRLZ-DTV	IPT	385;V;243.0, 255.4, 120.7	(3), #	11 N 101 A 176 N 280 A
(1) "	*BVOR	IPT	116.4		
Willow Grove NAS	SBRLZ	NXX	391;126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	61 A 162 N 236 A 331 N
" "	CM		356	(1)	
(1)Yardley	VORW	ARD	108.8		
RHODE ISLAND					
Providence	SBMRLZ-DTV	PVD	347;V;243.0, 255.4,120.7	(3), #	47 A 106 N 205 A 291 N
"	VORW	PVD	110.2		(Test-basis)
" Green	AC(g)		278;118.7, 126.18, 257.8 348.6, 360.6	(2), #	
Quonset Point NAS	SBMRLZ	NCO	356;121.5, 126.18, 132.3, 142.74, 233.8, 243.0	(1), #	86 A 159 N 266 A 339 N
" "	BVOR	NCO	112.5		
" "	CM		396	(1)	
SOUTH CAROLINA					
Aiken	MHW	AIK	347		
(1)Allendale	VORW	ALD	116.7		
Anderson	BMH-TV	AND	236;V;243.0, 255.4,120.7	(3), #	
Beaufort MCAAS	HW	NBC	391		
Charleston	SBRAZ-DTV	CHS	329;V;243.0, 255.4, 120.7	(3), #	46 A 120 N 197 A 290 N
(1) "	BVOR	CHS	113.5		DME
" AFB	AC(g)		278;118.3, 119.3, 126.18 257.8, 263.0, 348.6	(2), #	
" "	UHF/DF		Gds: 257.8, 263.0, 305.4		
Columbia	SBRAZ-DTV	CAE	227;V;255.4,120.7	(3), #	88 A 150 N 269 A 330 N
(1) "	BVOR	CAE	114.7		DME
" Arpt	AC(g)		396;119.5, 126.18, 243.0 257.8, 348.6	(2), #	
Florence	SBMRLZ-DTV	FLO	320;V;243.0, 255.4	(3), #	12 A 112 N 192 A 292 N
(1) "	BVOR	FLO	115.5		DME
Greenville	SBMRLZ-DTV	GRL	281;V;243.0, 255.4,120.7	(3), #	2 A 92 N 182 A 272 N
" Arpt	AC(g)		391;119.9, 125.9, 126.18 257.8, 348.6	(2), #	
(1)Myrtle Beach	BVOR-DTV	MYR	117.8;V;243.0, 255.4 120.7	(3), #	
"	BMH	MYR	236		
Spartanburg	SBRAZ-DTV	SPA	248;V;243.0, 255.4, 120.7	(3), #	58 A 148 N 235 A 328 N
(1) "	BVOR	SPA	115.7		DME
" Arpt	AC(g)		317;118.3, 126.18, 257.8 348.6	(2), #	
Sumter, Shaw AFB	MRAWZ	SSC	375		35 A 125 N 215 A 305 N
" "	HW	SSC	526		
SOUTH DAKOTA					
Aberdeen	SBRAZ-DTV	ABR	329;V;243.0, 255.4, 120.7	(3), #	110 A 162 N 290 A 342 N
(1) "	BVOR	ABR	113.0		
Edgemont	CI		278	(1)	(On req)
Huron	BMRLZ-DTV	HON	391;V;243.0, 255.4, 120.7	(3), #	45 A 114 N 225 A 294 N
(1) "	BVOR	HON	114.7		
(1)Philip	BVOR-TV	PHP	115.7;V;243.0, 255.4, 120.7	(3), #	
Pierre	SBRAZ-DTV	PIR	347;V;243.0, 255.4, 120.7	(3), #	60 N 168 A 263 N 348 A
(1) "	BVOR	PIR	112.5		
Rapid City	SBRAZ-DTV	RAP	254;V;243.0, 255.4, 301.4 ;120.7	(3), #	66 A 165 N 255 A 346 N
(1) "	BVOR	RAP	116.5		
[redacted]	[redacted]	[redacted]	[redacted]		
Sioux Falls	SBRAZ-DTV	FSD	245;V;243.0, 255.4, 120.7	(3), #	54 A 118 N 234 A 337 N
(1) "	BVOR	FSD	115.0		
" Foss Fld	AC(g)		278;118.3, 257.8, 348.6	(2), #	
(1)Watertown	BVOR DTV	ATY	116.6;V;243.0, 255.4, 120.7	(3), #	
TENNESSEE					
Bristol ------See Tri City					
Brooks	MHW	BXS	287		
(1)Chattanooga	BVOR-DTV	CHA	112.8;V;255.4, 120.7	(3), #	
" Lovell	AC(g)		278;118.3, 125.1, 126.18, 243.0, 257.8, 348.6	(2), #	
(1)Crossville	BVOR-TV	CSV	113.4;V;243.0, 255.4. 120.7	(3), #	DME
(1)Dyersburg	BVOR-DTV	DYR	117.0;V;243.0, 255.4, 120.7	(3), #	
"	BMH	DYR	245		
Emmett	MHW	EME	320		
Gainsville (N)	MHW	NQ4	263		
(1)Graham	VORW	GHM	113.8		DME
Jack's Creek ATCS-Jackson	BMRLZ-DTV	JKS	332;V;243.0, 255.4, 120.7	(3), #	6 A 63 N 186 A 243 N
(1) "	BVOR	JKS	115.5		DME
Knoxville	SBRAZ-DTV	TYS	257;V;243.0, 255.4, 120.7	(3), #	12 N 70 A 174 N 243 A
(1) "	BVOR	TYS	116.4		DME
" McGhee Tyson	AC(g)		278;118.1, 118.7, 123.9, 126.18, 257.8, 305.4, 348.6, 382.2	(2), #	
" "	VHF/DF		Gds:118.3,118.7,120.3,122.1,122.5,123.9,126.7,126.18,132.0,132.3,135.9		
" "	UHF/DF			243.0, 305.4	
Memphis	SBRAZ-DTV	MEM	371;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	MEM	114.7		DME
" Arpt	AC(g)		278;118.3, 119.1, 126.18 243.0, 257.8, 291.6, 340.6, 348.6	(2), #	
"	Center		119.3, 120.1, 120.5, 243.0, 250.2,301.4,311.8,318.2,323.2	#	
"	(twr)VHF/DF		Gds:118.3,119.1,119.7,120.3,122.1,122.5,126.7,126.18,132.0,135.9		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TENNESSEE					
Memphis NAS	SMRLZ	NQA	227;121.5, 126.18, 132.3 142.74, 233.8, 236.6 243.0	(1), #	63 A 145 N 243 A 325 N
" "	CM		396	(1)	
Nashville	SBRAZ-DTV	BNA	304;V;243.0, 255.4, 120.7	(3), #	66 A 156 N 246 A 309 N
(1) "	BVOR	BNA	114.1		DME
" Berry Arpt	AC(g)		278;118.1, 126.18, 243.0 257.8, 383.8	(2), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.1, 120.3, 122.1, 122.5, 126.18, 126.7, 132.3, 135.9		
North Chattanooga	MHW	CQN	219		
Smithville	HW	SMV	347		
Smyrna, Sewart AFB	MHW	SYM	391		
Terrell (N)	MHW	NQ3	242		
Tri-City	SBMRAZ-DTV	TRI	221;V;243.0, 255.4, 120.7	(3), #	65 A 155 N 245 A 335 N
(1) "	BVOR	TRI	117.7		DME
" Arpt	AC(g)		278;119.5, 125.7, 126.18 257.8, 348.6	(2), #	(Apch ctl avail. 0800-2400)
TEXAS					
Abilene	SBRAZ-DTV	ABI	379;V;243.0, 255.4, 120.7	(3), #	01 A 71 N 181 A 248 N
(1) "	BVOR	ABI	115.7		DME
" Mun Arpt	AC(g)		278;119.5, 126.18, 257.8, 348.6, 363.8	(2), #	
Alice	SBRAZ-DTV	ALI	224;V;255.4, 120.7	(3), #	73 A 154 N 253 A 334 N
(1) "	*BVOR	ALI	112.3		
Alvin (A)	MHW	ALV	362		
Amarillo	SBRAZ-DTV	AMA	251;V;120.7, 243.0, 255.4	(3), #	77 N 179 A 257 N 359 A
(1) "	BVOR	AMA	113.1		
" Air Terminal	AC(g)		278;118.3, 126.18, 243.0, 257.8, 348.6	(2), #	
Austin	BH-DTV	AUS	281;V;243.0, 255.4	(3), #	
(1) "	BVOR	AUS	112.5		DME
" Mueller	AC(g)		272;118.3, 126.18, 257.8, 243.0, 348.6	(1), #, 122.7	
"Bergstrom AFB	MHW	CMK	293		
Baffin (N)	HW	NF-5	410		
Beaumont	SBMRLZ-DTV	BPT	368;V;243.0, 255.4, 120.7	(3), #	70 A 160 N 250 A 340 N
(1) "	BVOR	BPT	114.9		
" Jefferson Co.	AC(g)		272;119.5, 257.8, 348.6	(2), #	
Big Spring ATCS-Midland	SBRAZ-DTV	BGS	326;V;243.0, 255.4, 120.7	(3), #	60 A 145 N 250 A 307 N
(1) "	BVOR	BGS	114.3		DME
(1)Britton	VORW	BRT	117.0		
Brownsville	SBRAZ-DTV	BRO	388;V;243.0, 255.4	(3), #	102 A 154 N 247 A 359 N
(1) "	BVOR	BRO	116.3		
" Intnl Arpt	AC(g)		278;118.7, 126.18, 118.1, 250.2, 257.8, 348.6	(2), #	
TEXAS					
Bryan ATCS-College Stn	SBMRLZ-DTV	BYT	212;V;243.0, 255.4, 120.7	(3), #	35 A 135 N 215 A 297 N
Cedar Hill	*MHW	CDI	227		
Chase (N)	MRLWZ	NIR	365		58 A 146 N 238 A 318 N
(1)Childress	BVOR-DTVBJ	CDS	117.6;V;243.0, 255.4; 206;120.7	(3), #	
Clint	HW	CNT	365		
(1)College Station	BVOR-DTV	CLL	113.3;V;243.0, 255.4. 120.7	(3), #	DME
" Easterwood	AC(g)		272;118.5, 126.18 243.0, 257.8, 347.0	(2), #	(0630-2230)
Corpus Christi	SBMRLZ-DTV	CRP	382;V;243.0, 255.4	(3), #	51 A 139 N 219 A 319 N
(1) "	BVOR	CRP	115.5		
" Cliff Maus	AC(g)		278;118.1, 118.3, 126.18 141.84, 243.0, 257.8, 348.6, 385.6	(2), #	
" NAS	VORW	NGP	114.0		
" "	MRLZ	NGP	524	(1)	93 N 171 A 273 N 351 A
Cotulla	BMH	COT	215		
(1) "	BVOR-DTV	COT	115.8;V;243.0, 255.4	(3), #	
(1)Culberson	VORW	CXN	113.4		DME
(1)Dalhart	BVOR-DTV	DHT	114.9;V;243.0, 255.4 120.7	(3), #	
"	BH	DHT	368		
Dallas	BH-DTV	DAL	341;V;243.0, 255.4, 120.7	(3), #	
(1) "	*BVOR	DAL	113.5		DME
" Love Fld	AC(g)		278;118.7, 119.5, 121.1, 126.18, 243.0, 257.8, 290.3, 307.2, 312.6, 348.6	(2), #	
" "	VHF/DF		Gds: 118.1, 118.7, 119.5, 120.3, 121.1, 122.1, 122.5, 126.7 126.18, 135.9		
" Hensley NAS	CM		396	(1)	
Del Rio, Laughlin AFB	HW	DLF	287		
Duncanville	MHW	DCV	287		
(1)Eagle Lake ATCS-Houston	*BVOR-DTV	ELA	113.6;V;243.0, 255.4	(3), #	
El Paso	SBRAZ-DTV	ELP	242;V;243.0, 255.4, 120.7	(3), #	78 N 178 A 258 N 331 A
(1) "	BVOR	ELP	114.5		DME
" Intnl	AC(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 119.3, 120.1, [redacted] 243.0, 250.4, [redacted] 301.4, 363.1	#	
Falfurrias (N)	MHW	NK	347		
(1)Ft. Stockton ATCS-Wink	BVOR-DTV	FST	112.8;V;243.0, 255.4, 120.7	(3), #	

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
			TEXAS		
Ft. Worth	SBRAZ-DTXV	FTW	365;V;243.0, 255.4,120.7	(3), #	71 A 165 N 249 A 358 N
(1) "	BVOR	FTW	116.5		
" Carter Fld	AC(g.7)		296 118.1 118.9 123.9 126.18 236.2, 243.0, 257.8, 119.6, 263.0, 307.9, 324.7, 363.8	(1), #, 122.7,	
" Meacham	C(g)		272;118.3, 126.18, 243.0 257.8, 348.6	(1), #, 122.7	(0700-2300)
"	Center	→	120.3 120.8 120.9 125.5 243.0 301.4, 353.7, 360.6, 379.1, 124.0	#	
Galveston	SBMRLZ-DTV	GLS	263;V;243.0, 255.4, 120.7	(3), #	54 A 153 N 234 A 333 N
(1) "	BVOR	GLS	112.8		
Grand Prairie	MHW	GPR	248		
Greenville-Majors Fld	CI		266;121.3, 121.5, 126.18	(1), #	(0730-1600 xcpt Sat-Sun
(1)Gregg Co.	BVOR-DTV	GGG	117.4;V;243.0, 255.4;	(3), #	
"	C(g)		236 118.1 257.8 348.6	#	
Guthrie	VORW	GTH	116.2		
Harlingen AFB	MH	HGF	242		
Haslet	MHW	HTT	356		
Houston	SBRAZ-DTV	HOU	332;V;243.0, 255.4	(3), #	39 A 130 N 242 A 310 N
(1) "	BVOR	HOU	115.9		DME
" Arpt	AC(g)	→	278;118.1, 118.3, 118.7, 123.7, 126.18, 243.0, 257.8, 284.6, 290.3, 312.6, 348.6	(2), #, 141.3	
	VHF/DF		Gds:118.1, 118.3, 118.7, 120.7, 122.1 122.5, 126.18, 126.7, 132.0, 135.9, 137.88		
(1)Hudspeth	VORW	HUP	115.0		DME
Hueco Mountain	MHW	HCO	317		
(1)Junction	BVOR-DTV	JCT	116.0;V;243.0, 255.4, 120.7	(3), #	
"	BMH	JCT	275		
Kelly ATCS-San Antonio	SBRAZ-DTV	SKF	254;V;243.0, 255.4	(3), #	13 A 127 N 195 A 318 N
Kelly AFB	VORW	SKF	113.8		
Killeen, Gray AFB	HW	GRK	323		
Kingsville NAAS	MRLWZ	NQI	260		53 A 153 N 233 A 333 N
"	VOR	NQI	117.8		
"(Alazan-Bay)	HW	NGI	356		
"	HW	NQI	335		
"(Riviera)	HW	NQ	532		
Laredo	SBRAZ-DTV	LRD	206;V;243.0, 255.4	(3), #	14 A 137 N 193 A 317 N
(1) "	BVOR	LRD	113.9		
Lavernia (A)	MHW	LVR	407		
Leon	HW	LEV	239		
(1)Leona	BVOR	LOA	110.8 V;120.7 243.0 255.4	(3), #	ATCS-College Station
Lubbock	SBMRLZ-DTV	LBB	391;V;243.0, 255.4,120.7	(3), #	79 N 174 A 259 N 354 A
(1)Lubbock	BVOR	LBB	117.1		
" Arpt	AC(g)		278 119.9, 126.18, 257.8, 348.6	(2), #	
(1)Lometa	VORW	MTA	117.9		
Lufkin	BMH	LFK	356		
(1) "	BVOR-DTV	LFK	112.1;V;243.0, 255.4, 120.7	(3), #	DME
(3)Marfa	VORW	MRF	115.9		
Midland	BMRLZ-DTV	MAF	209;V;243.0, 255.4, 120.7	(3), #	49 A 139 N 229 A 319 N
(1) "	BVOR	MAF	114.8		DME
" Air Term	AC(g)		278;118.7, 126.18, 243.0 257.8, 348.6	(2), #	
Mineral Wells	BMH-TV	MWL	284;V;243.0, 255.4, 120.7	(3), #	
(1) "	BVOR	MWL	117.5		DME
Monument	MHW	MNU	245		
Newark	HW	EWX	233		
(1)Newman ATCS-El Paso	BVOR-DTV	EWM	112.4;V;243.0, 255.4, 120.7	(3), #	
Normanna (N)	MHW	NC3	329		
Palacios	BMRLZ-DTV	PSX	350;V;243.0, 255.4, 120.7	(3), #	39 A 118 N 219 A 298 N
(1) "	BVOR	PSX	117.3		
Pearland (A)	MHWZ	PER	227		
Prairie Hill AFB	MHW	HHH	308		
(1)Quitman	VORW	UIM	114.0		DME
Refugio (N)	MRLWZ	NB2	375		47 A 135 N 227 A 315 N
Richmond	MRLW	RIM	391		37 A 104 N 217 A 284 N
Rockport (N)	MRLWZ	NR-1	323		80 A 170 N 260 A 350 N
(3)Rocksprings	VORW	RSG	109.0		
Salt Flat Ctld from El Paso	MRLZ-DV	SFL	335;V;243.0, 255.4, 120.7	(3), #	79 A 162 N 259 A 342 N
(1) "	VORW	SFL	113.0		DME
San Angelo	BMRLZ-DTV	SJT	227;V;255.4, 120.7	(3), #	60 A 149 N 240 A 329 N
(1) "	BVOR	SJT	115.1		
" Mathis	AC(g)		272 118.3, 243.0, 257.8, 348.6	(2), #	
San Antonio	SMRLZ-DTV	SAT	344;V;243.0, 255.4, 120.7	(3), #	84 N 174 A 264 N 354 A
(1) "	BVOR	SAT	116.8		DME
" Intnl	AC(g)		278;118.9, 123.9, 124.3, 243.0 257.8, 348.6, 381.4	(2), #, 126.18	
"	Center		119.7, 120.1, 120.5, 137.88, 243.0, 263.0, 301.4, 319.8, 363.1	#	
San Diego (N)	MHW	NK6	296		
San Marcos, Gary AAF	MRLWZ	SRO	266		81 N 171 A 261 N 351 A
Sherman, Perrin AFB	SBMRAZ	PNX	335		35 A 134 N 215 A 314 N
" " "	CM		335		
Smithville	MHW	SIH	203		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 March 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
TEXAS					
Snook (A)	MHW	SOK	371		
Somerset	MHW	SOT	230		
Sulphur Springs	MHW	SLR	224		
(1) "	VORW	SLR	116.3		DME
Tradewind	MHW	TDW	338		
Tyler	BH DTV-	TYR	320;V;255.4	(3), #	
" Pounds Fld	AC(g)		272;119.1, 243.0, 257.8, 348.6	(2), #	
Van Horn	HW	VHN	353		
Victoria, Foster AFB	HW	VCT	305		
Vidauri (N)	MHW	ND4	400		
Waco	SBRAZ-DTV		385;V;243.0, 255.4, 120.7	(3), #	9 A 134 N 192 A 314 N
(1) "	BVOR	ACT	115.3		DME
" Arpt	AC(g)		215;119.9, 126.18 257.8, 260.6, 348.6	(2), #	
West (A)	MHW	RDF	299		
Wichita Falls	SBMRAZ-DTV	SPS	239;V;243.0, 255.4,120.7	(3), #	24 A 106 N 204 A 301 N
(1) "	BVOR	SPS	112.7		
" Arpt	AC(g)		278;119.1, 126.18, 243.0 257.8, 348.6	(2), #	
Wink	SBRAZ-DTV	INK	260;V;243.0, 255.4, 120.7	(3), #	81 N 168 A 240 N 332 A
(1) "	BVOR	INK	112.1		
Yates	MHW	YAT	245		
Yoakum	MHW	YOA	236		
UTAH					
(1)Bonneville ATCS-Wendover	BVOR-DTV	BVL	112.3;V;243.0, 255.4, 120.7	(3), #	DME
(1)Bryce Canyon	BVOR-DPTVJ	BCE	112.8;V;243.0, 255.4; 278;120.7	(3), #	DME
Corinne	MHW	COU	344		
Delta	SBRAZ-DTV	DTA	212;V;243.0, 255.4,120.7	(3), #	8 A 98 N 188 A 278 N
(1) "	BVOR	DTA	117.1		DME
Enterprise ATCS-Cedar City	SBMRAZ-DTV	ENP	341;V;243.0, 255.4, 120.7	(3)	18 A 110 N 200 A 290 N
(1)Hanksville	BVOR-DPVJ	HVE	113.7;V;243.0, 255.4; 278;120.7	(3), #	
Lucin	MRLWZ	LCU	302		62 A 157 N
(3) "	*VORW	LCU	115.6		261 A 337 N
(1)Milford	*VORW	MLF	112.1		
(3)Myton	VORW	MTU	117.0		
Ogden	SBRAZ-DTV	OGD	263;V;243.0, 255.4, 120.7	(3), #	79 A 152 N 244 A 332 N
(1) "	BVOR	OGD	113.1		DME
Promotory Pt	HW	PPU	375		
Salt Lake City	SBRAZ-DTXV	SLC	227;V;243.0, 255.4, 120.7	(3), #	66 A 149 N 246 A 343 N
(1) "	*BVOR	SLC	117.8		DME
" Arpt	AC(g)		278;118.3, 119.5, 120.9 126.18, 243.0, 257.8, 305.4, 348.6	(2), #	

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
UTAH					
Salt Lake City	Center		124.4,1192,124.5,1258,243.0, 269.2, 274.3,301.4,326.2	# 125.8	
"	UHF/DF			305.4	
(1)Utah Lake	VORW	UTL	116.6		
Wendover	SBRAZ-DTV	ENV	248;V;243.0, 255.4, 120.7	(3), #	78 A 162 N 250 A 342 N
VERMONT					
Burlington	SBRAZ-DTV	BTV	323;V;255.4	(3), #	30 A 169 N 210 A 331 N
" Arpt	AC(g)		278;118.3, 126.18,243.0 257.8, 348.6, 363.8	(2), #	
"	VHF/DF			100-156	
"	UHF/DF			257.8, 305.4	
Montpelier	BMRLZ-DTV	MPV	257;V;243.0, 255.4 120.7	(3), #	50 A 140 N 230 A 320 N
Newport (S)	MHW	EFK	242		
VIRGINIA					
Arcola ATCS-Wash., D. C	SBRAZ-DTXV	ARV	233,126.7, 122.2,120.7	(3)-135.9, #	41 A 135 N 222 A 316 N
Bacon Castle	MHW	BCL	347		
Blackstone	BMLZ-DTV	BKT	326;V;243.0, 255.4, 120.7	(3), #	64 A 178 N 272 A 358 N
Brooke	VORW	BRV	109.2		
(3)Cape Charles	VORW	CCV	112.4		
Chincoteague NAAS	SBMRLZ	NKZ	221;V;126.18, 142.74 233.8, 243.0	(1), #	36 A 99 N 216 A 279 N
"	CM		278	(1)	
Dahlgren NAF	CM		375	(1)	
Danville	BMH-TV	DAN	344;V;243.0, 255.4,120.7	(3), #	
Eclipse (N)	HW	NGU	209		
(1)Flat Rock ATCS-Richmond	BVOR-DTV	FAK	112.1;V;243.0, 255.4, 120.7	(3), #	DME
Fentress ALF	HW	NTU	404		
Ft Eustis,Felker AAF	CM		126.3	#	
Front Royal ATCS-Martinsburg, W.Va.	SBMRAZ-DTV	FRR	359;V;243.0, 255.4	(3), #	94 A 175 N 274 A 330 N
(1) "	BVOR	FRR	113.5		
Gordonsville	SBMRAZ-DTV	GVE	388;V;243.0, 255.4, 120.7	(3), #	67 A 136 N 247 A 316 N
(1) "	BVOR	GVE	115.3		DME
Hampton, Langley AFB	SMRAZ-DPT	LFI	227		102 A 177 N 282 A 352 N
(1)Herndon ATCS-Wash., D.C.	*BVOR-DTXV	HRN	114.0;122.2, 126.7,120.7	(3)-135.9, #	DME
(1) Hopewell ATCS-Richmond	BVOR-DTV	HPW	109.4;V;243.0, 255.4, 120.7	(3), #	
(1)Lawrenceville ATCS-Blackstone	BVOR-DTV	LVL	115.6;V;243.0, 255.4, 120.7	(3), #	DME
Lynchburg	SBRAZ-DTV	LYH	206;V;243.0, 255.4,120.7	(3), #	90 A 165 N 234 A 345 N
Manakin	MHW	MNV	341		
(1)Montebello ATCS-Lynchburg	BVOR-DTV	MOL	116.1;V;243.0, 255.4, 120.7	(3), #	DME
Newport News Patrick Henry	C(g)		317; 118.7, 243.0, 257.8	(2), #	(0700-2300)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

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VIRGINIA					
Norfolk	SBMRLZ-DTV	ORF	281;V;243.0, 255.4, 120.7	(3), #	45 A 135 N 225 A 315 N
(2) "	BVAR	ORF	108.7		21 BA 111 NB 201 YN 291 AY
" Arpt	AC(g)		396;121.1,137.88,132.3, 257.8, 348.6	(2), #	
"	Center		108.7, 118.1, 118.5, 118.9 119.9, 123.7, 124.1, 132.3, 137.88,257.8,263.0,301.4, 319.8, 381.6	(3), #	
"	VHF/DF		Gds: 118.1, 118.5, 119.9, 121.1, 122.5, 124.1, 126.7, 132.3, 135.9, 137.88		
" NAS	CM		329	(1)	
" Chambers Fld (N)	SMRLZ-	NGU	269;121.5, 126.18,142.74 233.8, 236.6, 243.0	(1), #	7 A 97 N 187 A 277 N
Oceana NAS	SBMRLZ	NTU	356;121.5, 126.18, 132.3 142.74, 233.8, 243.0, 250.6	(1), #	45 A 135 N 225 A 315 N
"	BVOR	NTU	114.9		
Pulaski	SBMRAZ-DTV	PSK	272;V;243.0, 255.4, 120.7	(3), #	68 A 160 N 253 A 340 N
(1) "	BVOR	PSK	112.5		DME
Quantico MCAS	SMRLZ	NYG	251;121.5, 135.9, 243.0 255.4	(1), #	20 A 110 N 200 A 290 N
"	CM		203	(1)	
Richmond	SBRAZ-DTV	RIC	260;V;243.0, 255.4, 120.7	(3), #	38 N 124 A 183 N 303 A
" Byrd	AC(g)		396;119.0, 119.5, 126.18 257.8	(2), #	
Roanoke	SBRAZ-DTV	ROA	371;V;255.4,120.7	(3), #	72 A 169 N 243 A 349 N
" Woodrum	AC(g)		278;118.3, 119.9,243.0, 257.8	(2), #	
(1) "	TVOR	ROA	110.0		
(1)South Boston	VORW	SBV	113.3		DME
Springfield	MHW	SRI	353		
Tappahannock	MRLWZ	TPP	275		51 A 141 N 231 A 321 N
Waverly	SRAWZ	AVY	239		21 A 135 N 201 A 315 N
Yorktown	MHW	YKT	368		
WASHINGTON					
Bellingham	SBRAZ-DTV	BLI	362;V;243.0, 255.4, 120.7	(3), #	40 A 115 N 220 A 326 N
(1) "	BVOR	BLI	114.3		
"	MHW	BGH	201		
Ellensburg	SBMRAZ-DTV	ELN	379;V;243.0, 255.4, 120.7	(3), #	90 N 175 A 229 N 346 A
(1) "	BVOR	ELN	114.7		DME
Ephrata	BMRLZ-DTV	EPH	269;V;243.0, 255.4, 120.7	(3), #	49 A 156 N 229 A 336 N
(1) "	BVOR	EPH	116.8		DME
Everett	MRLWZ	EVE	385		63 A 145 N 243 A 336 N

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Everett Paine AFB	HW	EV	396		
"	CM		374	(1)	
(1)Hoquiam	BVOR-DTVBJ	HQM	113.1;V;243.0, 255.4; 278;120.7	(3), #	DME
Moses Lake, Larson AFB	HWZ	MSK	528		
Neah Bay	SRAWZ	EBY	391		100 N 179 A 263 N 359 A
(1)Olympia	*VORW	OLM	115.4		
Pine City	MHW	PCD	314		
Port Angeles, CGAS	MHWZ	NOW	219		
Renton	CI(g)		335,126.18, 121.3	(2), 126.18	(0800-2400)
Richland	CI		126.18, 121.5	(1), req #	
Seattle	SBRAZ-DTXV	SEA	260;V;243.0, 255.4, 120.7	(3), #	117 N 186 A 269 N 356 A
" Boeing	C(g)		278;118.3, 126.18, 243.0 257.8, 348.6	(2), #	
"	Center		118.9, 120.3, 120.7, 125.3 132.3, 243.0, 285.4, 301.4, 307.9, 319.2, 324.7, 343.6 ,124.9	#	
"	VHF/DF		Gds: 118.3, 118.5, 119.5, 119.9,120.3 122.1, 122.5, 126.18, 135.9, 137.88		
(1) " Tacoma	*BVOR	SEA	113.9		DME
" " Intnl	AC(g.7)		323;118.5, 119.5, 119.9, 126.18, 243.0, 257.8, 271.2, 290.8, 338.2	(2), #	
" Navy Sand Pt.	MRLZ	NEJ	212		53 A 143 N 233 A 323 N
" NAS	MHW	WN	532		
" "	HW	MWG	404		
Shelton	HW	SHN	371		
Spokane	SBRAZ-DTV	GEG	365;V;243.0, 255.4, 120.7	(3), #	1 N 58 A 151 N 255 A
(1) "	BVOR	GEG	115.5		DME
" Geiger	C(g)		278;118.3, 126.18, 243.0 257.8, 305.4,	(2), #	
"	Center		120.5, 301.4,	#	
" "					
Stampede Pass	V (Factual wea only)	SMP	278;122.8	(1), #, 122.1	(0430-1930)
Tacoma, McChord AFB	SMRAZ	TCM	272		40 A 158 N 234 A 339 N
"	CM		272	(2)	(Ctc ctl zone)
Toledo	BMRLZ-DTV	TDO	239;V;243.0, 255.4, 120.7	(3), #	62 N 177 A 248 N 333 A
Walla Walla	SBMRLZ-DTV	ALW	356;V;243.0, 255.4, 120.7	(3), #	2 A 92 N 182 A 272 N
(1) "	TVOR	ALW	111.8		
Whidbey Island NAS	MRLZ	NUW	353;121.5, 132.3, 236.2 243.0	(1), #	41 A 123 N 221 A 303 N
"	MHW	NU-3	522		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 March 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
WASHINGTON					
Yakima	BMRLZ-DTV	YKM	320;V;243.0, 255.4	(3), #	8 A 98 N 188 A 286 N
(1) "	BVOR	YKM	116.0		
" Arpt	AC(g)		278;119.1, 257.8, 348.6	(2), #	
WEST VIRGINIA					
Charleston	SBRAZ-DTV	CHW	400;V;243.0, 255.4, 120.7	(3), #	101 A 179 N 277 A 359 N
(1) "	BVOR	CHW	113.7		
" Kanawha Co.	AC(g)		317;118.5, 119.8, 125.9, 126.18, 257.8 383.8	(2), #	
Clarksburg	HW	CKB	353		
Elkins	SBMRAZ-DTV	EKN	245;V;243.0, 255.4, 120.7	(3), #	82 A 173 N 269 A 353 N
(1) "	BVOR	EKN	114.5		DME
Huntington	BH-DTV	HTW	323;V;243.0, 255.4 120.7	(3), #	
Martinsburg	SBMRLZ-DTV	MRB	209;V;243.0, 255.4, 120.7	(3), #	35 A 101 N 215 A 281 N
(1) "	BVOR	MRB	113.2		DME
Morgantown	SBMRLZ-DTV	MGW	269;V;243.0, 255.4, 120.7	(3), #	36 A 140 N 216 A 320 N
(1) "	BVOR	MGW	112.2		DME
(1)Parkersburg	BVOR-DTVBJ	PKB	117.9;V;243.0, 255.4; 215;120.7	(3), #	DME
Paynesville	HW	PVL	356		
(1)Wheeling	BVOR-TV	HLG	112.7;V;255.4,120.7	(3), #	DME
"	MHW	HLG	263		
" Ohio County	C(g)		284;119.1, 257.8, 243.0	(2), #	
White Sulphur Springs (P)	H	SSU	406	(2), 122.1	(0800-sunset)
WISCONSIN					
(1)Eau Claire	BVOR-DTV	EAU	117.7;V;243.0, 255.4, 120.7	(3), #	
(1)Grantsburg	BVOR-DTV	GTG	112.9;V;243.0, 255.4, 120.7	(3), #	
(1)Green Bay	BVOR-DTV	GRB	117.0;V;243.0, 255.4, 120.7	(3), #	
(1)Janesville	VORW	JVL	113.0		
La Crosse	SBRAZ-DTV	LSE	371;V;243.0, 255.4, 120.7	(3), #	57 A 121 N 237 A 310 N
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
(1)Lone Rock	BVOR-DTV	LNR	113.6;V;243.0, 255.4, 120.7	(3), #	DME
Madison	BMRLZ-DTV	MSN	400;V;255.4, 120.7	(3), #	4 A 94 N 184 A 274 N
" Truax Fld	AC(g)		278;119.3, 126.18, 243.0 257.8, 363.8	(2), #	
" "	VHF/DF			100-156 req	
" "	UHF/DF		Gds: 257.8 (req) 305.4		
Milwaukee	SBRAZ-DTV	MKE	242;V;243.0, 255.4	(3), #	100 A 173 N 288 A 359 N
(1) "	BVOR	MKE	113.8		DME
" Mitchell	AC(g)		278;119.1, 124.1, 124.9, 126.18, 243.0, 257.8, 263.0, 285.4, 305.4	(2), #	
Milwaukee	VHF/DF			100-156 req	
Mitchell	UHF/DF		Gds: 243.0, 305.4		
Truax (A)	MHW	TAX	344		
(1)Wausau	BVOR-DTV	AUW	112.5;V;243.0, 255.4, 120.7	(3), #	
Woodruff-Arbor-Vitae (P)	MH	AVW	206	(1), 122.1	(On req)
WYOMING					
Casper	SBRAZ-DTV	CPR	269;V -122.2;243.0 255.4;120.7	(3), #	76 A 159 N 256 A 335 N
(1) "	BVOR	CPR	116.2		
" Air Term.	AC(g)		278;183,126.18,257.8,348.6	(2), #	(0700-2300)
(1)Cherokee ATCS-Rawlins	BVOR-DTV	CKW	115.1;V;243.0, 255.4, 120.7	(3), #	DME
Cheyenne	SBRAZ-DTV	CYS	326;V;243.0, 255.4, 120.7	(3), #	102 A 161 N 256 A 347 N
(1) "	BVOR	CYS	112.3		DME
" Arpt	AC(g)		278;118.7,126.18,257.8,348.6	(2), #	
(3)Crazy Woman	VORW	CZI	117.3		
(1)Douglas	BVOR-DTV	DGW	114.1;V-122.2; 243.0, 255.4, 120.7	(3), #	
Ft. Bridger ATCS-Rock Springs	SBRAZ-DTV	FBR	382;V-122.2;255.4,	(3)-3023.5, #	68 A 153 N 238 A 333 N
(1)" "	BVOR	FBR	113.9		DME
Laramie	SBMRAZ-DTV	LAR	245;V;243.0, 255.4, 120.7	(3), #	47 A 137 N 227 A 317 N
(1) "	BVOR	LAR	117.6		DME
(1)Rock River ATCS-Laramie	BVOR-DTV	RKR	115.5;V;243.0, 255.4, 120.7	(3), #	DME
Rock Springs	SBRAZ-DTV	RKS	290;V;243.0, 255.4, 120.7	(3), #	66 A 156 N 246 A 336 N
(1) "	BVOR	RKS	114.7		DME
Sheridan	SBRAZ-DTV	SHR	239;V;243.0, 255.4, 120.7	(3), #	28 A 118 N 208 A 298 N
(1) "	BVOR	SHR	113.3		
Sinclair ATCS-Rawlins	SBRAZ-DTV	SIR	368;V;243.0, 255.4 120.7	(3), #	67 A 164 N 251 A 344 N
PUERTO RICO					
San Juan	SBRAZ-V	SJU	254;V;243.0, 255.4, 120.7	(3), #, 6567	97 A 165 N 270 A 337 N
"	MHW	SJP	326		
" Intnl	AC(g)		272;118.3, 243.0, 257.8 348.6	(2), #	
"	Center		120.3, 243.0, 301.4; 6567	#	
" Isla Grande	C		396;118.7, 126.18, 233.8	(2), #	(1000-0200)
" Ramey AFB	CM		278	(2)	
" Roosevelt Rd NAS	CM			(1)	
SWAN ISLAND					
Swan Island	HW	SWA	406;121.5	#, 243.0	(0200-1000, 1400-2200)

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above. * = Automatic voice identification. NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.

AIR NAVIGATION RADIO AIDS

(4 March 1958)

LOCATION	CLASS	IDENT	FREQUENCIES TRANSMITS	FREQUENCIES GUARDS	RANGE COURSES REMARKS
VIRGIN ISLANDS					
St. Croix, Alexander Hamilton	TPV		122.2, 126.7, 243.0, 120.7 255.4; 6567	#, 122.1, 6567, 8364	
St. Thomas, Harry S. Truman	TPV		122.2, 126.7; 6567; 120.7	#; 6567	
	NEW FACILITIES (or facilities out of alphabetical alignment)				
(1)Sault Ste Marie, Mich.	BVOR	SSM	112.2		
Fayetteville, N. Carolina	TV		V; 255.4, 120.7	(3), #	
La Crosse, Wisc.	TVOR	LSE	108.4		
Utica-Oneida Co. N. Y.	C(g)		332; 118.1, 243.0, 257.8 348.6	(2), #	
(1)Okmulgee, Okla.	BVOR-DTV	OKM	108.2; V; 255.4	(3), #	ATCS-Tulsa
Hanover, Colo.	MHW	HNR	224		
San Jose, Calif.	C(g.7)		227; 119.5, 243.0, 257.8	(2), #	
Newcomerstown, Ohio	VORW	CTW	112.0		(Test-basis)
El Toro MCAS, Calif.	VOR	NZJ	117.8		
St. Joseph, Mo.	HW	STJ	411		
Fargo-Hector Fld. North Dakota	C(g)		278; 118.3, 257.8, 348.6	(2), #	(0700-2300)
Lynchburg-Preston Glenn; Va.	C(g)		287; 118.7, 243.0	(2), #	(0800-2400)
Columbus, Muscogee Co., Ga.	AC(g)		287; 125.3, 257.8,	(2), #	
Erie-Port Erie, Pa.	C(g)		278; 124.1, 243.0	(2)	
Enterprise, Ozark AAF, Ala.	MHW	ETP	308		
Macon-Cochran Fld, Ga.	C(g.7)		278; 118.3, 243.0, 257.8, 348.6	(2), #	
Oakland, Calif.	(ctr)VHF/DF		Gds: 118.1, 118.5, 118.9, 119.7, 120.3, 120.5, 120.7, 122.1, 124.3, 124.9, 126.18		
Oshkosh, Wisc. ATCS-Green Bay	BVOR-DTV	OSH	111.8; V; 243.0, 255.4	(3), #	
Orange, Mass. (P)	MHW	ORE	365		
Reed City, Mich (P)	MH	XRC	275.		
Middletown, Ohio(P)	MHW	MWO	236		
Kansas City, Mo.	VHF/DF		Gds: 118.1, 118.3, 119.1, 119.5, 122.1, 122.5, 126.7, 126.18, 132.0, 135.9, 122.7		
Ft. Worth Carter Fld, Tex.	VHF/DF		Gds: 118.1, 118.3, 118.7, 118.9, 122.7, 122.5, 126.18, 132.0, 142.74		
Myrtle Beach AFB-Conway, S. C.	HW	MTL	353		
Killeen-Gray AFB, Texas	VOR	GRK	114.2		
(1)Nodine, Minn.	BVOR-DTV	ODI	117.9; V; 120.7, 243.0, 255.4	(3), #	DME-test
Ft. Worth, Tex.	(Ctr)VHF/DF		Gds: 118.3, 120.3, 120.9, 121.1, , 125.5, 126.18, 126.7, 132.0, 135.9, 142.74.		
New Orleans Moisant Intn'l Arpt. La.	VHF/DF		Gds: 118.1, 119.5, 119.9, 121.1, , 122.7, 126.18, 132.0, 135.9, 142.74		

V = 122.2, 126.7, 135.0, 135.9 mc transmitted. # = Guards same VHF and UHF freqs facility transmits except 122.2, 135.0, 120.7 mc. (1) = 3023.5 kc guarded. (2) = 3023.5 kc; 122.5 mc. (3) = 3023.5 kc; 122.1, 126.7, 135.9 mc. e.g. (3)-135.9 guards every frequency in group (3) except 135.9 mc. (g) = Tower equipped with 121.9 mc or (g.7) = Tower equipped with 121.7 mc for control of ground traffic. **EMERGENCY FREQUENCY (121.5 mc) transmits and guards at all ATCS, Towers (CAA and Military), Centers and DF Stations; this frequency is not tabulated in the list above.** * = Automatic voice identification. **NOTE: FIRST FREQUENCY LISTED IS THE NAVIGATIONAL AID CHANNEL; OTHERS ARE COMMUNICATIONS CHANNELS.**

DIRECTORY OF AIRPORTS – LEGEND

CITY AND AIRPORT NAME

(AF) City and Airport Name (with L or P in Type Column) - a civil airport with Air Force operations, reserve training, or other such activity thereon.

NOTE: Similar combinations of above citation of A,N,CG, and NG indicate the same is applicable for Army, Navy, Coast Guard, and National Guard fields, respectively.

(P) City and Airport Name - Civil Airport covered by an agreement between municipality and U.S. Government which permits use by transient military aircraft.

(PC) Same legal status as (P), but closed to all USAF pilots not possessing their own clearance authority in accordance with AFR 60-16.

NOTES:

1. Where lights are owned or maintained by CAA the site number and airway abbreviation are included in the city and airport name column ie: Chadron, 15, CYS-HON.
2. USAF aircraft are permitted to use only those fields prefixed with an AF, A, N, NG, CG, P, PC.
3. When city and airport names are identical, the airport name is omitted to conserve space.
4. When city is part of airport name, a dash will appear between city and airport, such as Venice-State.

TYPE

P - Public Use L - Limited

NOTES

PUBLIC USE - Intended for general use by the public at large, this category consists of:

(1) Operationally active airports (those attended during normal working hours of each day, and provide, as a minimum of service, aircraft fuel for sale at the airport),
(2) All airports serving scheduled and large irregular air carriers as regular, alternate and provisional stops.
(3) All CAA intermediate landing fields.
(4) All airports having a true light certificate to indicate a lighted airport.
(5) All airports with CAA facilities.
(6) All airports on which Federal funds have been expended under the FAAP and the Development of Landing Areas - National Defense.

Data on these airports are obtained from physical inspections made by CAA personnel.

LIMITED - All airports not included as "Public Use" (see definition above)

LOCATION

The word "miles" has been eliminated because of space limitations. Mileage is from the center of [illegible] to the airport and is stated to [illegible]

ALWAYS CHECK NOTICES TO AIRMEN SECTION

LOCATION (Continued)

If orientation features are less than 1/2 mile from the field, distance is not specified.

ELEVATION

Elevation is given in feet above mean sea level and is based on highest usable portion of landing area.

NUMBER OF RUNWAYS

No differentiation is made between runways and strips as far as number of landing areas in field is concerned.

LONGEST RUNWAY AND FACILITIES

In this column are included the length and surfacing of the longest runway, the lighting and servicing facilities, weather reports, and unicom available.

RUNWAYS

The length of the longest paved runway or non-paved strip is stated in hundreds of feet, using 70 as division point. If the length is not prefixed, the surface is sod, clay, gravel, etc.

h -runway is paved (concrete, asphalt or similar type of paving)
aw -allway field
(26) -runway or strip length not verified by C.A.A.

LIGHTS

B: Rotating Light (Rotating beacon) (Green and white, split-beam and other types) Omission of B indicates rotating light is either not available or not operating standard hours (sunset-sunrise)

NOTE: Code lights are not codified, and are carried in Remarks Column.

L: Field Lighting

L - by itself indicates temporary lighting, such as flares, smudge pots, lanterns.
1 - Portable lights (Electrical)
2 - Boundary
3 - Runway floods
4 - Runway or Strip
5 - Instrument approach (neon)
6 - High intensity runway
7 - High intensity instrument approach
7a, 7b, 7c - High intensity instrument approach, U. S. National Standard configuration A, B, or C. See page 71 for diagrams.

* An asterisk preceding an element indicates that it operates on prior request only (by phone call, telegram or letter). Where the asterisk is not shown, the lights are in operation or available sunset to sunrise by request (circling the field or radio call).

Because the obstructions on virtually all lighted fields are [illegible] obstruction lights have not

SERVICING

S1: Storage
S2: Storage, minor airframe repairs
S3: Storage, minor airframe & minor powerplant repairs
S4: Storage, major airframe & minor powerplant repairs
S5: Storage, major airframe & major powerplant repairs

NOTE: Any S combination without parenthesis indicates only full-time day attendant. Fields having lighting facilities may have 24 hours attendant available.

Any S combination in parenthesis-part time or irregular attendant.

WEATHER

W: Weather reports available from Weather Bureau or CAA communications station on field.

UNICOM

Unicom (Aeronautical Advisory Station transmitting and receiving, during the airport hours only, as follows):
U - 122.8 mc (for airports without a control tower); and
X - 123.0 mc (for airports with a control tower).

FUEL OCTANE

F1: 80 oct., at least
F2: 80/87 oct., and lower
F3: 91/96 oct., and lower
F4: 100/130 oct., and lower
F5: 115/145 oct., and lower

NOTE: If only one octane available, this octane cited, and not coded.

Any F combination without parenthesis indicates full time day attendant, in parenthesis part-time or irregular attendant.

REMARKS

(a) "INACTIVE" indicates usable civil field, but not being operated, at last inspection. Caution advised.
(b) "CLOSED" indicates closed to all traffic except in emergency.
(c) "ABANDONED" indicates reverted to non-airport usage such as farming or grazing.
(d) "REPORTED ABANDONED" indicates an airport reported abandoned but not verified as such by C.A.A.
(e) "FEE" indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.
(f) "Blkd" indicates approaches where glide angle to runway is 3:1 or less.
(g) "Rgt tfc N" indicates right turns should be made on landings and take-offs to N.

NOTES

1. ← New or revised data.
2. SCHEDULED AIRLINE STOP: Airport names are capitalized.
3. OBSTRUCTIONS: Because of space limitations only the more dangerous obstructions are indicated. Natural obstructions, like trees, for example, clearly discernible for contact operations, are frequently omitted. On the other hand, all pole lines within at least 15:1 glide angle are indicated.
4. NEW AIRPORTS: At the end of each state, under this listing will be found, out of alphabetical alignment, all the new airports tabulated after the type for that [illegible]

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ALABAMA							
Albertville	L	1NW;RR NE	1058	2	28-L4-(S1)	(F1)	N/S strip soft when wet. P-line N.
(PC)Alexander City, Russell	P	1.5 SW	685	2	h29		3200' strip available. N,E blkd.
(PC) " Municipal	L	5.5 E; hwy S	330	2	h36	F1	3800' strip available
(P)Anniston	P	5.5 SSW; hwy E	599	2	h38-L4-S5-W	F1	Rgt tfc NNE. Maj acft rprs only. Soft when wet.
(PC)Auburn-Opelika	P	2.8 E; hwy 1 N	774	3	h40-B*-L4-S5	F2	5050' strip available
Bessemer	L	2.5 SW; RR SE	500	1	23-S5	80	Rgt tfc NNE.
(AF)BIRMINGHAM	P	5.5 NE	643	3	h57-B-L4,7-S5-W	F4	Operg 2-way rdo rqrd day & night.
(PC)Brewton	P	3.5 S; riv N	92	3	h40-B		Unattended.
Bridgeport, TAT Hosiery	L	3NNW;hwy SE	634	1	20	F2	Rgt tfc NE.
Cance, Bachelor	P	0.5 SW; RR N	288	1	16-S5	F2	
Centre	L	0.6NNW;hwySSE	581	1	20		
(PC)Courtland	L	1.8 W; RRs NE	588	4	h50		Unattended
" Bay	L	4 NE	570	1	25		
(PC)Decatur, Pryor	P	4 NNE; hwy W	593	2	h40-BL4-S5-U	F3	
Demopolis	L	7.8 WSW;riv NW	112	3	h50		
(P)DOTHAN	P	3 WNW; hwy S	330	3	h40-B-L4-S5-W	F4	FEE for non-scheduled acft over 12,500 lbs. Use rnwys. TV ant, rnwy 31.
(P) " Napier	L	7.5 NW; RR S	397	3	h45-S5	F1	Use rnwys. Ctn-vehicles on rnwys.
(PC)Eufaula, Weedon	P	4.3 NNE; hwy E	275	2	h34	F2	
(P)Evergreen, Middleton, 20 MSY-ATL	P	6 WSW	258	2	h40-B*L4-W		80 oct avail. prior req.
Fairhope, Klumpp	P	3.1 E; rds S,E	110	1	19	F1	
(PC)Fayette	L	2.2NNE;hwy W	364	2	h21		2400' strip avail.
Florence, Muscle Shoals Skypark-Harbor	P	6.5 ENE; lk S	579	2	20-S3	F2	Unlgtd poles on race track.
Ft. Payne	L	2 SW; RR NW	905	1	18		
(PC)GADSDEN	P	5 SW	554	2	h48-B-L4-S5-W	F4	
(PC)Grove Hill	P	1.4 SE; hwy NE	478	2	22	(F1)	
(PC)Guntersville	L	3.8 NNE; hwy W	609	1	h24		Caution-paved drag strip 200' E of rnwy
		2 ENE; hwy NW	361				
(PC)HUNTSVILLE	P	3.1 S; RR E	619	2	h52-BL4-S5-W	F4	Use rnwys.
Jasper, Walker County	P	2.2 NNE; RR W	496	3	h28-S1	F2	P-line NW. 3100' strip avail.
Lanett, Valley	P	2 SE; riv N, E	564	2	31-S5	F1	
(P)MOBILE, Bates	P	10.5 W; bet rds	217	3	h51-BL4,6-S5-W	F5	
Monroeville, Lee	L	4.7 SSW; hwy N	420	1	18	(F1)	
Montgomery, Allenport	P	4.3 SSE; hwy W	175	2	29-S5	F3	Ruf spots.
(P) " DANNELLY	P	7.5 SW; hwy N	219	3	h50-BL4,6-S5-W	F4	Use rnwys.
(P)MUSCLE SHOALS	P	1.5 E	548	3	h49-BL4-S3-U-W	F4	Use rnwys only.
Roanoke	L	2 S	907	1	21		
Russellville, Wood Dearing	L	4 E	762	2	20		SE, NW blkd.
Scottsboro, Word	L	2.1 ENE; RR W	650	1	30		
(AF)SELMA, Selfield	P	4 ENE; RR S	136	3	h43	F1	2-way rdo rqrd during AF operations. Exten mil trng 0630-2400 Mon-Fri.
(PC)Tallassee	L	4 S; riv NE	200	2	29		
(PC)Troy	P	5 NNW; hwy E	393	3	h50-BL4-S5	F2	Settlement NW end NW/SE rnwy.
(P)TUSCALOOSA, Van De Graaff	P	3 NW; RR N	169	1	h40-BL4-S5-W	F3	Use sod at own risk. Use rnwy.
Tuscumbia, Tri Cities	L	1.2 SW; hwy ENE	498	2	26-S3	F2	Rolling. Unattended.
(PC)Wetumpka, Elmore	L	7 W; hwy N	196	1	26-*L4-S3	F1	Ctn-not maintained.
NEW AIRPORTS (or airports out of alphabetical order)							
Red Bay Municipal	L	0.5 NNW	620	1	21		Ctn - wet. No sod on fld. 80 oct fuel in emerg.
(PC)Hamilton,Marion Co.	L	0.5 SW	460	1	h80-S3	(F3)	1000' overrun each end.
(AF)Talladega	P	15 WSW	527	3	h53-S1		
Andalusia	P	5.0 mi E	330	2	h38-S1		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWY	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ARIZONA							
(PC)AJO	L	6 N; RR NE	1458	3	h63-B		
Amado, Kinsley Ranch	L	2.2NNW;hwy E	3119	2	35		
Arlington, Gila Compressor Station	L	5.8SSW;hwy E	850	1	38		Rolling.
(PC)Bagdad	L	2.3 ENE	4136	1	26-B		Arpt not fenced. Use with caution.
Bisbee	P	5.5 SSE;RR W	4750	3	47-L	F3	Caution - horses on field.
Buckeye-Stephens	P	0.8WNW;hwy S	890	1	26-S5	F2	E, W blkd.
Bullhead City, Bullhead	L	1 N; riv W	550	1	30	(F2)	
Cameron	L	1.8 NE; riv 1 S	4200	2	40	(F2)	
Camp Verde	L	1.6 SSE;riv NW	3175	1	42		
Camp Wood, Yolo Ranch	L	11.4 WSW	5400	1	37		Unusable when wet.
Casa Grande, Cox's Ranch	L	6.0 SE	1450	2	42		Unattended.
" , Three Point	P	1.5 NNW;hwyE	1389	4	40-*L4	F3	2600' N/S strip lgtd. P-line E. Major eng rpr.
Chambers	L	4.5 SW;hwy E	5800	1	26	(F2)	
(PC)Chandler	P	2.5 SSE; RR W	1236	1	h26-S5	F1	P-line NE.
Chinle	L	2.2 W	5400	1	34		Soft-wet. Ctn-erosion, not mainted.
(PC)Clemenceau, Cottonwood-Clemenceau	P	0.7 SSW	3588	2	48-B*L4-S5	F1	Hazardous take-off SW.
CLIFTON-Greenlee County	P	8.7 SSE;hwy W	3800	2	62-BL4		P-line E.
Colfred	L	1.6ESE;RR 1N	345	2	h40		Ctn-access is by poor desert trail.
(PC)Coolidge, Florence	P	6.0 SE	1587	3	h56	F3	
Cordes	L	0.4NNE;hwy W	3810	1	16		Ctn-vegetation.
Cove	L	4.0 NE	6200	2	23		Ctn-erosions.
Dateland, Whitewing Rnch	L	13.8 N; RR S	550	1	29		
Douglas	P	2.5 E	4181	3	h41-S5	F1	5300' strip avail.
(P) " BISBEE-DOUGLAS INTERNATIONAL	P	8.5NNW;hwy W	4158	4	h75-BL4-S5-W	F4	Inner dual rnwys clsd. ARPT OF ENTRY. Tfc pat alt. 1000'.
(PC)Duncan	L	2.3 SW	3878	2	35-S3		
Elfrida	L	1 SE;hwy W,N	4200	1	26		
(PC)FLAGSTAFF	P	4.5SSW;hwy W	7010	1	h63-BL4-U-W	F3	
" Gray Mountain	P	38 NNE;hwy E	5040	2	21-S1	F1	
Florence	L	3.4 SSE;hwy E	1500	1	36		Ctn-erosion,vegetation. E blkd.
" -Junction	L	1 mi SW	1900	1	53		Rolling. Hill NNE.
Fredonia	L	1 NE;hwy W	4750	1	34		Rolling, Cattle on fld.
Ganado	L	1.5 S; rd W	6400	1	27		DANGEROUS. Rolling.
Gila Bend, Gila Gin	L	6.9WNW;rivNNE	750	2	24		P-line NE.
" Hunt's	P	1 WNW;RR S	738	1	27-S3	F2	Rolling. TV ant. NE.
" Stephens Ranch	P	13 mi NW	650	1	26	F2	P-line E.
Gilbert	L	0.7 SSW	1245	1	23		E blkd. Rgt tfc E.
Glendale, Fram	P	5.3 W	1060	1	21-S1	F2	P-lines E, W.
Globe Wheeler Crosswind	L	4.2ENE;hwy W	3845	1	29		Surd by mtns. Rolling, ruf. Soft-wet. Cattle-fld.
Grand Canyon (S. Rim)	P	14.3 S	6362	2	60-S3-U	F1	
(PC)Hackberry	L	6.4NW;hwy S	3390	2	h60		Ctn-hazardous. Cattle-fld.
Hayden	L	1.2S;riv S	1910	1	24		
Heber-Overgaard	L	4.5 ESE	6620	1	34		Ruf. Use strip.
Hereford, Nicksville	P	0.5 NE;hwy W	4810	2	32-S3	F2	P-line SW. Ctn-vegetation.
" Y-Lighting Rch	L	6.WNW	4475	2	26		P-line SW.
(PC)Holbrook 51, LAX-AMA	P	2.2NNE;hwy SE	5341	2	48-BL2	(F2)	Strip soft. Unattended.
Kaibito	L	1.8 SW;rd E	6070	1	26		Ctn-erosions. Rolling.
Kayenta	L	3 ESE;rd SE	5810	1	56	(82)	Ctn-erosions. Soft when wet.
Kelvin	L	0.5E;RR S	1810	1	17		Surd by mtns. Cattle on fld.
(PC)KINGMAN	P	8.5NE;RR NW	3446	3	h69-BL4-S3	F3	Fld lgts activated by 3 pulses of mike button on 121.7 mc.
" Temple Bar	L	61NNW;lk NE	1330	1	36		Rolling.Soft in spots. Use at own risk.
Leupp, Sunrise	L	2 WNW	4700	2	27		Ctn-erosions. Ruf.
Litchfield Park	L	0.5NW;rd E	1062	1	h37-L4		
Many Farms	L	0.2 mi E	5300	1	24		Soft when wet. Erosion
(PC)Marana	L	7.7 WNW;rivSW	1891	3	h65		P-lines SE.
(PC) " Aux #2	L	3.5 S;riv 1 NE	2025	aw	h30		Ctn-debris in center
(PC) " Aux #4	L	8 SW	2015	aw	h30		Ctn-vegetation.
(PC) " Aux #5	L	11 WSW	2065	aw	h30		Rolling.
(PC)Marble Canyon	P	0.3SW;bet hwy;riv	3600	1	41	F3	Deep canyon SW.
" Cliff Dwellings	L	10 SW	4210	1	27	F1	
Mesa, Falcon	P	7.3 NE	1387	1	h22-S1	F2	
" Oasis	L	11.5E;hwys N	1512	2	32		Ctn-erosion. P-line N.
Mormon Lake	L	0.5 N	7180	2	34	F2	Clsd winters.
(PC)Nogales-International	P	8 NE;hwy NW	3938	2	h60-BL4-S5-U	F3	ARPT of ENTRY, Rgt tfc S.
Palo Verde, Kendrick	L	4 N;rd E	1000	1	26		Fence, ditches, adj to strip. E blkd.
Payson, Birch Mesa	L	2 NNW	5125	2	31-(S1)	(F2)	Ctn.-Rolling.
Peach Springs	L	1.2N;hwy SE	4825	2	19		P-line ESE. Cattle-fld.Lgt acft only.
Phoenix, Air Haven	P	3.9 WNW;RR SW	1119	1	32-S5-U	F3	P-line ENE, WSW.
" Air Topia	L	6.2 SW;rd N	1028	1	24-(S3)	(F2)	Soft. Fuel emerg only

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				ARIZONA			
Phoenix, International Harvester Proving Ground	L	11.0 S	1234	1	54		
Phoenix, Paradise	P	8.0 NNW;canal	1245	3	32-S5	F4	P-line E.
(NG) " - SKY HARBOR	P	2.8 ESE; RR N	1124	3	h78-BL4,6-S5-W	F4	1000' overrun E end Rnwy 8R-26L. Functioning 2-way rdo rgrd. Rgt tfc rnwys 26R, 8R.
"South Phoenix	P	3.0 SSE; riv N	1100	1	26	F1	Rgt tfc E. P-line E, W.
(PC)Picacho, Marana Aux #1	L	3.0 S	1680	aw	h30		
Polacca	L	3.5 SW; rd 1 N	5590	2	42		Ctn-erosions. Deep wash sur lndg area. Soft-wet.
(P)PRESCOTT	P	8.0 NE; RR E	5042	2	h76-BL2,4-S5-W	F4	Use runways.
Quartzsite	L	0.5 SW	850	2	35		Cactus W. Ctn-erosion. Cattle on field.
(PC)Red Rock, Marana Aux #3	L	8.0 ENE	1970	aw	h30		
Rimrock	L	2.5 NW	3575	2	26		Rolling.
" Rancho Roca Roja	L	1.2 ENE	3955	1	26		Mountains ENE. Land to WSW.
Roll, Antelope Ranch	L	2.0 SW; RR E	250	1	30		W blkd. P-line E. Soft.
Roosevelt, Grapevine	L	5.6 ESE;hwy SW	2350	2	42		
Round Rock	L	1 mi S	5400	1	33		Caution-soft when wet - erosion.
(PC)SAFFORD	P	4.5 ENE; riv S	3176	2	h48-BL4-S5	F3	
(PC)St. Johns	L	1.0 NW; hwy S	5700	2	45		
← Salome	L	0.7 SW;hwys NW	1876	3	45		NW, NE (south) blocked. Unattended
" 27B, LAX-PHX	P	15.8 SSE; rd N	1362	2	41-BL2		Caution -puncture vines.
Scottsdale, Casa Blanca	L	1.5 NNW	1343	1	26		P-lines NNW, SSE.
← "Thunderbird #2	L	8.5 N; rd W	1500	4	h30-(S3)	(F2)	Ctn-weeds, breaks in pavement. P-line W.
Sedona, Oak Creek Canyon	L	2 SW	4826	1	34	F2	Unattended.
Seligman	L	2.0 NW; hwy S	5300	3	54		Cattle on fld. Hills N, NW; fence WSW.
Sells	L	2.0 NW; hwy SW	2380	3	27		Embankment WSW.
Show Low	P	2.0 ENE; hwy S	6412	2	43-L4	F1	Rgt tfc tk-off SW.
Somerton	L	3.0 ENE; hwy S	254	3	20		Ctn- soft sand.
"McDaniel	L	3.3 WSW;hwy W	100	2	26		W blkd.
(PC)Springerville-Eagar	P	1.5 W	7025	3	50-BL4-(S1)	(F2)	E/W strip rough.
Superior	L	2.0 WSW;hwy N	2646	2	h40		NNE blkd. Mountains WSW.
Tempe, Sanders	P	5.0 SSW; RR E	1240	1	26-S5	87	N, S blkd.
Tes Nos Pas	L	2.0 E	5450	1	27		Caution - erosions.
(PC)Tombstone	L	4.0 SE; hwy W	4743	1	42		Take-off to ENE.
← Topock, Site 6	P	19.0 SSE; riv N	490	3	h60-*L4	F2	Caution on NNW/SSE strip.
Tuba City	L	1.0 WSW	5000	1	44		Rolling.
(NG)TUCSON	P	7.0 S; RR W	2630	2	hl20-BL4-S5-W	F4	
" Cielo-Terra Guest Rnch	L	13.5 N; hwy W	2650	1	30		
"Compressor	L	25.9 WNW	2000	1	30		P-line WSW. Rolling.
"Downtown	L	1.4 S; RR SW	2490	3	43	F2	N blkd. P-line NW.
"Ryan	L	13.0 WSW;hwy S	2413	3	h25-S5	F2	P-line SSE. Vegetation. Soft-wet.
"Thunderhead	L	15.0 ESE; rd W	2885	1	31		
Tuweep	L	0.5 S	4700	1	33		Ctn - vegetation. Surd by mountains.
(PC)Valle	P	2.3 E; hwy E	6001	3	57-BL2		
Webb	L	3.5 N; hwy E	4200	1	h50		P-line E.
Wellton	L	2.4 E;E; RR N	315	2	h40		
White River Fort Apache	L	3 mi S	5109	1	42		Ruf - vegetation on lndg area. Surd by mountains.
Wickenburg	L	15.0 W; hwy S	2380	3	h45		Use rnwys.
"El Rancho De Los Caballeros	L	3.6 WSW	2510	1	26		Ctn - cattle, autos. Uphill landings, downhill tk-offs. Circle rch before lndg. Hill WSW.
"Flying E Guest Ranch	P	4.4 WSW;hwy N	2490	1	32	F2	Hills SW. Uphill lndgs to SW. Take-off NE.
(PC)Willcox, Cochise Co.	L	3.8 W; rd N	4188	2	h61	(F1)	
(PC)Williams	L	4.3 N; RR 1 E	6700	2	45-BL4	(F2)	Cattle-fld. NE/SW strip muddy-wet. NNE/SSW strip rough, dangerous.
Window Rock	L	1.8 S	6800	2	52	(F2)	Hill E, NE-hazardous. Take-off SW or W. Soft-wet. Use strips.
(P)WINSLOW	P	2.0 WSW; RR N	4937	3	h75-BL4,5-S5-W	F4	P-line ENE.
"Chilson	L	15.5 W	5500	1	35		Cattle on field.
Young, McKenzie Ranch	L	1.2 WSW	5095	1	26		Ctn-erosion. Hazardous WNW end. Cattle on field. Rolling.
" Q-Ranch	L	8.5 ESE	5515	2	34		Hill SE; wind-mill SW. Ruf.
(AF)Yuma-VINCENT AFB	P	4.5 SSE;hwy N	213	3	h96-BL4, 6-S5-W	F3	Rgt tfc rnwys 17, 26. Tfc pat. alt within 3 mi. radius, 1213' above arpt. Jet barriers rnwys 3, 21.
" Aux #1	L	11.3 ESE;hwy N	264	2	h37		Debris on rnwys.
" Aux #2	L	14.0 SSE	275	2	h37		
" Aux #4	L	14.0 SSW	200	2	h37		Derricks, cables N - open ditch.
"Fisher's Landing	L	20.2 NE;riv W	250	1	32		
"Marsh	P	0.7 E; riv N,NE	130	1	39-S5	87	Rgt tfc N.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				ARKANSAS			
(PC) Almyra	P	3W	208	1	h30-S5	91	Emerg only. Dangerous. Soft.
(PC)Batesville	P	3S;hwy E	464	2	h28-BL4	F2	P-line W. Rnwy lgts dusk-2400.
(PC)Benton	L	1.6W;hwy N	300	2	19		Unattended. N blkd.
(PC)Bentonville	P	1.5SSW;hwy E	1296	1	27-BL4-S5	F2	Only 2270' of strip lighted. Seg. cir. covered
Berryville, Masco	L	1WNW;hwy E	1200	1	19		Cattle on fld. with grass.
(PC)Brinkley, Federer Mem'l	P	1E;hwy N	192	2	31-BL2-S3	F1	Water tank WNW. Soft-wet. Dangerous ditch holes between boundaries. No storage.
Cabot, Bailey	L	0.5W;RR,hwy SE	305	2	16		E ruf. Unattended.
(PC)CAMDEN, HARRELL	P	4.5NE;hwy W	128	2	h35-BL4	F2	WNW/ESE rnwy perm clsd.
(PC) " Municipal	L	3NE;RR 2 S	236	2	h45-(S1)	(91)	Use rnwys.
Clarendon	L	6WSW;hwy E	217	2	26		N, E blkd. Ctn-wet.
(PC)Clarksville	P	2.5E;hwy S	425	2	30-BL4	F1	
Clinton, Patton	L	2.1S;hwy E	755	2	25		Cattle on fld.
(PC)Conway	P	1.5SE;rds NE	309	2	32-B-S5-U	F2	
Cotton Plant, Overhold	P	3W;hwy S	250	2	18	F1	W end E/W strip blkd. Ctn-wet.
(PC)Crossett	P	6NE;RR W	181	2	22-S3	F2	
Dewitt, Commercial	P	3W;RR N	200	1	26-S5	80	W blkd. Use strip.
El Dorado	P	1.5S;rds E, W	265	2	24-S5	F2	91 oct. avail. on req.
(P) "-GOODWIN	P	8.6W;hwy S	277	3	h51-BL4	F4	Use rnwys.
(P)Fayetteville, DRAKE FLD	P	4S;hwy W	1251	4	h38-BL4-S5-W	F3	Mtn SE.
(P)Flippin 18, TUL-BNA	P	1 N	721	1	38-BL4-S3-W	F4	
(NG)FORT SMITH	P	4SSE;RR S	468	2	h70-BL4, 6-S3-W	F4	Use rnwys.
(PC)Gurdon	P	0.2NW;rd N	229	2	24-S1	F2	
Hardy, Cherokee	L	2W;lake E	425	1	h25	F1	
(PC)Harrison	P	4.1NW;hwy NE	1375	3	h40-BL4-S5-U	F3	
(PC)Hazen	L	3.8WSW;RR N	230	2	h45		Use rnwys.
" Fowlkes	P	1.7E;RR N	229	2	21-S3	F2	S blkd;p-lines N, WSW. Ctn-N/S -wet.
Heber Springs	P	1.5 NNE;hwy E	625	2	24-B	F1	
(PC)HELENA, Thompson-Robbins	P	6NW;hwy S	241	2	h36-B*L4-S5	F3	Ctn on sod when wet.
(PC)Hope	P	5NW;RR E	359	3	h55-*L4-S5	F2	Use rnwys.
(PC)HOT SPRINGS, Memorial	P	3SW;hwy N	525	2	h50-BL4-S3	F4	
Hughes, Tucker	L	1.1 S;RR, hwy W	205	1	26-S1	F1	Ctn when wet.
(PC)Jonesboro	P	3.5ESE;hwy SW	264	3	h44-BL4-S5-W	F1	Use rnwys.
Lake Village, Tindall	L	1.3SSW;lk E	120	1	11		DANGER-SHORT FLD. Ctn when wet. House N.
(NG)LITTLE ROCK, Adams	P	2.5ESE;rd N, E	257	6	h70-BL4,6-S5-W-X	F4	P-line N.
Lonoke, Hauk	L	4.3NW;lk NE	235	1	16		Soft when wet.
(PC)MAGNOLIA	P	3 SSE	313	1	h36-BL4-S5-U	F3	
Malvern, Harlas	L	2.2WSW;rd N	275	2	26		P-line E. Unattended.
(PC)Manila	P	1.6 NE;lk 1 E	242	2	30-L4	(F1)	Ctn-wet. No bcn. Rnwy lgts dusk-midngt.
(PC)Mena, 41, NEW-MKC	P	2SE;hwy NE	1069	1	45-BL2		Unattended.
Monticello	L	2.2E;hwy S	276	2	24-(S1)	(F1)	E blkd. Ruf. Ctn-wet, weeds.
Mountain Home, DiamondBay	L	9ESE;lk W	700	1	20	F1	Ctn-rolling. Downhill N.
Nashville	L	2N;rd E	450	2	19-(S1)	(F1)	
(PC)Newport	L	6 ENE	237	4	h50-S1	F3	Use rnwys.
North Little Rock	L	4.5 N	545	1	32		
Ozark, Whitman	L	1.2NNW;hwySW	600	2	25		
Paragould, Higgins	L	0.9S;RR SW	270	2	16		P-line NE. Caution-wet.
PINE BLUFF, Grider	P	5.3SE;hwy 1N	205	2	h51-BL4-S3-W	F4	
" Toney	L	2.5N;hwy W	215	3	26		
Pocahontas	L	2SE;hwy W	280	2	38	(F1)	
Rogers	L	2.7N;hwy SE	1360	1	32		N blkd.
Russellville, Ark. Poly.	P	1.3N;hwy W	350	2	23-L4-S5-U	F3	P-line SE. Lgts E/W rnwy prior req after 2400.
(PC)Searcy	P	2.8S;hwy E	253	2	25	(F2)	Caution when wet.
Siloam Springs, Brown Univ.	P	2 W;hwy S	1183	3	25-S3	F1	
(PC)Springdale	P	0.8SSE;RR	1352	1	34-U	F1	
(PC)STUTTGART	P	7N;hwy E	224	4	h50-BL4-S5-U	F4	Use rnwys.
← " Dockery	P	1.5NNW;hwy E	210	2	24-S5	F3	N, S blkd.
(P)TEXARKANA	P	4NE;RR NW	389	2	h40-BL4,6-S3-W	F4	Use rnwys.
Texarkana, Mack's	L	4SE;RR N	390	2	18-S3		SW blkd. No storage.
(P)Walnut Ridge	P	4NE;RR SE	275	3	h50-BL4-W	F3	Use rnwys.
Warren, Griffin	L	1.5 ESE;hwy N	157	2	22		P-line WSW. Cattle on fld.
Weiner	L	2.5 S;hwy W	245	1	26		
West Memphis, Bowen	P	1.5W;hwy N	215	2	47-*L3-S5	F4	P-lines E, NE, W. Rgt tfc E, NE. Ctn-when wet.
" Farmers	P	3.2 W;hwy N	212	1	33-S5	F3	Caution when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
Lewisville, Harrison	P	0.8 NE	360	1	16-S3	F2	
Benton, Saline Co.	P	W;hwy N	358	1	26		Unattended.
Marianna	L	1 W;RR W	181	1	36-(S3)	(F1)	Caution, rnr.

h-paved runways. M-rotating lgt. L-lighting facilities. S-servicing. aw-allweather field, W-sewaged segmnts wash.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWY	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(PC)Adelanto, El Mirage	P	11WNW; lk N	2865	4	h37-S3	F3	
" Sun Hill Ranch	L	13.1NNW;hwy E	2950	1	23	F2	Rgt pat NW. No Storage. Ruf, rolling.
(PC)Adin	P	0.5 SW; hwy S	4228	1	h20		
Aguanga, Stardust Ranch	L	3.4 NW; hwy W	1750	1	20		Hill E.
Alpaugh, Crocket-Gambogy	L	7.2 NW	191	3	28		N, NW blkd.
(PC)Alturas	L	6.8 WNW	5034	1	h62		Soft shoulders.
" Mun #1	L	1 W; RR S	4391	3	h35-S1	F2	P-line NE, SW. Ant. NE.
Amboy, Conns	L	0.5NW;RR,hwy S	670	2	27		P-line SE. Rgt tfc NW. Ruf, rolling.
Antioch	P	3.0 S	191	2	25-S1	F2	W blkd; p-lines NW; hills N, S, E, W.
Apple Valley	P	0.2 N; hwy SW	2930	2	42-L4	F2	P-lines SSW.
Arbuckle, Schutz	L	3.6 NW; RR E	135	1	25		P-lines E. Rolling. Soft when wet.
(P)ARCATA	P	7.6NNW;oceanW	217	2	h60-BL4,6,7-S5-W	F4	Rgt tfc rnwys 13 & 19
Artois, Varney	L	1.2 NW; hwy E	175	1	20		N blkd.
(PC)Auburn	P	3.8 N; hwy 1W	1523	2	31-BL2-S5	F2	
Avenal	L	0.3 W; hwy NE	790	3	32-*L4-S1	F2	P-line N. Rgt tfc E, S, SE. Soft when wet. Electric ear.
Bakersfield	P	2.8 S; hwy W	378	1	h30	F3	CLOSED - Sat, Sun.
(P) " KERN CO. #1	P	4.4NNW; RR W	515	3	h59-BL4,6-S5-W	F4	TV antenna E, SE, S.
(PC)Banning	P	1 SE; RR N	2190	1	h52-BL4-S5-U	F2	
Barstow	P	1.8 N; hwy S	2157	3	28-L4	F2	P-line N; hill NNE. Rgt tfc E.
Beckwourth	P	1.2 E; RR SW	4900	2	h35-*L1-S5	F3	Lgts summer months. P-line SW.
Benicia-Air Harbor	L	2.9WNW; hwy E	17	2	19		SSE blkd; p-line ESE. Rgt tfc NE. Horses on fld. Soft when wet.
Bieber	L	1 NE; hwy S	4158	2	30		P-line ENE. Soft when wet.
Big Bear City, Big Bear	L	0.5 NW; hwy S	6750	1	37		Use at own risk. Hills N, S. Rgt tfc E. Caution-ruf, hazardous.
(PC)Bishop	P	1.8ENE; riv E	4121	3	h75-BL4-S5-W-U	F4	
Blue Canyon, 13, SFO-SLC	P	1.1NNE;hwyNW	5284	1	34-B-W		P-line NNW. Rolling.
(P)BLYTHE, 21, LAX-PHX	P	7 W; hwys S	397	4	h69-BL4-S5-W	F4	
" Heron	P	1.2 E; hwy N	265	1	h25-L4-S5	F3	P-lines N.
" Skyway	L	13.5 W; hwy S	565	2	18		Ruf.
Borrego-Air Ranch	L	3.5 SE; hwy S	575	2	h25		Soft, ruf, rolling.
" Ensign Ranch	L	1.5 SSW	560	1	22		
(PC) " -Valley-San Diego Co.	P	1.6 E	520	1	h35	F2	Use rnwy.
Boron	L	3.4 NNW	2550	2	27		P-line E.
Boulder Creek	L	3 NW; rd W	810	1	28		SSE, NNW blkd. Use caution.
Boulevard, 33 Ranch	L	2.5 N	3625	1	25	(F1)	Rolling.
Brawley	P	1.3 NE; rd E	-120	3	h30-S5	F2	P-lines SE, E blkd.
" O'Connell Bros	P	1.4SW; hwy W	-100	1	23-S5	F2	P-line W. Use strip.
(PC)Bridgeport, Bryant	L	0.3NNE; lk N,W	6465	1	31		P-lines, S, W. Ctn-weeds.
(P) BURBANK, Lockheed Air Terminal	P	3.5WNW; RR S	764	2	h60-BL4,6,7-S5-W	F5	Fee when no 2-way rdo. Rgt tfc rnwys 7, 15. 925' ext on rnwy 15 avail for take-offs only. P-lines 1 mi W.
Buttonwillow-Kern Co. #15	L	1 NNE;canal SW	271	1	h27-(S1)		P-line SE.
" Mirasol	L	2 S; hwy W	275	1	17	F1	
Calexico	P	1.2 W; riv N	SL	2	36-S1	F3	Rgt tfc W, NW. E end ruf. ARPT OF ENTRY.
Calimesa	L	2.5SSE;hwys E	2250	1	17		P-line W.
Calipatria	L	0.5WNW;hwy S	-180	3	40-(S1)	(F2)	ENE, SE, WSW, NW blkd.
Calistoga	P	0.2 ENE; RR S	365	1	h28-S5	F2	Rft tfc WNW. P-line WNW.
Camarillo, Conejo Valley	L	9.5 ESE; hwy N	750	1	26		Hills ESE. Rgt tfc to WNW.
" McMahan	L	9.5 SE	1000	1	h22		Surrounded by mtns.
Carlsbad	P	2 ENE	300	1	17-L4-S1	F2	Rgt tfc NNW.
Carpinteria, Parsons	P	2.1 ESE; RR SW	220	1	20-S1	F2	Rgt tfc W. Minor rprs avail in emergency.
CATALINA ISLAND, Catalina	L	7 NW of Avalon	1560	1	h32		LANDING PROHIBITED. Ctn-sharp drop off both ends.
(PC)Cedarville	L	1.5 N; hwy W	4610	1	h36		
Chester	P	1.5SSW;hwy NW	4525	2	53-S5	F2	ENE, SSE, WSW blkd.
(AF)CHICO	P	5 N; hwy E	237	1	h61-BL4-S5-U-W	F4	Rgt tfc to SSE.
" Patrick	L	2.7SE;RR,hwy E	201	1	29		
" Ranchaero	P	2.2WSW;hwyNE	173	1	22-*L4-S5-U	F2	
(PC)Chino, Pacific Airmotive	P	4.5 SE	625	3	h62		Rgt tfc to E, NE. Ctn F86 & C47 acft operg in vcnty. Taxiing on rnwys.
Chowchilla	L	0.8SE; RR NE	240	1	h17	(F1)	Rgt tfc NW.
Clarksburg, Borges-Clarksburg	P	2.4NNE;riv SE	12	1	20-S5	F2	ESE blkd.
Coalinga	P	1 N; hwy E	714	2	h52-BL4-S1	F2	
(PC)Columbia	P	1 WSW;riv W	2112	2	h32-BL4-S1	F2	Rgt tfc to SE. Surd by hills.
Colusa	L	1.2 SW; hwy N	47	1	28-(S3)	(F2)	P-line SSE.
" Davis Dusters	L	2.2WSW; hwy S	45	1	15		P-line SE. Soft when wet.
" U. S. Fish & Wild Life	L	2.2 SW; hwy N	45	1	23		CLOSED WINTERS. N, S blkd. Soft - wet.
C. mpton	P	1.5SW;hwysE,W	97	3	h20-BL1-S5	F3	Rgt tfc E. 3500' strip avail. W blkd.
(PC)Concord, Buchanan	P	1.5NW;hwys N,S	22	3	h50-BL4-S5-U	F3	P-line WSW. Rgt tfc rnwys 14 & 19
Corcoran	P	2.0 W hwy S	197	1	37-B-S1-U	F2	P-line NW. Ctn - weeds.
" Salyer	L	1.2SE;RR,hwy W	205	1	29-L*13-(S1)	(F3)	Twr NNW.

AIRPORT NAME	TYP	LOCATION	ELEV	NO RN	FACILITIES	FL OC	
CALIFORNIA							
(PC) Corning	P	1.3NE; hwy W	299	1	24-B	F2	
Coso Junction	L	0.2 N; hwy E	3380	2	26		E/W strip under const.
Cotati, Waldo Rohnert Co	L	0.6 NE; RR E	117	1	h18		P-line ESE.
Covelo, Round Valley	L	0.7 SW; crk NE	1418	2	30		Hill WNW. Caution - wet.
Coyote Wells, Miller's	L	3.9 WSW	825	1	12	F1	
(P) CRESCENT CITY, Del Norte County	P	2.5 NW;ocean W	56	2	h50-BL4-S2-W	F2	
Creston	L	1.5SSW	1200	2	18		SSW blkd.
(PC)Culver City, Hughes	L	3.6 SSW; RR N	22	1	h68-*L		9100' strip avail. Clsd to trans acft xcpt emerg or prior req. P-line NE. 2-way rdo rqrd. Bluff S.
Daggett 13, LAX-AMA	P	5 E; RR S	1927	2	h64-BL2-W		
Daggett, Gentry	P	0.6 N	2000	1	32-S3	F2	
Darwin	L	0.6 W; hwy 1 NE	4730	1	17		Rolling.
Davis, State Forestry	L	3 E; RR N	28	1	23		Soft when wet. Caution - holes.
" University	P	2.4WSW; crk S	65	3	h36-B-S5-U	F2	SSW blkd; p-line NNW.
Death Valley, Amargosa	L	0.7 W; hwys E,N	2037	1	23		Rgt tfc N.
(PC)Delano-Kern Co. #3	P	1.5SE;RR,hwy W	316	1	h60-BL4-S1	F2	Use rnwys.
(PC)DEL MAR	P	1.1NNE;riv NW	11	1	h32-L4-S3	F2	Rgt tfc W. Unlgtd p-lines E, W.
Desert Center, 17, LAX-PHX	P	4.5NE; hwy NW	550	2	h50-BL4		
Dinuba, Alta	P	4.5 E; RR S	360	1	33-L4-S5	F2	P-line NNW. Major eng. repairs only.
Dixon	L	1.8 NNE;hwyNW	65	1	19		NE blkd. Soft when wet.
(PC)Dorris, Butte Valley	L	6 SSW; RR E	4238	1	23		
Dos Palos, Eagle	P	7 SSW; canal S	158	1	23-L4	F2	Ctn-weeds, holes
" Gallison's Dos Palos	L	1.6 S	117	1	29		Soft when wet.
(PC)Dunsmuir, Mott, 25B, FSO-SEA	P	3.7 N; hwy W	3256	1	28-L2-S1	F3	Clsd. winters. P-line WNW. Rgt tfc SSE.
Durham, Leonard	L	2.5 S; hwy E	135	1	13		P-line NE.
Edna, Weir's	L	1.8SE; hwy SW	275	1	16		
El Monte, El Monte-L.A.	P	1 NNE	300	2	h25-BL3,4-S5-U	F4	Rft tfc SW.
Elsinore	L	1 SSE; lk SW	1256	2	32		P-line N; hill W. Soft when wet.
(PC)Eureka	L	2 W	20	1	h24-S5	F2	
" -County	P	3.6 ENE; hwy N	5	2	h22-S5	F2	Rgt tfc NNW, W.
Exeter, Pruner	L	3 SSW; hwy E	340	1	24-*L4		
Fair Oaks-Phoenix	P	3.5ENE;riv E,S	270	1	23-*L4-S3	F2	Rgt tfc to NNE.
(PC)Fall River Mills	P	1 N; hwy E	3300	1	h33-L4	F2	
Famoso, Poso-Kern Co #16	L	4 E; hwy N	645	aw	h45		Unattended.
Fontana	L	3.5NNW; hwy N	1485	2	h23		South E/W rnwy clsd.
Foresthill, Cedar Springs	L	9.9 ENE	4280	1	15-S3	F1	
(PC)Fort Bidwell	L	0.7 N; lk S	4740	1	39		Use easterly tfc pat. Ctn-soft.
" White	L	1 NNE; riv S	72	1	18	F1	SE, NW blkd.
(PC)Fort Jones, Scott Valley	P	3.5 SSW; rd E	2728	1	38	(F2)	Surd by mtns.
(P) Fortuna, Rohnerville	P	3.3 SSE; rd E	390	1	h40-BL4-S5-U	F2	Rgt tfc rnwy 11.
(PC)Franklin	L	5.5 SSE; RR W	21	4	h38		
Fresno, Belmont	L	6 W	265	2	26		CLOSED. SSE, ESE, NNW blkd.
(NG) " -AIR TERMINAL	P	4.8 NE; RR S,E	331	2	h71-BL4,6,7-S5-W	F4	Rft tfc rnwys 11 & 7. Jet barriers 11 & 29. Use rnwys.
(PC) " -Chandler	P	1.8 W; hwy S	277	1	h40-BL2,4-S5	F3	Rgt tfc rnwy 11. Pools water on rnwys after rain.
" Furlong	P	6.5NW;canal NE	300	1	25-S5	F2	P-lines NNW.
" Sierra Sky Park	L	9 NW; riv N	325	1	32-*L	F2	Hi-voltage p-line SE end strip, unlgtd, SE blkd.
(PC)Fullerton	P	3.0 W;hwy S,N	93	1	21-BL4-S5	F3	w/caution. Entire fld clsd to hvy multi-eng acft. N 1200' clsd, hazard mrkd, S4500' open lgt acft day
Furnace Creek	L	2.0 NW	-211	1	h45		
(PC)Garberville	P	1.5 SW; riv SE	545	1	22-S5	F2	Rgt tfc NNE. Soft when wet.
Gasquet	L	1 W; hwy S	390	1	26		Hill WSW. Caution-road materials S side.
Glendale, Grand Central Air Terminal	P	2.2 NW; RR NE	477	2	h37-L4-S5	F4	Clsd to acft without rdo rcvr. Rgt tfc SE. NW/SE strip not maintd.
Glen Ivy Hot Springs	L	0.2 N; hwy E	1200	1	19		Mtns S. Rolling
Grass Valley	L	0.8 W; hwy N	2600	1	18	F2	Rgt tfc strip 27. P-line WNW. Rolling.
" Loma Rica	P	2.7 E	3140	1	42	80	
Grimes, Farnsworth	L	3.6 NW; hwy E	50	1	20		
" Thayer Bros	L	1.3WNW;hwy NE	54	1	18		Ravine NW end.
Gustine	L	2.2 E; hwy NW	120	2	23		
(PC)HALF MOON BAY	P	5.5 NW; hwy NE	64	1	h50-BL4-S1-U	F4	Rgt tfc SE.
(PC)Hanford	P	1.2 SE; hwy S	245	1	h22-S1	F2	Rgt tfc to NNW.
(PC)Happy Camp	P	0.5 W; hwy S	1208	1	34		Unattended
Havasu Lndg, Bolam	L	0.5 N; lk E	490	1	15	F1	Lnd WSW. Rolling. Use strip. Ctn-washes.
Hawes Aux #1	L	1.5 SSW; hwy N	2319	4	h56		
(PC)Hawthorne	P	1.2 E; RR S	64	1	h50-BL4-S5	F4	Rgt tfc E. P-line W. 2-way rdo rqrd.
Hayfork	L	1.2 E; rd W	2361	1	30		Mtns E.
(NG)Hayward	P	2 WSW; RR W	46	3	h52-BL4-S5-U-W	F4	Rgt tfc ENE, ESE, Rnwy 10R-28L reserved for acft with cruising speed greater than 130 mph. Rnwy 10L-28R reserved for acft with cruising speed less than 130 mph.
Healdsburg, Alexander Valley	L	3.7 ENE; riv E	180	1	19-S1	F1	SE blkd. Rgt tfc NW.
" Norton Sky Rch	L	5.2 NNW; RR 2 E	225	1	23		

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail. F - fuel octane. → new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					CALIFORNIA		
Helendale	L	6.5 NNE	2509	4	h56		
(PC)Hemet, Ryan	P	2.5WSW;RR SE	1502	2	h23-BL4-S5	F2	5000' strip avail. WSW blkd. Ctn-weeds.
Herald, Bottimore Bros.	L	1 NNW; RRSSE	70	1	30		P-line E.
(PC)Hollister	P	2.9 N; hwy E	229	2	h43-BL4-S5	F2	
Holtville Aux.	P	13.5 E	110	1	h40		Closed
" McKim Ranch	L	5 NW; riv E	-85	1	26		P-line E.
Honcut, Cloddy	L	0.2 E; RR W	105	1	14		S blkd. Soft-wet. Drop N end.
(P)IMPERIAL-COUNTY	P	1 S; hwy E	-58	1	h44-BL4-S5	F3	NNW blkd.
(PC) Independence, Inyo Co	L	6 SSE; hwy W	3835	2	h50-*L2,4		
(PC)Inyokern-Kern Co. #8	P	1.1WNW;RR E	2426	3	h73-BL4-S5	80	Ctn using lgts.
(PC)Jackson, Amador Co	P	2.5 NW; hwy S	1711	1	h20-B*L4-S5-U	F2	
(PC)Jacumba	L	1.3 E; hwy N	2810	1	24		W end soft. Mtns, E. Rolling.
Jolon, Roth	L	6.7 ESE	1160	3	15		
Joshua Tree, Giant Rock	P	14.5 NNW	2820	1	56-S3	F2	No storage.
Kerman, Bland	L	2 SE; RR N	222	1	18		
Kernville-Kern Co #13	L	2 S; riv W	2575	1	h30		Soft.
(PC)King City	P	1.5NNE; RR W	370	1	h45-*L2-S3	F2	Embank WNW.
" Montgomery Corp	L	5 N; RR W	400	1	h20		SE blkd. Rolling.
Klamath, McBeth	L	2.5 ESE;riv SW	60	1	21		Surd by mtns. Soft when wet.
Knights Lndg, Sweetser	P	1.8NNE;riv S,W	25	1	h16-S5	F3	
Lake Hughes, Neenach Rch	L	11.8NW; hwy S	2975	1	19		
(PC)Lakeport, Lampson	P	4SSE; rd E	1380	1	35-S5	F2	Mtn WNW. Ruf.
LaMesa	P	4.2SE;hwy 1.2N	480	1	18-S5-U	F3	Hills ENE. Rgt tfc WSW.
" La Presa	P	4 S; rd W	275	2	22-S5-U	F3	P-line SSE. E/W rolling. Rgt tfc ESE.
Lancaster, Quartz Hill	P	5.2 SW	2470	3	26-*L4	F2	N/W blkd. P-line W, SW. Soft in spots.
" Waldrip	L	2 NNE; RR W	2335	1	19		
(PC)Lemoore	L	9 SW; hwy N	245	3	h61-S5		SE 1900' NW/SE rnwy ruf-weeds.
" Machado Field	L	1.2 N; hwy S	223	1	14		Ctn-weeds on strip.
Lenwood, Riley	L	1.8SW;hwy NW	2350	3	31-*L4-(S1)		Soft. Weeds on N/S strip.
(PC)Lincoln	L	3.6WNW;hwy S	120	4	h38	(F2)	
(PC)LITTLE RIV, Mendocino Co.	P	2.5SE;hwy 1.5W	572	1	h52-B*L4-S1-W	F2	
Live Oak, Bowles	P	1.5NW; hwy E	72	1	16-S5	F2	Use strip.
" Lomo	L	3.6SSE; RR W	65	1	18		N, S blkd. Caution-weeds.
Livermore-Sky Ranch	P	1.2WNW;hwy NE	448	2	40-B*L4-S5-U	F4	NE blkd.
Lodi	P	4.5SW; hwy E	25	1	28-S5	F2	P-line E.
" Lind's	P	4.8 N; hwy E	58	1	30-S3	F2	Maintain high apch over 60' P-line E. W blkd.
(PC)Lompoc	P	0.6N; riv l N	94	2	23	F2	Rgt tfc W, NW. 800 x 1000' mat avail - use with caution.
Lone Pine	P	0.8 S; hwy W	3700	2	26-S3	F3	NW blkd.
(AF)LONG BEACH	P	3 NE	56	5	h62-BL4,5,6-S5-W	F4	Rgt tfc rnwy 7R lgt acft. Rgt tfc rnwys 25, 25R, 30, 34. Unlgtd derricks W of rnwy 7R. P-line W. N 800' rnwy 16L perm clsd.
(P)LOS ANGELES, Intn'l	P	9.5 SW; RR E	126	3	h85-BL4-7a-S5-W	F4 F3	2-way rdo rqrd. Rgt tfc N. Use paved areas only
(PC)Los Banos	P	1.2 W;hwy S	119	1	h20-S1	F2	P-line SSE.
(PC)Lost Hills Kern Co. #9	L	0.6 NE;hwys S,W	285	1	h63		
" Blackwells Corner	L	10.5W; hwy E	650	1	35		P-line E.
Lucerne Valley, Double J Rch.	L	7 E; lk 2.2 NW	2955	1	20		CLOSED. Use at own risk. Soft.
(PC)Madera	P	3.5WNW; hwy E	253	2	h45-BL4-S1	F2	
Mammoth Lakes, Arcularius Ranch	L	8.8 NNE	7100	1	58		Mtns N, S, W. Open May-Oct.
" Long Valley	L	7.2 E; hwy S	7120	1	43		Mtns WNW. Rolling. Clsd Dec-April.
Maricopa, Sunset	L	3.1 NE; RR SW	520	3	21-*L4		Use at own risk. 6' wash E
Mariposa	L	4.5WNW; rd S	2250	1	20-*L2	(F2)	Tfc pat SSW.
Martinez	L	0.8 N; bay N	6	1	16-(S5)	(80)	E apch dangerous-twrs and p-lines. Tfc to N. Hill W.
(P)MARYSVILLE, YUBA CO.	P	3.2 SSE; RR W	63	2	h60-BL4-S5-W	F2	
(P)MERCED	P	1.6SW;hwy 1 NE	155	2	h47-BL4-S5	F4	
Meridian, Moroni	L	4.2 SE	59	1	h18-*L2		
" Sanborn Bros.	L	2.7 SSE;riv W	40	1	14		
Middletown, Larry's	L	2.5WNW;hwy SW	1200	1	17		Cattle on field.
Midland	L	1 S; RR NE	940	2	18		Rolling. Hill NW.
(PC)MODESTO	P	2.2 ESE; riv S	96	1	h41-BL4-S5	F4	Rgt tfc to NW.
Montague	P	1 W; hwy S	2527	2	37-B*L2	F2	
(P) " SISKIYOU COUNTY	P	4.3 NE; RR W	2651	2	h75-BL4-W	F3	Minor eng repairs only.
(N)MONTEREY PENINSULA	P	3.4ESE;bay NW	220	2	h50-BL4-S5-W	F4	Rgt tfc rnwys 24, 28.
Moorpark, Everett Rch	L	2.8 SE; hwy W	645	1	17		P-line across W end. Lnd W on 450' extn.
Moreno, Rancho	L	1.5 E	1600	1	17		
Morgan Hill	L	1.4 N; RR SW	375	1	24		P-line NW.
Morro Bay, Sky Lawn	L	1.6 E; hwy S	75	1	17-(S1)		Ruf, rolling.
Morrison-Mc Murtrie	L	5.1 N; RR E	1182	1	18		P-line E.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					CALIFORNIA		
Napa Stewart	L	2 S; hwy W	6	1	20		Cattle on fld. Ruf spots.
National City	P	1.1SSE; riv S	8	2	23-L1-S5	F2	NNE/SSW strip soft. Rgt tfc to NNE.
(P)Needles, 25A, LAX-AMA	P	5.5S; hwy E	990	2	h58-BL4-W	F4	
" Riverview	P	1.7 SSE	635	2	25-L4-S1	F2	NE blkd.
Nevada City	L	1.5NW;rds S,E	3060	2	26-(S5)	(80)	No storage. NW blkd. Rolling. Soft-wet.
New Cuyama	L	0.4 S; hwy N	2225	1	40		
Novato, Marin County	P	2.6NNE;RR W	1	2	30-S5	F2	Soft when wet. Ctn-high weeds.
Oakdale	P	1.8ESE; RR N	180	2	24-S5	F2	Unattended Tues. Hills ESE, SE.
(N)OAKLAND, Metropolitan Oakland International	P	5 S; hwy 2 NE	5	3	h62-BL6,7-S5-W-X	F4	Channel clsd to seaplanes, vessels moored in channel. Large acft use concrete taxiways. Naval activity 0800-sunset and 2 hrs req prior sunset.
Oak View, Casitas	L	1.4WNW;hwy N	500	1	11		DANGEROUS-SHORT FLD.
Oceanside	P	1.8 NNE;riv N	29	1	25-L1-S3	F2	Rgt tfc W. Use strip.
Ojai, Henderson	L	3.5WSW;RR E	600	1	18-(S3)	(F1)	Rgt tfc SSW.
Olancha	L	0.5 E; hwy W	3648	2	20		W blkd.
" Grant Airfield	L	10 WSW; riv W	8000	2	29		Clsd winters. FEE. Lnd, take-off S on N/S strip.
" Grant's	P	1.8 SSE;hwy E	3700	3	31	F3	Rolling.
" Monache Meadow USFS	L	10.8WSW;riv E	8000	1	25		
" Tunnel USFS	L	16.5WNW;riv S	9100	1	18		Land and take-off to SW.
(NG)ONTARIO-International	P	1.5E; RR N,S	952	2	h70-BL4-6-S5-W	F4	Rgt tfc rnwys 3,7
Orland, Circle M Ranch	L	4 SW	240	1	17		
" Haigh	L	3.2 ESE	220	aw	h30-(S3)	(F1)	No storage. SW corner used by farmers.
" Kirkwood	L	4.8NE; RR S	220	aw	30		INACTIVE.
Orleans-Forest	L	0.5 W; riv S	418	1	21		N blkd. Rolling. Use with caution.
(PC)OROVILLE	P	3 SW; hwy N	199	2	h60-BL4-S3	F2	Ctn-rnwys humpy.
Oxnard, Broome Ranch	L	8 SE	15	1	10	F4	Ctn-ditch and p-line parallel SSE strip. Hill WSW.
(PC) " -VENTURA COUNTY	P	1.1 W; hwy E	43	2	h45-BL4-S5-W	F4	Ctn-hi performance jet acft operg in ctl zone.
(P)PALMDALE, Air Force Plant 42		Airport now Air Force Installation.					
Palm Desert	L	1.2 NW;hwy SW	215	2	30	F1	W blkd. E end E/W strip soft.
(PC)PALM SPRINGS	P	2.5E;dry riv NE	448	2	h70-BL4-S5-U	F4	Rgt tfc N and NW.
(PC)Palo Alto	P	2 ENE; bay l E	2	1	h25-S5-U	F3	Ant. SSE; p-line S, WNW.
Parlier, Paiva Inter City	L	1.5 WSW	330	1	18		NW blkd. Ctn-holes. Use strip.
(P)Paso Robles-COUNTY	P	4.5NE;hwy 1.5 S	835	2	h47-BL4-S1-W	F4	
Patterson	P	2.2 W; rd S	168	1	26-S5	F2	Rgt tfc strip 34. Windmill NE.
Petaluma-Sky Ranch	P	2.3 NE; rd NW	78	1	h21-*L1-S5-U	F2	
(PC)Pismo Beach-San Luis Obispo Co.	P	2.7 SSE;RR E	14	1	h28-L2-S1-U	F1	
(PC) Pixley	L	1.2 SW; hwy E	260	1	h20-(S1)		
Placerville, El Dorado Co.	L	1.5ESE;hwy 1N	2595	2	29-BL4		Downdrafts.
Pleasant Grove, Scheidel	L	3.5 SSE	64	1	25		SSE blkd. Soft when wet.
Poe	L	0.2 NW; hwy S	1850	1	40		Use strip. P-line each end - ruf. E end soft.
(PC)Point Arena-Hotel	L	2 NW; hwy E	80	1	13		Ruf.
Pomona Brackett	P	3 NW;hwys N, E	985	1	24-S5	F3	Rgt tfc E.
(PC)Porterville	P	3 SW; hwy l N	444	2	h60-BL4-S3-U	F3	Lgts by elec ear.
Potter Valley, Hessman	L	4 NE	1500	1	20		Take-off NW.
(PC)Quincy, Gansner	P	0.5 N; hwy W	3415	1	h31-*L4-S3	F2	Surd by mtns. Tfc pat N.
(PC)Ramona	P	2.6WSW;hwy SE	1393	1	h40-L4-S1	F2	
Ravendale	L	0.2 N; RR SW	5300	2	37		Slippery when wet. Cattle on fld.
(P)RED BLUFF, Bidwell	P	1.7SSW; crk N,S	354	2	h40-BL4-S5-W	F4	Lgts on req after 2400.
(PC)REDDING	P	7.5 SE; rd W	500	2	h60-B*L4-S3-W	F3	
" Benton Air Park	P	1.1 WSW	719	1	h25-BL2-S5	F3	Rgt tfc S. Ruf.
" Sky Ranch	L	5 S; canal E, N	486	2	29-S5	F2	Unattended.
Redlands, Flying Inn-Redlands	L	3 NE; RR E	1574	1	26-L4-S3	F2	Rgt tfc E. Lgts on req after 2400. Rolling.
Reedley, Great Western	P	5 N; RR W	381	1	22	F2	Rolling. Rgt tfc N, avoid fgt over school.
Rialto, Miro-Fontana	L	2.5NW; crk N	1435	1	25		CLSD-HAZARDOUS. Rolling. P-line ENE.
" Morrow	P	1.8 S; hwy S	1100	1	h32-S5	F2	P-line ENE, WSW.
Richvale	L	1.5 WNW; RR E	112	1	25		
" LaMalfa	L	3 ENE; hwy S	115	1	20		P-line SSE. Soft when wet.
Ridgecrest, Davis	P	0.5SSW; hwy E	2300	2	26-S1	F3	P-line ENE.
Rio Vista Mun	P	1 NW	46	2	22-S3	80	
Riverside, FlaBob	P	2.3WNW;riv SE	760	2	h20-L4-S5	F4	3700' strip avail.
RIVERSIDE	P	4.5WSW; RR W	790	2	h46-BL4-S5	87	Rolling.
Robbins, Lampson's	L	0.4 W; hwy E	35	1	22		P-line SSE.
Robles del Rio, Carmel Valley	L	1 N; rd S	450	1	h18		Use rnwys.
Rosamond	P	3 NW	2435	1	26-S3	F2	No storage.
" White oaks	L	19 WNW	4100	1	36		Mtns N.
Rutherford Inglenook Rch	L	1.5WNW;rd NW	190	1	17		Hill NW.
(P)SACRAMENTO	P	3.5SSW; RR W	21	2	h60-BL4,6-S5-W	F4	
" Capitol Sky Park	P	3.6WNW;RR N	19	1	30-S5	F3	Use strip.
" Jensen	P	4SSW; RR W	33	1	17-S5	F3	Rgt tfc E. Rolling. Soft-wet. E blkd.
Ben Hogan	P	2.5NNW;RR W	17	1	17-S5	F3	Rgt tfc E. Rolling. Soft-wet. E blkd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. RNWY	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
CALIFORNIA							
(P)SALINAS	P	2.8 ESE; RRSW	84	3	h50-BL4-S5-W	F4	
San Andreas, Calaveras	P	0.5 SE	1200	1	h20-*L4-S3	F2	No storage.
San Ardo	L	0.5 NW	450	1	20		
San Bernardino	P	4.7NNW;RR W	1455	1	46-BL4-S5	F2	Rgt tfc N.
" Tri-City	P	3.3 SSE; riv N	1040	3	32-BL4-S5	F3	P-lines S, SE. Rgt tfc E, S. 2700' of E/W strip lgtd.
San Carlos-San Mateo Co	P	1 NNE	4	1	h25-L2-S1-U	F2	6' levee S. Clsd to DC-3 and heavier.
(P)SAN DIEGO, Lindbergh	P	2 W; bays S, W	15	2	h81-BL4,6-S5-W	F4	P-line ESE. Rgt tfc rnways 27, 31. ARPT OF ENTRY. Jet barrier overrun area rnwy 27.
(PC) " Montgomery	P	7 NNE; hwy W	423	2	h34-BL4-S5-U	F2	Rgt tfc rnways 5, 10.
(PC) " San Diego County (Gillespie)	P	12 ENE; hwy E	385	2	h54-BL4-S5-U-W	F2	Rgt tfc ESE.
San Fernando	P	1.5 E; hwy 1 SW	1168	1	24-S5	F2	Rgt tfc to NNE. P-line NNE.
" Whiteman	P	2 SE; RR SW	1033	2	38	F4	P-lines NE,S,SW.Rgt tfc NNE.
(P)SAN FRANCISCO INTNL	P	9 SSE; bay E	11	4	h89-BL4,6,7-W	F4	2-way rdo rqrd. Use paved areas only.
Sanger, Wonder Valley	L	15.3 NE; rd S	630	1	25		Rd crosses strip. Tfc pat. NE. Surd by mtns. Cattle on fld.
San Jose	P	3.4 E; rd W	114	1	h26-S5	F2	Rgt tfc SE.
(PC) " MUNICIPAL	P	2 NW; RR SW	62	1	h45-BL4-S5-U	F4	
" Reid's Hillview	P	4 E; rd NW, SE	134	1	h27-L2	F2	Tfc pat E.
San Luis Obispo, State Polytechnic College	L	1.9 N;RR SW	343	1	27		Soft-wet. Tfc pat SW. Mtns NNE. Livestock on fld. Use at own risk.
(PC) " County	P	3 SSE; hwy E	209	2	h40-B*L4-S5	F2	P-line E.
← San Marcos, Valley	P	1 W; RR N	550	1	20-S1	F2	Rgt tfc N. Caution weeds on strip. Soft when wet.
← San Rafael, San Francisco Bay	P	1.5 ESE;hwy W	2	1	h18-S5-U	F2	All apchs should be made S of fld to avoid residential area.
San Simeon, Hearst	L	1.3 NNW	200	1	h43		Use rnwy. Bank NE side.
(PC)SANTA ANA, Orange Co.	P	5 S; hwy N	54	1	h48-BL4-S5	F4	
(P)SANTA BARBARA	P	8.1 W; RR N	14	5	h47-BL4,6-S5-W	F4	Unlgtd 330' overrun on apch end rnwy 25.
Santa Cruz-Sky Park	P	5.3 N; hwy E	500	1	22-S5	F2	Hill NW. Rgt tfc SE.
Santa Maria, Machado	P	2.2 N; riv N	230	1	27	F2	W blkd.
(PC)SANTA MARIA-PUBLIC	P	4.2 SSW; hwy E	259	2	h57-BL4-S3-U-W	F3	
(P)Santa Monica	P	2.6 ESE; rd E	175	1	h50-BL4-S5	F4	2-way rdo rqrd. Rgt tfc rnwy 3.
← Santa Paula	P	In City (S)	240	1	21-S5	F2	Ctn hi TV ant. Rgt tfc to E rnwy.
(PC) Santa Rosa, SONOMA CO	P	7 NW; RR I E	125	2	h50-BL4-S5-U-W	F4	
← Santa Susana	P	0.5 S; RR N	965	1	18-S5	F1	W blkd; hills S,E Rgt tfc to W rnwy Ctn-weeds,ruf
(PC)Santa Ynez	L	0.9 ESE;hwy N	643	1	h20	F1)	1000' dirt overrun W end, 400' dirt overrun E end.
" Crawford	L	4.1ESE; hwy S	570	1	22-U		Ctn-weeds, ruf.
Seigler Springs, Hoberg	L	0.8ESE; rdsE,N	2150	1	53		1800' SSE end strip unusable winter mos-mrkd. Unattended.
(PC)Shafter-Kern Co. #14	L	5 E; RR E	425	3	h45-S5	F2	Rgt tfc rnwys 12, 16, 25.
Shelter Cove	L	0.1 W; ocean W	50	1	16		Tfc pat. to SW. Downdrafts NW. Use strip.
Shoshone	L	0.5 S; hwy W	1580	1	23		Mtns N. Rgt tfc N.
Simi, Montgomery Corp	L	1.9 SSW	925	1	21		Rolling.
Simmler, Wherling Ranch	L	7.6 SSE; lk E	2000	3	26		Use at own risk. Unusable when wet. Cattle on fld.
Sloughhouse, Van Vleck	L	8.3 ESE	178	1	h21		
← Solemint, 6 S Ranch	P	1 WNW; hwy S	1349	1	h26-S1	F2	Hi hills E. Clsd Suns - auto races. Dangerous wires W. Ctn dur NE winds
(PC)Sonora, Columbia		SEE: Columbia, Columbia Airport					
South Belridge, Belridge	L	0.8 NNW;hwyE	575	1	38		
←(P)STOCKTON	P	4 S hwy E	28	4	h54-BL6-S5-W	F4	
← " Oranges Bros.	P	5 N; RR E	17	1	h20-L4-S5-U	F2	Lgts dusk-2400.
Stovepipe Wells	P	0.5 NE;hwy S	SL	1	19	F1	Unattended. E end E/W strip ruf.
Stratford, Jones Farms	L	1.1NW; RR NE	200	1	16		
" Newton	L	2.7SSW;hwyNW	190	1	h22-U		P-line NNW.
" Rowan	L	1.7SE	200	1	19		
" Schwartz Farms	L	2.0 SE	195	1	25		
" Westlake Farms	L	6.1SW; hwy W	200	1	15		
Strathmore, Trauger	P	1.1NNE; RR E	429	1	h20-S1	F2	Ctn-weeds, loose sand.
← Sunset Beach	P	2.0 E; ocean S	30	2	19-*L2-S5	F2	6' fence end rnwy 24. P-line WSW.
Susanville	P	6.5SE;hwys adj	4146	3	32-BL2,4-S5	F3	P-line N.
Taft-Kern Co. #2	P	0.6 E; RR S	873	3	38-BL4-S3	F2	P-lines SW, WNW. Ctn-weeds on strip 7R-25L.
Tehachapi-Kern Co. #4	L	0.8 NE; RR S	3952	1	h45-(S1)	(F1)	
(P)Thermal	P	1.8SW; hwy W	-117	2	h50-BL4-S5-W	F3	Use rnwys.
Three Rivers	L	2.2NNE;rivS,W	850	1	20		SSE blkd. Soft when wet.
(PC)Torrance	P	3 SW; hwy S	95	1	h50-S5	F3	Rgt tfc rnwy 29. Twrs NE, NW.
←(PC)Tracy	P	3.5SSW; RR N	207	3	h40-S1	F2	
(PC) " New Jerusalem	L	8.5ESE; riv E	62	1	h40		E rnwy clsd-hazardous.
Tranquility	L	1.1ESE; RR S	164	1	27		SSE blkd. Soft when wet.
(PC)Trinity Center	P	0.4NNE; hwy W	2305	1	22		Tfc pat E. Surd by mtns.
Trona	P	5 NE; dry lk S	1716	1	60-B*L2	F2	Rolling.
Tulare	P	3.7SSE; hwy W	270	1	33-S1	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYP	LOCATION	ELEV	NO. RNW	FACILITIES	FUEL OCT	REMARKS
CALIFORNIA							
Tulare Moore's	L	2.2NNE;RR W	295	1	17		
(PC) " Rankin	P	6 SE	300	1	h25-S1	F2	
(PC)Tulelake	P	8 SE; hwy SW	4046	1	h35-*L2-S3	F2	
Turlock	L	4WSW;RR SW	78	1	20		Edges soft.
" -Municipal	L	9 E; hwy N, W	160	1	h33-S1	F2	
↖ Twentynine Palms, Cones	P	1.5ENE;hwy W	1900	3	14-S1	F2	Caution-sand on N/S strip.
(P)UKIAH	P	1.5S; RR E	615	1	h50-BL4-S5-W	F3	Rgt tfc N. Use rnwys only.
Upper Lake, Gravelly Valley USFS	L	20 N; lk I S	1900	2	44		NNE blkd; hills WNW. Deer on fld. Clsd Nov-Mar. Land NNE; WNW; take-off SSW, ENE.
" Polk	L	0.6SE;hwysN,W	1340	1	16		
Vacaville, Vaca-Dixon	L	5.8NE;hwy NW	65	1	23	(F2)	
Valley Center, Schafer's	L	4 E; riv SE	1500	1	10		DANGER-SHORT FIELD, W blkd. Hill E.
Ventura Arpk	P	1.7SE; RR NE	13	1	h24	F2	Rgt tfc SE.
(PC)VISALIA	P	5 W; RR W	292	1	h53-BL4-S1	F3	
" Green Acres	P	1.8WNW; RR S	317	1	28-S1	F2	P-line WNW.
" Piepgrass Bros.	L	3.7NNW;riv S	320	1	20		CLOSED.
Walnut Grove	P	2.4SW;riv W	SL	1	26	F2	P-line E.
Warner Springs	L	2.4W; hwy N	2875	1	35		
Wasco-Kern County #5	L	2 NNW; rd E	313	2	35-(S1)	(F3)	Ctn-holes.
(PC)WATSONVILLE	P	2.6NW; hwy S	160	2	h45-*L4-S5	F2	Ben prior req.
Weaverville	L	1 SSE; hwy E	2300	2	21	(F1)	Mtns S. Soft-wet. Use NNW/SSE strip in emerg only.
Weed, Jackson Ranch	L	3.7 NW	2975	1	33		Ruf.
Westmoreland, Salton Sea USAEC	L	15.8NW;Sea adj	-152	2	51		CLOSED, except on ofl bus.
Westwood	L	1.5 W; hwy N	5100	1	h31		
Wheeler Ridge, Junction	L	4.2NNW;hwyW	546	1	24		SSE blkd.
Williams, Dalton	P	1.3NE; RR SW	68	1	25-S1	F2	P-line S.
Willits	L	1.3ENE; rd S	1356	1	18	(F2)	P-line W. Slippery when wet. Rgt tfc strip 25.
Willows, Nolta's	L	4 N; hwy E	140	1	19		NW blkd.
" U.S. Fish & Wild Life	L	6.6 S; RR W	90	1	20		Soft when wet.
" Glenn County	P	1.3WSW; hwy N	139	2	h45-*L2,4-S5	F3	
(PC)Winters Flight Strip	L	7.5ENE; hwy W	98	1	h60		
Woodland	L	3 SE; rd S, W	30	2	27		Soft when wet.
" Watts	P	3.5 W; hwy E	121	1	h27-*L1-S5	F2	P-line ESE. 3400' strip avail.E/W strip perm clsd.
(PC)Yuba City, Sutter County	P	0.6 SE; riv E	58	1	h20-S5	F2	Rgt tfc rnwy 35. 440' extension N.
Yucaipa, Lincoln	L	2.1 W; hwys SW	2350	2	22		P-line WSW.
NEW AIRPORTS (or airports out of alphabetical order)							
Upland, Cable	P	1.8 ENE;hwy S	1450	3	h21-*L4-S5	F3	ENE blkd. 3350' strip avail. Ben prior req
Vacaville, Nut Tree	P	1 NE	112	1	h19-U	F2	Rgt tfc rnwy 19
(NG)Van Nuys	P	4 NW	799	2	h60-BL4-S5	F4	2-way rdo rqrd. Rft tfc rnwys 26, 34.
Fremont, Center Fld.	L	2.1SSE;hwy N,W	40	1	20-(S1)	(F2)	P-line WNW.Atnd wk ends only.
Escalon, Thornton	P	3 N	110	1	25	80	P-line E.
← Mendota	L	E	174	1	23		3' fence each end rnwy
COLORADO							
Akron, Ward	P	0.7 N	4600	1	28-*L4-S1	F2	P-line S, E.
" 9, DEN-GRI	P	4.2 SE	4585	2	52-BL2-W		P-line E. Ruf
(PC) ALAMOSA	P	2S; riv 1.5NE	7535	2	h59-BL4-S1-W	F3	Unlgtd 1120' overrun
'Kramer	P	3 WNW; RR N	7550	2	52-*L4-S5	F2	NE blkd.Soft edges, ends on NE/SW strip
Aspen	L	3.5 NW;RR E	7800	1	52		
(PC) Boulder	P	3ENE;bet RRs	5350	4	42-L4-S5-U	F3	
Burlington	P	0.5W; RR S	4160	4	38-S1	F1	S, SE blkd; p-lines N, NE, NW.
(PC) Canon City, Fremont County	L	6.9 E; hwy N	5436	2	h54-BL2,4		
Cheyenne Wells	L	1.5 S	4260	3	33-*L-(S1)	(F1)	NE, E blkd. Ruf.Soft when wet.
(AF)Colorado Sprgs, PETERSON	P	6.5 ESE;hwy N	6172	3	h85-BL4-S5-W	F4	
(PC)CORTEZ, Montezuma Co.	P	3.1 SW;hwy E	5911	2	59-BL4	F4	Combined with Ute Fld.
(PC) Craig	P	2 SE; riv N	6197	1	56-L2-S5	F3	Caution-ditch. Use strip.
Creede	L	2SSE;hwy NW	8700	2	50		P-line NE. Use strips.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page) (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Del Norte	L	2.5N	7900	3	60		Hills SW, W. Ravine S, N/S Strip rolling
" Scheel Ranch	L	6.8 ENE	7600	1	52-S1	F1	E blkd. Ctn-equip. on N edge, weeds.
(PC)Delta, Starr Nelson	L	4 E; RR N	5240	3	59-S3	F2	
Denver, Ruston Hgts.	P	10NNW;hwy W	5550	3	39-*L1	F2	P-lines S, SE.
" Sky Ranch	P	12.6 E; RR S	5478	3	41-L4-S5	F3	Rgt tfc strips 26, 30, 36. Ditch W.
(P) "STAPLETON	P	5 ENE; RR N	5331	5	H100-BL4-7-S5-W	F4	Rgt tfc rnwys 35, 26L, 26R, 30, 21. 2-way rdo rqrd. Land W numeral 26L Acft avoid flgt vcnty jail lctd 4000' NE apch end rnwy 21.
(PC)Durango-LaPLATA	P	10.6SE;riv NW	6684	1	h56-BL4-S5	F4	SW end soft, ruf.
Eads, Freeman	L	10 SSE;hwy W	3950	4	35		P-lines S, SSW, W, NNW.
Eagle, 76, LAX-DEN	P	4.5WSW; RR W	6539	1	51-BL2-W	F4	
Englewood	P	4 E;dam 2.5 E	5579	4	48-*L4-S5-U	F2	
Estes Park	L	2 SE;riv 1 N	7642	1	30		CLOSED WINTER.
			9700				
Flager	L	1 S; hwy N	4975	3	40-*L4-(S3)	(F1)	E, SE blkd.
(PC)Ft. Collins, Christman	P	4 WNW	5160	2	h40-BL2-S5	80	Use strips.
Ft. Morgan, Young Fld	P	6.0 N	4550	3	52-L1-S1	F1	Sign SE.
Glendevey, Skyglen	L	6.0 N; riv E	8000	1	68		Surd by mtns. Peake either side S apch. Ctn-holes.
Glenwood Springs	L	2S	5900	1	37-S1		Rgt tfc S. Ctn when snow on fld.
Golden, Creighton	L	4E; lk E.	5600	1	30		NW blkd. Cattle on fld.
(PC)Granby	L	1 ENE; RR S	8203	1	40		
(P)GRAND JUNCTION, Walker	P	4 NNE	4858	2	h54-BL4,5-S5-W	F3	
(PC)Greeley	P	3.5 E; rd S	4645	3	50-BL4-S5	F3	Keep alert for dusters during summer months.
(PC)GUNNISON-County	P	1.2 SSW; RR N	7666	2	h60-S5	F3	Rgt tfc take-offs on Rnwys 6, 17.
" Quarter Circle	L	29.8 SSE	9440	1	37		Closed winters.
	L						
Holly, Romer	L	1.5 SSE;riv N	3360	3	28-S1	F1	P-line NW. Cattle on fld. Ruf. Emergency only.
Julesburg	P	2.4 SW; RR N	3520	3	32-*L4-S5	F2	Multi-eng acft may use NW/SE Strip. Ruf.
Kim, Sammons Ranch	L	10.0 NNE	5300	3	26	F1	P-line N.
Kit Carson, Trading Post	L	0.8 NW;hwy S	4290	3	35		Cattle on fld. Use strips.
(PC)Kremmling	L	0.9 E; hwy N	7411	1	h55		
(P)LA JUNTA	P	4.5 NNE;hwy W	4238	3	h83-BL4-S5-W	F4	
Lamar Mun	P	3.8 WSW;riv 1 N	3673	1	h48-BL2-S3	F1	N blkd; p-lines SW, W.
Las Animas	L	1.4 S; hwy N	3900	1	26		P-line W.
Limon	L	1.4 NE; hwy S	5365	2	42-*L4		Ctn-loose dirt edges of strips.
(PC)Longmont	L	2.9 W; hwy S	5047	3	44-B*L4-S5-U		
(PC)Loveland	P	2 WNW;hwy S	5078	2	32-(S3)	F1	P-line S.
Mancos	L	1.4 NNE	7500				CLOSED-FARMING.
Meeker	P	1.3 E; riv S	6300	1	39-L-S1	F1	
Mesito	L	4 E; hwy 1 E	7750	3	42		INACTIVE. NE/SW Strip rolling.
Monte Vista, SAN LIUS VALLEY	P	6 E; hwy N	7608	1	63-BL4-S5	F1	Lgts req after 2200.
(PC)MONTROSE COUNTY	P	1.5NNW;hwySW	5758	2	h56-BL4-S5	F1	P-line SW, NE/SW Strip soft when wet.
Nucla	L	2.3SSW;riv 1 S	5580	2	50-(S1)	(F1)	
Ordway - #1	L	0.9 S; RR N	4300	3	39		Poor drainage, dangerous.
Ovid, Woodham	L	2.1 E; RR adj S	3421	1	30		Ruf.
Paonia	L	3.7 SSW;RR NW	5850	1	30-S1		Soft when wet.
(P) Pueblo-MEMORIAL	P	7 ENE; hwy S	4725	3	h85-BL4-S3-W	F4	
Rangeley, California	L	5 WNW;hwy S	5500	1	44		
" - Heights	L	0.6 SE;riv 1 N	5500	1	32		INACTIVE. S blkd.
Rifle	P	3.3 E; riv N	5400	1	50-S1	F1	Rgt tfc on Rnwy 25. Shoulders ruf.
Rocky Ford, Todd	L	2.8SSW;canal N	4370	2	28		P-lines NW; hill SE.
Saguache	L	2 WNW;hwy NE	7835	3	52	(F1)	P-lines ESE, NW.
Silver Cliff, Valley	L	0.7 ESE	8000	2	40		N blkd.
Steamboat Springs	L	25 NNW;hwy NE	6920	2	34		Unsafe when wet.
(PC)Sterling-Logan County	P	2.8 W; RR S	4037	2	h47-S5	F3	P-line NE. Ditch S.
(P) TRINIDAD	P	10.5ENE;riv NW	5761	2	h55-BL4-S1-W	F3	Use runways.
" Newcombs Ranch	L	20 E	5500	2	37		Soft when wet. Cattle on fld.
Tyrone, Dillingham Ranch	L	8.4 NW	5475	2	34		
Uravan, U. S. Vanadium	L	2.9 NE	5850	2	52-L1-S3	F2	Soft-wet. Rolling. Unattended.
Vernon, Dickson	L	5.0 SW	3950	1	45	F1	P-lines S.
(PC)Walden, Jackson County	L	1.5NNE;hwy W	8144	3	59-*L1	F1	Do not fly over mink farm 2 mi SW.
Walsh, Griffin	L	0.7 NRR;hwy S	3950	3	29-(S1)	(F1)	P-line SE, S. Ruf.
Watkins, Craig	L	6.2 W; hwy 3	5500	2	26		8 blkd; p-line W. Rolling.
" East Colfax	P	2.7WSW;hwy N	5650	3	30	F2	P-lines N, NW. Ruf.
Wray	P	1.2 NNW;hwy E	3800	3	38-S1	F1	Rolling, ruf.
Yellow Jacket	L	0.5 NE	7000	1	50		P-line S. Emergency only.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
COLORADO							
Yuma	P	1.4 SSE; hwy N	4150	3	34-S1	F1	SE, S, SW blkd; p-line NW. Rgt tfc N, NE, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
CONNECTICUT							
Bethany	P	1.3 N	680	1	28-*L2-S3-U	F1	500' N end slopes sharply.
(P)BRIDGEPORT	P	3.5ESE;hwy 1N	9	3	h47-BL4-S5-W	F4	P-lines NE. Hvy tfc adj NE.
(PC)Danbury	P	2.5SW;RR N	457	3	h44-S5	F3	No storage. SW, SSE blkd.
E. Hartford, Rentschler	P	1.5SSE	45	4	h58-L4-S5-W	F5	Code bcn. VFR flgt test operns days all alts in 75 mi radius. 2-way rdo rqrd.
(PC)GROTON, Trumbull	P	2.8SE;RR NW	10	3	h50-BL4-S5-W-U	F4	P-line NW.
(PC) Hartford, Brainard	P	2.8SE;riv E	18	2	h47-BL2,3,4S5-U	F4	N blkd. Dikes NE, ENE. Pools of water at intsxns of rnwy 5-23 after rainfall. FEE. Rnwys 9-27 & 15-33 perm clsd.
Madison, Griswold	P	2 ESE; RR N	15	2	16-S3	F1	Com'l acft over 3,000 lbs prohibited.
Meriden	P	2.4SW;RR E	102	1	35-BL2-S5-U	F1	P-line S.
Monroe	L	0.7 SSE	620	1	20	(F1)	
(PC)NEW HAVEN	P	4 SSE	15	2	h47-BL2,4-S5-U-W	F4	
New Milford, Candlelgt Farms	P	3.0 W	675	1	21	F1	
Pachaug	P	1.4 E	204	1	25-*L4-S3	F1	
Plainville, Robertson	P	2.5N;RR E	200	1	21-*L4-S5	F1	
Simsbury	P	2.6NNE;RR W	210	2	18-S5-U	F3	
S. Woodstock, De Florez	L	1.2SSE;hwy W	465	2	18-S3	F1	No storage
Warehouse Point, Skylark's	P	2.2 E	120	1	21-(S5)	F1	E blkd.
Waterbury	P	5.7NNW;RR 1E	843	2	20-S3	F1	
Waterford, New London	P	1.7N;hwy N	60	2	19-*L4-S5-U	F2	Ridge NW.
(PC)Willimantic, Windham	P	2.7NE;hwy SE	244	3	h43-BL4-S5-U	F2	Dike NE.
(NG)WINDSOR LOCKS, Bradley	P	2.8 W	173	3	h68-BL4,5,6S5-W	F4	2-way rdo rqrd unless prior authorization rcvd
NEW AIRPORTS (or airports out of alphabetical order)							
Salem	P	2.0 E	420	2	22-L2-4-S5-U	F1	
DELAWARE							
Bridgeville	L	1.7SE;hwy W	40	2	23-*L1		N, WNW blkd.
Dover Arpk	P	2.2 N	37	3	24-S1	F1	P-line SW.
(PC)Georgetown, Sussex Co.	L	1.5SE;RR N, E	51	2	h50-U		Fuel emergency only.
Hartley, Lasch	L	0.8WNW;rd NE	70	1	15		SE blkd.
Laurel	L	1.5SW;hwy S	30	3	21		Unattended.
Milford	P	1.1NNW;hwy E	35	2	24-*L4-S5	F1	ESE blkd.
Rehoboth Beach, Rehoboth Aircrafters	P	2.5 W;hwy N	28	4	33-B*L4-S5	F1	E, SE, W, NW blkd. Unlgtd ant. ENE. Seasonal airline stop.
Seaford, DuPont	L	0.8 WSW	25	2	25		P-line NE.
Smyrna	P	0.8 E;riv N	20	1	18-*L	80	
" Ewing	L	3 SSE;hwy E	50	1	16		
Wilmington, Du Pont	P	3 WNW;hwy S	185	2	29-L2,4-S3-U	F2	twr, Philadelphia rdo only. SSW blkd. Lgts to 2300 prior req ctc NewcastleCo.
(NG) " NEW CASTLE CO.	P	4.8SSW;hwy SE	79	4	h71-BL4, 6-S5-W	F3	2-way rdo rqrd.
Wyoming, Jenkins	P	1 W;rd SE	53	2	30-S3	F1	N, S, NW blkd. P-line SE. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
New Castle, Piasecki	P	1.5 W;hwy N	30	3	h25-S5-U	F2	3600' strip avail. Turf ext each end ENE/WSW strip, soft-wet. Rgt tfc NE. Use rnwys & taxiways only.
Middletown, Baker's	P	6 N;RR E	65	2	31	F2	E, N blkd.
DIST. OF COLUMBIA							
(AF,N)WASHINGTON NATIONAL	P	2.2S of Monument 16		3	h67-BL2, 3, 4, 6, 7&8S-W	F4	2-way rdo rqrd. FOR CLEAR BASE. Use paved areas, shoulders soft. Braking action reduced when rnwys are wet. Rnwy 3-21 perm clsd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. RNW	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Anna Maria, Holmes	L	1.3 SE; rd S	3	1	19		S blkd. Sandy.
(PC)Apalachicola	P	2 W; bay S	20	3	h52-S1	F3	Use rnways.
Arcadia	L	2 SE; rd W	60	4	33		
Atlantic Beach, Bull	P	1 NW; ocean E	15	1	25-S5	F1	
Avon Park	L	1.5 W; hwy N	156	4	h40-S1	F1	P-line NW. Use rnways.
(P)Bartow	L	5.5 NE; RR NW	124	3	h50-B*L4		AF primary contr school. Intensive student trng within 20 mi radius 0700-2400. Mon-Fri. No ATC interphone. CLOSED CIVIL ACFT.
Belle Glade- State	P	1 NNE; hwy W	17	2	24-S5	F1	W blkd. Soft when wet. No fuel avail durg July and August.
Bradenton	L	1 SW; hwy E	22	1	22		Soft when wet.
(PC)Brooksville	P	7.5 SW; RR E	70	3	h70-S5	F1	Use runways.
(PC)Bunnell	L	3.5 E; lk SW	34	4	h50		Cattle on fld. Use rnways.
(PC) Cedar Key, Lewis	L	1W; gulf W	7	1	h24		Tower S. Use rnwy. Unattended.
Chipley	L	1.8 SE; RR N	166	2	26		S blkd.
Clearwater	P	2.5 NE	73	3	30- S5	F3	
(PC)Clewiston, Airglades State	P	7.6 W; hwy N	20	2	h30-*L4	F1	Use rnwy.
Cocoa, Central Brevard	P	2.1 ESE; riv E	4	1	31-BL4-S5	F1	
Crestview	P	2.5 N; RR E	274	1	33-BL4-S5-W	F2	W blkd.
(P)Cross City, 58, MEM-TPA	P	1 E; RR SW	42	2	h50-BL2-W	F3	Use rnways.
Crystal River, West Citrus County	L	2.5 SSE; hwy W	7	1	30		
(P) DAYTONA BEACH	P	2.8 SW; hwy N	34	4	h50-BL4,6-S5-W	F4	Use rnways.
(PC)De Land	P	2.5 NNE;hwy S	80	4	h60-BL4-S5	F1	Use rnways.
Dunnellon	L	5.0 E; hwy S	66	3	h50		Cattle on fld. Use rnways.
Everglades	P	0.5 SW; bay SW	6	1	h10-B-S5-U	F2	2500' strip avail.
(PC)Fernandina Beach	P	4.0 S; riv W	15	4	h53-S3	F3	NE, SE, S blkd.
(PC) Ft. Lauderdale	L	6 NNW; RR SE	14	4	h40		Caution-not maintained. Use rnways.
" Bradley	P	2.8 N; RR W	9	1	h26-S5-U	F4	
(PC) " BROWARD CO. INTNL.	P	3.7 SSW; RR E	10	4	h50-BL4-S5-X	F4	ARPT OF ENTRY. Use rnways.
(P)FT. MYERS, Page	P	4 S;hwy W, RR E	17	3	h50-BL4-S5-W	F3	Use rnways.
Ft. Pierce	P	3.3 SSE; RR E	19	3	27-S5	F1	N, NW blkd; p-line W. Caution-wet.
(PC) " St. Lucie County	P	3.5 NW; RR E	24	4	h50-S5	F1	Use rnways.
(PC)GAINESVILLE	P	4.5 NE;RR W	155	3	h50-BL4-S5	F4	Use rnways.
" Stengel	P	4 WSW; lk E,W	75	1	35-S5	F1	Sandy, ruf. Use strip.
High Springs, Sky Road Inn	P	5.0 N	90	1	21	F1	
(PC)Hollywood, North Perry	P	6.3 W	9	4	h32-*L1-S5-U	F4	Use rnways.
(PC)Holopaw	L	2.2 E; hwy S	70	1	26		
Howey-in-the-Hills, Howey	L	0.5 S; lk E	75	2	20	F3	Use strips. P-line NW.
Immokalee, 13, TPA-MIA	P	1.3ENE; RR W	20	3	h50-BL2,4	(F3)	Unattended.
(P)Jacksonville, Craig	P	9.0 E; riv 1 N	41	2	h40-BL4-S5-U	F4	Use rnways.
(PC) " Herlong	P	9.0 SW; hwy NW	87	4	h40-S3	F1	perm clsd.
(NG) " IMESON	P	6.3 N; RR W	52	3	h70-BL4-6-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Rnwy 18L-36R xcpt 9-27 clsd.
" Mile Branch	P	11 SW	62	3	18-S5	F1	Cattle on fld.
(PC)Keystone Hgts, Keystone	P	4.5 NNW;RR W	196	3	h50-S3	F2	Use rnways.
(P)KEY WEST, International	P	2.3 E; ocean S	4	1	h48-BL4-S3-W	F4	ARPT OF ENTRY. FEE. Use rnwys. All rnwys, Rgt tfc rnwys 15, 24, 27. Use rnwys. Cattle on fld.
(PC)Kissimmee	P	2.3 W; RR N	82	3	h50-B-S5	F1	
Labelle Mun	L	1.0 S	18	2	24		P-line N. Unattended. NE/SW unusable.
(PC)Lake City	P	3.7 ESE;hwy N	202	4	h68-S3	F1	Use rnways.
(PC)LAKELAND, Drane	P	5.5 SW	142	3	h50-BL4-W		0700-1730 concentrated flying of T-28 or T-34 acft engaged in student trng. Ctn-entering active rnwy. Use rnwys.
(PC) " Lodwick	P	2.8 N; lk N, E	159	4	h35-BL2*4-S5-U	F4	Rnwy lgts not avail after 2400.
(PC)Lake Wales	P	2.3 WSW;RR N	125	2	h40-*L2-S5-U	F3	Int. mil student trng 0700-1730 Mon-Fri. Rgt tfc rnwy 17.
(PC)Leesburg	P	4 ENE;lkSE,NW	67	2	h50-BL2-S5	F1	Use rnways.
" Fishermen's Lodge	L	5.5 N; lk E	80	1	23		NE end rolling, soft.
Live Oak, Randy's Ranch	L	4.8 SE; RR N	140	1	23-S3	F1	P-line N, Minor repairs in emergency.
Marathon	P	1.8 E; hwy SE	8	1	h80-S3	F1	
(P)MARIANNA, Graham Airbase	P	5.0 NE;hwy E	113	4	h50-BL4-W	F3	Clsd civil acft xcpt prior req. Inten student trng radius 35 mi 0600-2400 Mon-Sat. Clsd Sun & 1700-0800 Mon-Sat trans mil. acft. Equip-fld. Open ditches adj rnways & taxiways. 2-way rdo rqrd. Use rnways.
(P) MELBOURNE-Eau Gallie	P	2.2 NW;RR E	26	4	h43-BL4-S1-W	F4	
		View; hwy S					
Miami, Brown's	P	9.7 SW; RR W	10	1	26-S5	F3	Acft higher than 600 hp prohibited.
(AF)"-INTERNATIONAL	P	5.0 NW;canal NE	9	4	h94-BL4,6,7a-S5-W	F5	ARPT. OF ENTRY. FEE. 2-way rdo rqrd. FOR. CLEAR BASE. Non-sked exec & pvt acft use 20th St. term. ramp. No storage. Use rnwys.
" Tamiami	P	9.0W;canal N,W	10	3	h35-BL4-S5	F3	Use rnwys. taxiways only.
(PC) Milton, "T"	L	3.5 ENE; RR S	120	2	47-S5	F1	No storage. S,W. blkd.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

AIRPORT NAME	TYPE	LOCATION	ELEV	NO. RNW	FACILITIES	FUEL OCTANE	REMARKS
FLORIDA							
Minneola, Kerlin	L	0.5 NE;hwy W	100	2	16		Unattended.
Mount Pleasant	P	1.0 W	301	1	22-S3	F1	
(PC)Naples-America	P	2.0 NE; RR E	8	2	h50-BL4-S5-U	F4	Use rnways. Rnwy lgts prior req after 2400.
(PC)New Smyrna Beach	P	3 NNW; RR W	12	4	h50-S5	F3	Use rnways.
(PC) OCALA, Taylor	P	1 SW; RR E	84	3	h40-BL4-S5-U	F4	35' antenna 300' NW end Rnwy 11. Use Rnwys.
(PC)Okeechobee-County	P	2.5 NW; RR S,E	34	2	h50-S3	F1	
(AF)ORLANDO	P	2.5 E; lk S	115	3	h55-BL4,6-S5-W-X	F4	
" Hoequist	P	3.8 SW; lk NW	100	2	20-S5-U	F1	E blkd.
(PC) Pahokee,Palm Beach County Glades	P	2.5 SW; lk W	17	2	h47-S5	80	Levee WSW. Use rnways.
(PC)Palatka, Larkin	P	3 NW; RR N,S	56	4	h50-BL4-S1	F4	Use rnways.
(PC) Panama City, FANNIN	P	4 mi NW	20	2	h49-BL4-S3-W	F4	Caution - Use pavement only.
" Skyland	P	0.2 W; RR N,E	32	1	20-S5	F2	Trees N,S. N end soft. Rft tfc S.
(P)PENSACOLA	P	4 NNE;bay E	121	4	h50-BL4, 6-S5-W	F4	Use rnways.
(PC) Perry-Foley	P	3.2S; RR E	45	3	h50-S1	F3	Use rnways.
Pierson-Memorial	L	0.5 N; RR W	70	1	22		
(PC)Plant City	L	2.5SW; RR SE	154	1	19		Washes near edges of rnwy. Use rnwy.
"Robinson	P	1.5 WSW;RR E	125	2	19-S1	F1	E, ESE blkd. Cattle on fld.
Plymouth, McDonald	L	4.9 NW Apopka	122	1	19-U		
(PC) Pompano Beach	P	1.5 NE; RR W	21	4	h40-BL4-S5-U	F4	Use rnways.
(PC)Punta Gorda, Charlotte Co.	P	3.6 ESE	25	3	h50-S5	F3	Use rnways.
Quincy	P	2 NE; hwy S	226	2	35-S1	F1	SW blkd.
(PC)St. Augustine-Fairchild St. Augustine	P	4N; hwy W	10	3	h51	F4	Rnwy 16-34 clsd-mrkd as ramp & taxiway. Use rnwys.
St. Petersburg, Mullet Key	L	11 SW; bay E	6	1	15		
(PC) " -CLEARWATER INTNL	P	9.5 N; bay E	10	4	h37-BL4-S5	F4	Rdo rcvr rqrd. Rnwy 13-31 perm clsd.
(CG)St. Petersburg, Whitted	P	2.5E; bay E	7	3	h32-L2-S5-U	F3	SW, W blkd. Slippery when wet. Use rnways.
Sarasota, Lowe	P	2.5 E; RR NE	25	2	35-S1	F1	N blkd; S end N/S strip ruf.
(PC)"-BRADENTON	P	3.5NNW; RR E	24	4	h50-BL4,6-S5-W	F4	N/S rnwy emerg use only.
(PC)Sebring Air Terminal	P	6.5ESE;RR2 SW	63	4	h52-BL4-S5-U	F3	Use rnways.
Silver Springs-Aero Lodge	L	0.3 W; hwy S	75	1	26		W blkd. Use strip.
(PC)Stuart, Witham	P	1.5SE; RR W	17	4	h50-B*L4-U	F4	Use rnways.
Tallahassee	P	9NNW; riv NW	250	2	26-S5	F1	Surrounded by trees.
(P)" DALE MABRY	P	3 W; RR S	70	3	h52-BL4, -6-S5-W	F4	Rnwy 9-27 clsd ngts. Use rnwys. 10' fence E.
(PC)Tampa, Hillsborough Co.	L	7 NNE;riv 1.5 S	67	3	h50		CLOSED-LEGALLY, Cattle on fld.
" Knight	P	3.7 S; bay S	8	2	h40-BL2-S5-U	F3	Use rnways.
(P)"- INTERNATIONAL	P	5 W; bay 1.5 SW	26	3	h70-BL4, 5,6-S3-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Ctn-lndg N, NW; hwy tfc S.
Titusville	P	1.3 NW; bay E	28	2	26-BL2-S3	F1	
Umatilla	L	0.8 ESE	100	1	23		P-line S. Use strip.
(PC)Venice	P	1.9 SSE; RR E	19	3	h50-S5	F4	Use rnways.
(P)VERO BEACH	P	1 NW; RR E	25	6	h71-BL4-S1-W	F4	Use Rnways.
" Hibiscus	P	1.5 S; RR E	24	1	27-S5	F1	
(P)West Palm Beach, Palm Beach County Park	P	7.5SSW; lk N, E	16	3	h35-L4-S5-U	F4	Use rnwys. Preferential rnwy-SE.
Winter Haven, Gilbert	L	3.5 NNW; hwy N	135	2	h40		0700-1730 concentrated flying T-34 acft engaged in student trng. Rgt tfc rnwy 29. Ctn-entering active rnwy. Hard-surfaced parking area for mil acft only.
(PC)Zephyrhills	P	1.5 ESE;RRNW	92	3	h55-*L-S1	F1	Bcn prior req/circling. Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
Clewiston	P	1.0 SW	18	3	30-S5	F1	P-lines N,NE,NW,SW.
Longwood,Slade	P	2 mi W	110	1	26-S5	F1	P-line S.
Ft. Pierce, Sunrise	P	3 SW	25	1	26	F1	P-line W. Use rnwy.
Inverness	P	2.0 SSE	50	1	20		Unattended.
Homestead, Ocean Reef Resort	L	15 SE	8	2	25*L	F3	
GEORGIA							
Adel, Cook County	L	1.3W;hwy N	230	2	h40	(F1)	SW blkd. Use rnwys.
(P)ALBANY	P	4 SW;hwy SE	196	3	h49-BL4-S5-W	F4	Use rnways. P-line W. E/W rnwy clsd ngts air carriers.
(P)Alma, 43, MIA-ATL	P	2.5W;RR N	200	2	43-BL4-W	(80)	P-line NW
(PC)Americus, Souther	P	4NE;RR W	470	2	32-S5	F1	No sto. Slick-wet. Ctn-hangar in E/W strip.
(PC)ATHENS	P	3.5E	807	2	h40-B*L4-S5-W	F2	Use rnways.
(P)ATLANTA	P	8S;RR N	1024	3	h78-BL4, 6, 7-S5W	F4	FEE. Clsd HB, VHB acft. Trans AF acft use Dobbins Fld.
(PC) " Fulton County	P	8.3W;riv NW	820	3	h44-BL4-S5	F4	
(P)AUGUSTA, Bush	P	7.3SSE;riv E	142	2	h53-BL4, 6-S5-W	F4	Use rnways.
(PC) " Daniel	P	2.5 W;RR S	424	3	h41-BL4-S3-U	F4	Embank, W. Use rnwys. N/S rnwy clsd.
(P)Bainbridge	L	6.5NNW;hwy E	141	3	h50-B*L4-W		AF primary contr school. Use rnwy. Clsd wk ends, holidays xcpt prior approval.
(PC) " Commodore Decatur	L	2 WNW;hwy ENE	103	2	h40-BL4		Use rnwys.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					GEORGIA		
(PC)Blakely, Early County	L	2 SSE;hwys NE	260	2	20		Soft when wet.
(PC)Brunswick	P	2 NNE;RR W	14	2	h23-B*L4-S3	F3	Use rnwys.
(P) " McKINNON	P	6 E	20	4	h43-B*L4-S5-W	F4	Use rnwys.
(PC)Butler, 14, TLH-ATL	P	0.5 NW;RR S	667	2	32-BL2		S blkd; p-line SW.
(PC)Cairo-Grady County	L	3.3 ENE;hwy S	263	2	21		Road WNW, S, N;p-lines WNW, S;house N. Ruf.
(PC)Camilla	L	2.2WSW;hwy N	180	2	30		E blkd. Use center of strips.
(PC)Carrollton	L	2.3 NE;hwy E	1049	1	23-L4	F1	P-line NE. Trees SW.
Cedartown, Waters	L	1.2 W;hwy E	798	2	26		P-line E. Soft when wet.
Chipley, Gardens	P	2.0S	904	1	31-U	(F1)	
Cochran	P	5NE;riv E	324	2	21-B*L2, 4-S5	F1	
(P)Columbus	P	1.5SSE;riv S	240	2	47-S5	F1	SE blkd. Rgt tfc NNW, ESE. Caution after hvy rains.
(P) " MUSCOGEE COUNTY	P	5.6 NE;RR E, W	397	2	h50-BL4, 6-S5-W	F4	Use rnwys. Caution-due unlgtd trees in apch areas.
Commerce	L	1.8E;hwy S	910	2	14-(S1)	(F1)	Lgt acft only - rolling. to rnwy 5, approx 1000' of rnwy unusable.
(PC)Cordele	P	1.8NNE;RR W	308	3	h50-BL4-S3	F2	Use rnwys. NE blkd.
Cuthbert, Gay Farm	L	5 SSW;RRs E, W	430	1	15		INACTIVE. Lgt acft use only. 4' wire fence endsof strips. Cattle on fld.
" Mountain View	P	2NW;hwy E, N	867	2	19	F1	Caution lndg NW end, NW/SE rnwy.
(PC)Darien, Edenfield	P	3.5 N;hwy NE	30	1	30		
Dawson, Terrell County	L	2.5SE;hwy N	353	1	26		INACTIVE. Lgt acft only. Rolling. Apch from S to N poor.
(PC)Donalsonville	L	1.5 S;hwy W	160	3	h40		
" Youmans Fish Camp	L	12 ESE	10	2	17		NE, SW, NW blkd. Light aircraft only.
(PC)Douglas, S. Georgia College	L	1.3 S;RR W	255	3	h21		Use rnwys, 4200' strip avail. P-line E.
(PC)Dublin	P	4.5 WNW;crk W	303	3	h50-S5	F1	Use rnwys-holes adjacent.
Dublin Arpk	P	3.0 S	300	2	~~28-S3~~	F1	
Fitzgerald	L	2 SSW;RR W, E	365	1	21		Light aircraft only.
(PC)Gainesville	P	1.5 S;RR W, E	1277	2	h40-BL6, 7-S1	F3	Use rnwys.
Griffin-Spalding	P	1.5S;hwy SSE	936	2	30-BL4-S5	F3	Bndry lgts unreliable when wet.
(PC)Homerville	L	1.7 NW; Hwy NE	185	1	h40		Use caution. Stock on fld.
(PC)Jasper, Pickens County	L	2 S;hwy E	1435	1	23		Soft when wet.
(P)La Grange, Callaway	P	3 SW;hwy N	700	3	h50-BL4-S5-W	F4	
Lithonia, Gunn	P	3.3 WNW;hwy S	930	1	h21-S3-U	F1	Hill W. Rolling.
Louisville, Port Maybe	L	4N;hwy W	330	2	40		
(P) Macon, MUN (COCHRAN FLD)	P	10 S;RR E	354	2	h50-BL4, 6-S3-W	F4	Use rnwys.
" Ries	L	4.5 SE;riv E	300	2	17		N, W blkd. Lgt acft only. Soft when wet.
(P) " Smart	P	4 ESE;hwy E, W	463	3	h47-B*L4-S5-U	F3	NE blkd. Use rnwy.
Madison	L	2 SSW;RR E	720	2	26-(S1)	(F1)	NNW blkd. P-line NE. Do not lnd SW end of NE/SW strip. Lumber stacks E side of SSE end of NNW/SE strip.
Marietta, Parkaire	P	7.7 E	1086	2	24-S1	F3	
Millen, Action's	L	10 NW	200	2	48		ENE blkd. Apchs hazardous. Use only if familiar with field.
" Birdsville	L	9.4 WNW	200	3	21		ENE, ESE, S, WSW blkd. Use only if familiar with field. Cattle on fld.
Millhaven	L	1.1 W;RR N	140	2	36		SE, WSW blkd.
Montezuma	L	1.5 E; RR S	300	2	35		W blkd.
MOULTRIE	P	7 S;RR E, W	287	3	h43-L4-S1-W	F1	Clear Jr. bcn avail as rqrd by Southern Airways.
(P) " Spence	P	5 SE;hwy W	292	4	h50-BL4		AF primary contr school. Student trng 25 mi radius. Clsd civ acft xcpt prior approval. Clsd mil acft week-end & hol xcpt prior approval. 2-way rdo rqrd.
(PC)Quitman, Brooks County	P	2.4 NW	185	2	30		Unattended. Soft when wet. P-lines E, SE.
(PC)ROME, Russell	P	7 N;hwy W	644	3	h45-BL4-S5-U	F4	Use rnwys.
St. Marys	L	1.7 NNW;RR S	24	4	h50		INACTIVE. Use rnwys.
Sandersville, Washington County	L	1 E;RR W	460	2	35-L4		N blkd. Ruf, rolling.
Savannah, Saffold	P	4.8 ESE;hwy S	18	2	35-S5	F3	SSW blkd.
" Scott	P	5.3 SSW;hwy S	40	1	37-S5	F1	SSW blkd.
(NG) " TRAVIS (CHATHAM)	P	7.5 NW;RR E	50	3	h80-BL4, 6-S5-W	F4	Use rnwys. Rnwy 14-32 closed. Rdo rcvr required.
(PC)S. Newport, Harris Neck	L	8.E;riv N	22	3	h53		Use rnwys. Stock on field.
Swainsboro, Emanuel Co.	P	1.4 W;hwy E	300	2	h42-L4		Unattended.
(PC)Sylvania, Sylvania-SAV	P	7.5 SSW	160	3	h50-BL4		Use rnwys.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					GEORGIA		
(PC)Thomaston, Grant Mem'l.	L	3.7 NNW;hwy E	774	2	30-(S1)		HAZARDOUS when wet. Ruf.
(PC)Thomasville	L	7.5 ENE;RR W	264	2	h43		Use rnwys.
(PC) " -Mun.	P	1 SW;hwy S	250	2	42-S3	F3	SE blkd.
Thomson	L	5.3N;hwy NW	525	1	30		Do not use unless familiar with field. P-line NW.
(PC)Tifton, Myers	P	2.3 SE;hwy W	343	3	h50-BL4	F1	Controlled split rnwy tfc 0730-1730. Rgt tfc rnwys 3, 9, 15. Use rnwys.
(PC)Toccoa, Le Tourneau-Westinghouse	L	2.5 NE;RR W	950	2	46-BL2, 4	(F3)	E, NNE blkd;p-line SSW. UNICOM-req. Servcg, fuel on call.
(P)VALDOSTA	P	3.7S;RR W	203	4	h56-BL4-S3-W	F4	Use rnwys.
(PC) Vidalia	P	3.2 SE; RR N	274	3	h50	F1	Use rnwys.
Villa Rica, Flying-S-Ranch	P	1.7 NE;lk S	1040	2	19	F1	Rolling.
Warm Springs, Roosevelt	L	3.5 N;hwy W	870	2	20		INACTIVE. WNW blkd. Slick when wet.
(PC)WAYCROSS-Ware County	P	3.5NW;RR 1.5 E	141	3	h50-BL4-S5	F3	Use runways.
(PC)Winder, 4, ATL-LGA	P	3 ESE; RR S	943	2	h46-BL4		Unlgtd obstns SE, SW ends rnwys. Use rnwys.
		NEW AIRPORTS (or airports out of alphabetical order)					
					IDAHO		
Aberdeen	L	2.7SW, canal E	4460	2	26		Soft when wet.
American Falls	P	2NE;RR NW	4404	1	38-S5	F2	Ctn-weeds. Ridge of dirt SE edge
AndersonDam, Bennett	L	2.3 S	4760	1	18		Use strip.
(PC)Arco	L	2.2SW;hwyNNW	5326	1	38		Soft off gravel when wet.
" Lost River	L	3.1WNW;rivNE	5300	2	50		Soft when wet
" Quaking Aspen	L	16 SSE	5250	1	25		EMERG ONLY. Cattle on field. Soft when wet.
Ashton, Anderson	L	5.8 ESE;rivN	5520	1	22		Ruf. Soft when wet.
AtomicCity, Big South Butte	L	12.7 W	5120	1	26		EMERG ONLY. Cattle on field. Soft when wet.
" Cox's Well	L	26.6SW	5120	1	26		Cattle-fld. Soft when wet.
" Little Butte	L	12.4 ENE	5380	1	29		EMERG ONLY. Cattle on field. Soft when wet
" Midway	L	0.7N;hwy SW	5000	2	h21		500' extension NE/SW strip ruf.
Bancroft	L	1.2E;RR SW	5425	1	26		E 500' unusable-rock pile. Soft-wet.
Bernard USFS	L	19.5W ofForney	3710	1	19		CLSD WINT. Land to N; take off S.
Big Creek USFS	L	0.2NNE;rd NW	5750	1	13		DANGEROUS. Land to SSW. Take offNNE. Fence SSW. Skis winters.
Big Springs USFS	L	1.1WNW;RR SE	6350	2	27		Skis winters. Soft when wet.
(PC)Blackfoot	P	1.5 N;rivNW	4488	1	h30	F2	
(NG)BOISE AIR TERMINAL	P	4.5 SSW;RR2W	2858	3	h80-BL4, 5, 6-S5-W	F4	Non-rdo equipd acft use rnwys 28R-10L only when tfcNW or SE, making left pat. on rnwy 10L. Rgt tfc rnwy 28R. Rnwy 16-34 perm clsd.
" Bradley	P	3.3WNW;rivNE	2637	1	30-L4-S5-U	F3	Stay S of river. Rgt tfc SE.
" Floating Feather	L	7.5NW;riv 1.5S	2675	1	39-(S5)	(F2)	Rolling. No storage.
" Campbell Arpk	P	5 NW;riv SW	2620	1	23-S5	F2	Stay N of river. Rgt tfc WNW. WNW end soft.
(PC)Bonners Ferry, Boundary County	L	1.9NNE;hwy N	2333	2	30-BL4-(S1)	(F1)	Ruf.
Boyill, Halls	L	0.8 SE;riv SE	2950	1	17		Ruf, undulating.
Bruce Meadows USFS	L	23.5NW;Stanley	6404	1	19		Land S;take-off N. Cattle-fld. Skis wint. S end wet.
(PC)Buhl	P	1.8W;hwy N	3660	1	26-S5	F2	
(P)BURLEY	P	1.3ENE;rivNE	4150	3	h41-BL4-S5-W	F3	P-line WNW. Ctn-train, signs SW.
(PC)Caldwell	P	1.3W;RR, hwy N	2354	1	h24-S5	F2	700' extension NW end.
Cape Horn USFS	L	13.5NW,Stanley	6635	3	40		Open June-November. ESE blkd.
Cascade	L	2SE;riv NW	4239	1	34		Skis winter. Rgt tfc NW. Cattle on fld.
Cayuse Creek USFS	L	36.5ENEPierce	3770	1	20		CLSD WINT. Land to SW;take-off NE.
(PC)Challis	L	1.2NNE;hwy E	5085	3	41		Hill SW. Use strips.
Chamberlain USFS	L	18 SE Dixie	7665	1	34		Ctn-danger. Hill NNW;ridge SSE. Skis winter.
(P)COEUR D'ALENE Air Terminal	P	6.3NNW;hwy E	2318	3	h54-BL2-S5-W	F3	E/W strip unusable. No storage.
Cold Meadows USFS	L	21.5 NE BigCrk	6705	1	18		EMERG ONLY. Skis winter. Danger-ruf, rolling. Take-off to S.
Coolin, Sutton's Resort	L	3.3 NNE;lk N	2500	1	20	(F1)	Clsd winters. Rgt tfc S. Fuel in emerg.
Cottonwood	L	1 SE;hwy E	3400	1	24		E blkd. Soft off gravel when wet.
(PC)Council	L	1.5NNW;riv W	2950	1	20		Soft off gravel when wet.
(PC)Craigmont	L	0.4NW;RR SW	3770	1	28-(S1)	(F3)	Caution-ditch.
Dietrich	L	0.5N;canal S	4100	1	24		N 150' width unusable. Ruf, rolling.
Dixie R.S., Dixie USFS	L	0.55;bet rd,crk	5200	1	36		Maintd June to Nov. Land to N;take-off S. Ridge S.
Donnelly	L	0.8 WSW;RR E	4860	1	26		NNE blkd. Rolling.
(PC)Driggs, Teton Peaks	L	0.9NNE;RR W	6166	1	34		Soft when wet.
(P)DUBOIS, 23, SLC-GTF	P	0.8SE;hwy W	5123	2	48-BL2-W		Field lights by electric eye.
Elk City	L	0.3 SSW	4040	1	14		Rolling. Closed winters.
Elk Meadows USFS	L	8 W Burgdorf	6705	1	17		Open August only. Ruf, soft when wet.
Elk River	L	0.4NE;RR NW	2850	1	36-S1-L		P-line S. Skis Not Ckd. Plt looks S. Soft when wet.
(PC)Emmett	L	1.5 NW;hwy NW	2360	1	30-S5		Use strip. Soft when wet.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				IDAHO			
Fairfield, Camas County	L	0.4S;RR, hwy N	5057	1	31-S1	F2	Use triangular portion in N/S winds. W end soft when wet.
Falconberry Ranch, Falconberry	L	30 WNW;Challis	4750	1	17		Land to SE;take-off to NW. SE blkd.
Fish Lake USFS	L	36.5 ESE Pierce	5800	1	29		
(PC)Glenns Ferry	L	1.3WSW;riv S	2536	1	32		
(P) Gooding	P	3.5 WSW;hwy N	3729	3	h49-BL2-W	F4	Use rnwys.
Grace-Community	L	2.2 N;hwy W	5600	1	26		Ctn-winter. Weeds, cattle on fld. Soft off gravel wet
Grandview	L	0.7ENE;riv S	2350	1	23		
(PC)Grangeville, Idaho County	P	0.9 N	3295	1	29-*L4	F2	Soft off gravel when wet.
(PC)Hailey, Freidman	P	1.1SSE;RR NE	5315	1	52-S5	F4	Caution-ditches.
(PC)Hazelton	L	1.5 S	4172	1	29		Ctn-weeds. Soft off gravel when wet.
Henry's Lake, Flying R	L	2.8SE;hwy E,SE	6630	1	30		Downdrifts-E winds. Mtns ENE. Cattle-fld.
Hill City, Tracy	L	1.7 SW; hwy N	5056	1	33		W blkd. Caution-wet.
Homedale, Douglas	L	5.1NW;riv NE	2300	1	14		Ctn-brush on strips. Soft when wet.
Hoodoo USFS	L	15 W Cobalt	6200	1	21		Clsd wint. Dangerous. NE blkd. Land from SW;take off to SW.
Horse Heaven	L	9.5SE;Belmont	3050	1	24		Ctn-restricted apchs. Cattle on fld. CLOSED WINTERS.
Idaho City	L	0.5SW;hwy SE	3950	1	42		SW end soft. Ridge NE. Take-Off to SW. Open May-November.
(P)IDAHO FALLS, Fanning	P	2NW;riv E	4731	2	h66-BL4, 6-S5-W	F4	Use rnwys. Soft when wet.
Indian Creek, USFS	L	15SE Stibnite	4662	1	23		Land NE, take-off SW. Holes SW end. Poor apchs.
Indian Valley	L	2.0 N	2800	1	20		Unattended. Open Apr.-Nov.
Island Park, Last Chance	L	4.4WSW;rivW	6160	1	30		S 500' usable only when dry. Soft-wet.
(PC)Jerome-County	P	3.3 ENE;rd S	4035	1	30	F2	Soft off gravel when wet.
Kalispell Bay USFS	L	4 S Nordam rd.	2800	1	37		CLOSED WINTER.
(PC)Kamiah	L	0.6 SE;riv E	1194	1	28	F2	Rgt tfc SE.
Kellogg, Shoshone County	P	0.8 NW;riv NE	2300	1	38-S5	F2	Hill NW.
Kimama, Laidlaw Corral	L	14 NNE	4580	1	21		EMERG ONLY. Cattle on field. Soft-wet. Ruf.
(PC)Kooskia	L	0.7S;riv W	1265	1	19		P-line E. Hill NNW.
Landmark R.S., Landmark USFS	L	2 SSE	6680	2	19		Maintd July-Nov. SE blkd;hill SSW. S end NNE/SSW strip soft. Use strips.
Leadore	L	0.5 S;hwy NE	5990	2	41		DANGEROUS-rocks. P-line NW.
(PC)LEWISTON-Nez Perce Co.	P	2 S;riv 1.5 NW	1438	2	h50-BL4-S5-W	F4	
(PC)Mackay	L	0.8SE;RR NE	5891	1	34-(S1)	(F2)	
Magee USFS	L	18.5ESE Belmont;bet crks	2990	1	28		Open June - October
Mahoney Creek USFS	L	23ESE Stibnite	4505	1	20		Open May-October. Skis winter. Land SW;take-off NE.
Malad City	P	2.6WSW;hwySE	4503	2	h50-BL2-S1-W	F2	
Marsing, Lakeview	L	6 ESE	2750	2	21		Hills ESE, SE. Soft when wet.
" Symms	L	2 NE;hwy W	2696	2	25		N/S strip ruf. Soft when wet.
Martin, Hollow Top	L	13.3 S	5350	1	22		EMERG ONLY. Cattle on field. Ruf. Soft when wet.
May	L	0.5ENE;rivSW	5110	1	47		Mtn SE. Soft when wet. SE end ruf.
(PC)McCALL	P	1 S;lk 1 N	5021	4	52-S1	F3	91 oct. avail in town.
Midvale	L	1.5 SW;hwy SE	2616	1	33		Soft when wet. P-line E.
Montpelier	L	0.6NNE;hwy S	5975	1	25	(F2)	No storage. Hills S. Tk-off N. Soft-wet. Unattended
Moose Creek USFS	L	26.5NNE Red Riv HotSprings	2400	1	23		EMERG ONLY. Exper flyers only. One-way apch watch for tfc. Open Apr-Nov. NE, SW blkd. P-line NNE. Cattle on field.
Moscow	P	1.5 S;RR N	2554	1	25-S1	F2	Skis wint. Soft-wet. Prior permission rqrd.
Mountain Home	L	1.8W;RR NE	3161	1	38-L4	F2	4800'x2500'aw fld avail. Soft off gravel when wet.
Nampa, Ritchey	P	1.5E;hwy NW	2535	3	28-S5	F2	WSW blkd;p-line ENE.
New Meadows	L	0.5N;hwys SE	3865	1	26		Soft unusable-wet. Hills NW, SE. Cattle on fld.
Nezperce	L	0.2 N	3132	1	20		Soft off gravel when wet. P-line SSE.
(PC)Orofino	P	1.3NW;riv NE	1003	1	27-S5	F3	Use ctn. Ridge WNW, ESE. Rgt tfc Indg SE. Ruf.
Paris, Bear Lake County	L	3.3ENE;rdS	5928	2	h57-BL4	F2	Ctn-fowl on fld. Fuel, repairs on call.
Parma, Clarks Flying Service	L	0.6SSE;RR NW	2225	1	26	80	P-line NW. Rgt tfc to S. Attnd sunrise-sunset, May-Oct.
Patterson, Ima Mines Inc.	L	0.8S;hwy E	6000	2	34		Mtn NNW. Use ENE/WSW strip only when strong westerly winds. Loose rocks.
Payette	P	2NE;riv 1.5 W	2228	1	35-S1	F2	
Pine	L	1 S	4232	1	22		Hill N.
(P)POCATELLO MUN	P	8.1 WNW	4448	3	h83-BL4, 6-S3-W	F4	Ctc Pocatello twr for take-off and landings.
(PC)Preston	P	1.5NW;riv W	4726	2	32-S1	F2	Caution-located on plateau.
(PC)Priest River	L	0.7 NNW;hwy S	2180	1	25		
(PC)Rexburg	L	1.2 NW	4858	1	30-*L4	F2	Rnwy lgts operd by elec clock SS-2200M daily; on req thereafter.
Richfield, Reynolds	L	1 SW;riv SE	4320	1	26		P-line WSW. Soft-wet. Caution-weeds.
Ridgedale, Fuhriman's	L	0.5 NNE	5100	2	26		Use N/S strip when wind permits. Soft when wet.
(PC)Rigby	L	1.7S;hwy NW	4839	1	25		Survey stakes along edges rnwy not hazard marked.
Riggins	L	0.3NE;riv WNW	1800	1	25		NNE blkd;mtn SSW. Stay W of river. Rgt tfc NNW.
Root Ranch USFS	L	19NE Big Crk	5000	1	19		Open Apr-Nov 15. Ruf. Skis winter. Take-off N. Canyon to S. Soft-wet.
Rupert, Brockie	L	9ENE;riv S	4200	1	21		Ctn-not maintd. Soft when wet. Ruf.
St. Anthony	P	1.1SSE;RR NW	4966	1	39-S1	F2	Soft when wet.
" Kubal	L	4 SSE;riv S	5015	1	16		DANGEROUS. Rolling.
(PC)St. Maries	L	1.2NW;riv S	2127	1	21		Rgt tfc SE. Soft off gravel when wet.
(PC)Salmon	L	4 S;riv 1 W	4045	2	40-(S1)	(F2)	Mtns NE. Soft when wet.
" River	P	1.2S;hwy E	3980	1	25-S5	F3	Mtns SE, NE, W. Clsd Dec-May. Soft-wet.
(PC)Sandpoint	P	1.5NNW;RR W	2126	1	h32-L4-S5	F2	Soft off pavement when wet. Bcn on req.
Shearer USFS	L	31 ENE Elk City	2600	1	21		Clsd winters. Ridges each end. Exper. flyers only. One way apch. Cattle-fld. Watch for tfc.
Shoshone, Flying Bar "S"	L	4.6 NNW;riv S	3900	1	12		DANGER-SHORT FLD. Rolling. Soft when wet.
Slate	L	3 NNW;hwy E	1660	1	27		EMERG ONLY. P-line NE. Rolling.
(PC)Soda Springs	L	1.3SE;RR E	5842	3	36-(S3)	(F1)	Overpass ENE apch. Soft off gravel when wet. ENE/WSW strip hazardous.
Soldier Bar USFS	L	25 E Big Crk	4240	1	11		CLOSED, ENE, WSW blkd. Ruf. Jon fld.
Spirit Lake	L	0.7W;RR NE	2500	1	22		Hills NW, SE. Ctn-debris;rd crosses strip. Cattle
Stanley, Silva Ranch	L	5 NW;crk W	6500	1	25		Open summers only. Soft when wet. Cattle on fld.
Stibnite	L	0.2 E	6539	1	26		Land SW;tk-0ff NE. NW blkd. Mtn NE, SW. Soft-wet. SW end ruf.
Strevell	L	0.5 NNE	5270	2	30		EMERG ONLY. Ruf. Tower SW.
Sulphur Creek Ranch, Sulphur Creek	L	0.2 ENE	5550	1	30		1000'ENE soft-wet. When wind permits land upstream WSW;tk-off downstream ENE.
Three Creek, Murphy Hot Springs	L	10WSW;riv SW	5850	1	32		P-line SE. Cattle on fld. Soft when wet.
Triangle	L	0.8 WNW	5280	1	26		
Troy, Rouch	L	2.3SE;RR W	2752	1	15		Ruf.
(P)TWIN FALLS, Joslin	P	5 S;canal N	4148	2	h49-BL4-S5	F3	100 oct. avail in emerg. or prior req.
Victor	L	0.8SE;crks SW	6240	1	31		INACTIVE. Use ctn-not maintd. SE blkd.
Warren USFS	L	0.5 NW;rd NE	5912	1	24		Tk-off NW. Canyon SE. Skis winter.
(PC)Weiser	P	2.8S;riv W	2120	2	34-S3	F2	Soft when wet.
Yellow Pine, Reed Ranch	L	12 WSW	4000	1	21		Skis winter. Ridge S, W. Cattle on fld.
" USFS	L	1 W;riv E	4677	1	23		Open May-Oct. Skis wint. Tk-off SW. Ruf.
		NEW AIRPORTS (or airports out of alphabetical order)					
				ILLINOIS			
Alexander, Negus	L	2.8WNW; RR S	645	2	22		
(PC)Alton, Civic Mem'l	P	5.2 E; hwy N	541	3	h39-BL4,6-S5-U	F4	Trees SW;p-line NW.
Antioch	P	2 SW; hwy E	750	2	22-*L-S3	F2	No storage. E blkd.
Aurora	P	2.7NNW;RR E	701	1	h26-S5-U	F3	
Beardstown, Hood	L	2.1SE; hwy E	440	1	18-(S3)	(F2)	
Benton	L	1.5 NW	445	3	26	(F2)	Soft when wet.
(PC)BLOOMINGTON	P	3.3 E; hwy N	874	2	h37-BL4-S5-U	F2	Use rnwy when wet.
Blue Mound, McCoy	P	5 W	615	2	19-L4-S1	F2	
Bradford	P	4.2 NE; RR W	795	2	26-BL2-S3	F2	P-line W.
Breese	L	1.3 NE	460	2	19		N blkd. Soft when wet.
(PC)CAIRO	P	4.5NNW;RR E	322	2	h36-BL4-S5-U	F2	
Canton, Ingersoll	P	2.5NNW; RR E	700	2	26-*L4-S5-U	F2	Soft when wet.
(PC)Carbondale, Southern Illinois	P	4 NNW	408	3	h36-BL4-S5-U-W	F4	5400' strip avail. W blkd.
Casey	P	0.8 NW; rd N	645	2	23-*L-S3	F2	Rgt tfc S, W over town. Minor eng rprs only.
Centralia	P	1.5ESE; rd N	520	2	h28-BL4-S3-U	F4	E/W strip soft-wet.
(PC)Champaign, UNIV OF ILLINOIS	P	5.5SSW; RR E	752	3	h55-BL3,4-S5-W-U	F4	Use rnwys-turf usable by permission.
Charleston	L	1.3SW;RR NW	690	1	26		Unattended.
Cherry Valley, Morlind	P	1 E	750	3	33-S5	F3	NE blkd. P-line N.
Chicago, Hammond	P	24.6SSE of Loop	615	4	32-BL2-S1	F4	
" Hinsdale	P	18.2 WSW	705	2	26-S5	F2	P-line S. Use strips. Soft when wet.
" -Howell	P	19.1 SSW	600	3	28-S5	F4	Soft when wet. Use strips. perm clsd.
(P) " -MIDWAY	P	9 SW of Loop	618	7	h54-BL3-4,6,7-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Rnwy 18L-36R
" Stinson	P	13.1WSW;quarryS	646	3	24-S5	F2	Banks SE, S. Soft-wet. Use strips.
(PC) " Meigs	P	1 E	590	1	h39-BL4-S3-W	F4	0600-2200. Rgt tfc N. FEE. 2-way rdo rqrd.
(AF,NG)" O'HARE-Chicago Intnl	P	16 NW;riv 2 E	666	5	h73-BL4,6,7-S5	F4	2 way rdo required. overrun lgts. FEE
" Pal-Waukee	P	2INW; RR W	642	4	h31-BL4-S5-U	F4	No 91 octane.
Chicago Heights, Governor's	P	5WSW; hwy E	750	2	29-L4-S5	F2	N,E blkd. Rolling.
Clinton, Thorp	L	4.8NE; crk N	720	2	15	80	
Compton, Bresson	P	5 N; hwy E, S	800	1	26-*L-S3-U	F2	S blkd. No storage.
Crete, Mall	L	3 W	790	1	18		Soft when wet.
Danforth, Classen	L	0.5SW; hwy E	650	2	18-*L4		
(PC)DANVILLE, Vermilion Co.	P	4.8NNE; RR E	687	3	h40-B*L4-S5-W-U	F4	Use rnwys.
(PC)DECATUR	P	4 E; RR S	679	3	h53-BL4-S5-U-W	F4	
DeKalb	P	1.8 E	900	1	h30-B-S5-U	F3	W blkd.
Des Plaines, Ravenswood	P	2.5SW; RR N	650	4	18-S5	F3	Rgt tfc S, SE, W, SW. P-line SE. Rolling.
Dixon	P	1.9ESE; RR S	786	2	h28-S5-U	F2	Code Bcn.
East St. Louis, Lakeside	P	7 NNE; lk W	420	3	30-S5-U	F2	Soft-wet.
" Parks	L	4.2 SW; RR SE	410	2	26-*L2-U		Rgt tfc take-off E, S.
" " Metropolitan	SEE: St. Louis, Mo., Parks Metropolitan Arpt.						
Effingham-County Mem'l	P	3.8S; RR W	585	2	h18-L4-S3	F2	N,S blkd. Road crosses E/W strip. 2400' strip avail.
Elgin	P	2.3 N; riv E	782	3	h24-BL4-S5	F4	Rgt tfc rnwys 18,22,27. Rolling. 3000' strip avail.

h-paved rnwys. B-rotating lgt, L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Fairfield	P	2 W	416	1	22-S3	F1	Ruf.
Forrest, Honegger	L	3 S; RR E	710	2	23	F1	E blkd. Use strip.
FREEPORT, Albertus	P	3.5 SE; RR S	840	3	h23-BL1-S1	F2	S blkd. 3200' strip avail.
Galesburg Mun	P	3.5 W	763	1	h36	F4	
(PC)Harrisburg-Raleigh	P	5.2 N; hwy E	399	2	27-BL4-S5-U	F1	1800' paved center NE/SW rnwy avail. Use when wet. Lgts oper by elec. ear.
Harvard, Dacy	L	0.8 SW	930	1	24		
← Harvey, Rubinkam	P	3WSW; hwy E	615	3	32-B*L4-S5-U	F2	Soft when wet.
Havana	P	6.3 E; hwy N	510	1	30-S3	F2	
← Highland-Winet	P	3.6NE; hwy SE	535	1	26-L1-S3	F2	P-line S.
(PC)Jacksonville Mun	P	2.7 N; hwy E	623	3	h30-BL4-S3-W-U	F2	3200' strip avail.
(P)Joliet	P	5 W; riv W	582	2	h30-BL2,4-S3-W	F4	Use rnwys.
" Wilhelmi	L	3.3 S; hwy W	640	1	25-(S3)	(F2)	P-line W. Soft when wet.
Kankakee	P	3.2WSW;RR L5E	625	2	26-*L4-S5-U	F3	Ditch N. S blkd. Use strips.
← Kewanee Arpk	L	6 E	760	2	24	F2	NW,SE blkd. Unattended
Kewanee	P	3 S; hwy W	825	1	26-S5	F2	
Lacon, Marshall County	P	1.2 E; hwy N	554	2	h17-*L-S3	F2	1900' strip avail.
(PC)Lawrenceville	P	4.5NE; lks ESE	428	4	h52-BL4-S1	F3	
Lebanon	P	0.5SE; RR N	440	1	22-S3	F2	S blkd, P-line N. Soft-wet.
(PC) Lincoln, Logan County	P	2ENE; hwy NW	595	2	h27-BL4-U	F3	3200' strip avail.
(PC)Litchfield	P	1.4SW; hwy E	690	2	h23-BL4-S5-U	F2	Shoulders soft. Ctn-when using the E/W rnwy.
Lockport, Lewis-Lockport	P	2.2WNW;canal E	670	4	h31-B*L4-S5-U	F4	Use strips.
Lombard, Mitchell	P	2.8NNW; RR S	740	3	24-*L-S5	F2	P-lines, S, SW.
" York Township	P	2 SSW; riv W	740	2	18-S5-U	F2	Use strips.
Macomb	P	2.4 E; hwy E	695	2	26-S5	F2	N, E, blkd.
(PC)MARION-Williamson County	P	4.6WNW;hwy W	472	3	h38-BL4-S5-U	F4	4200' strip avail. Use rnwys & taxiways only.
(PC) MATTOON, Coles Co. Mem'l.	P	5 E; RR I N	720	3	h37-BL4-S5-U	F4	3900' strip avail.
Metropolis	P	2 NW; hwy S	380	2	h25-*L-S5-U	F2	N blkd. Trees E.
Milford	P	0.7NNW;hwy E	650	2	28-L1-S5	F3	E blkd.
(P)MOLINE, Quad-City	P	4 S; hwy NE	590	3	h55-BL4,5,6-S5-W	F4	Use rnwys and taxiways only.
Monmouth	L	1.5NNE; RR W	770	1	31	(F2)	S blkd. E/W rnwy clsd. Unattended.
Morris	P	4.5N; hwy W	588	2	23-BL1-S1	F3	
(PC)Mt. Carmel	P	13.7NNE;hwy E	430	2	h45-S1	F2	
" Beckerman	L	4 W; RR S	424	1	22-S1	F2	N blkd. Soft when wet.
(PC)Mt. Vernon	P	2.5ENE; RR S	465	3	h32-BL4-S5-U	F3	3600' strip avail. N,SW blkd.
Moweaqua, Hilvety	P	2.8 NE	680	2	21-S1	F2	
Nekoma, Litton	P	1.2WNW; RR S	800	1	23	F2	P-lines N, S.
Northbrook, Sky Harbor	P	1.6NW; RR E	680	4	h26-L4-S5-U	F3	Ctc Unicom before Indg. Rstd to acft under 12,000 lbs. Lgts req after 0100.
Olney, Ulrich	P	1.8ESE; RR S	537	1	30-S3	F2	P-lines N; S blkd.
Ottawa	P	1 NNW; rd N	615	2	26-*L-S5	F3	N, S blkd. Rgt tfc S.
Palestine, Crawford county	L	1 N; RR S	444	1	26		W blkd.
Paris, Stewart Hog Ring	L	1 S; RR W	742	1	21-L6	F1	
Pecatonica	P	1 N; hwy E	750	1	23-S5	F1	P-line S.
Pekin	P	5S; RR E	521	3	34-L4-S5-U	F3	E blkd; p-line W. Rnwy lgts until midnight-later on req.
(NG)PEORIA, Greater Peoria	P	4.8WSW;hwy E	659	4	h50-BL4-S5-W	F4	S blkd.
" Mt. Hawley	P	6.4N; RR SW	800	3	30-L4-S5	F2	NE,SE,S blkd.
Polo, Hamilton	P	2.3 NE	895	2	26-L4-S1-U	F2	P-line E.
Pontiac, Chief City	P	1.5WNW;hwySW	632	1	31-L-S1	F2	Soft-wet.
Princeton, Piper	P	1.5E; hwy N	625	2	24-*L-S5	F2	N, S blkd.
(P)QUINCY, Baldwin-Quincy	P	10.5 E; hwy S	769	3	h54-BL4, 6-S5-W	F4	
Robinson	P	5.3E; hwy S	453	1	35	F2	S blkd.
Rochelle	L	2 S; hwy E	780	1	22-S5	F2	Closed.
(P)ROCKFORD, Greater Rockford	P	4.9 S; hwy E,W	734	3	h45-BL4-S5-W	F4	
" Machesney	P	6 NNE; riv NW	732	3	30-S5-U	F2	NE blkd; p-lines E, SE.
St. George	L	1 NNW	650	2	18		
(PC)Salem, Salem-Leckrone	P	1.9NW; lk NW	571	3	h30-BL4-S5-U	F3	
Sandwich	P	1.4WSW; RR N	670	2	20-*L-S5-U	F3	P-line N. Soft when wet. ed.
Savanna, Stranedale	L	4 SE; hwy W	610	3	23-S1	(F2)	1000' NW end NW/SE rnwy clsd. P-line W. Unattend-
Serena	P	2.8NelevatorSE	640	1	21-L4-S5	F2	P-line NNE. Soft when wet.
← Shelbyville, Shelby County	P	2.5 W; RR S	618	2	27-S1	F2	P-lines NE,NW,SW,SE blkd.
South Beloit, Beloit	P	1 S; RR E	772	4	27-S5	F1	Use strips.
(NG) Springfield, CAPITAL	P	3.2NNW; hwy E	593	3	h70-BL4,6-S5-W-U	F4	Use rnwys. 1000' overuns rnwys 4 & 22
" Southwest	P	3.5SW; RR N, S	606	2	36-*L4-S5-U	F3	Use strips. Bcn on req.
Sterling-Rock Falls Whiteside Co	P	3.6 S hwy W	646	3	h10-BL4-S5	F2	P-lines NW,SW
Stockton	L	1.5ESE; hwy W	840	1	20-S5	F2	Rolling.
Streator	P	3.5NEL RR E	650	3	23-*L-S5	F3	P-line E.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
ILLINOIS							
Sycamore	P	1.4ESE; RR N	840	4	26-S5	F2	Rgt tfc NW tk-off. P-line N, NE, E, SE.
Taylorville	P	1.8WSW;RR SE	612	1	h22-B-S5	F2	Soft-shoulders.
Tinley Park, Prosperi	P	1.7 SSW	695	2	29-*L-S5	F3	Soft when wet.
Toledo, Plane Lane	L	1 S	595	1	22		Soft when wet.
Tuscola	P	2 SW	650	1	23-S5	F2	
Urbana, Illini	P	2 NNE; hwy E	735	2	26-L4-S5-U	F2	
Utica, Starved Rock	P	1 SE; hwy NW	460	1	34	F2	Rgt tfc take-off W. CLSD WINTERS.
Vandalia	P	4.4 NW	532	2	h39-BL4-S5-W	F3	
Virden	L	1 WSW;RR E,S,W	640	1	22	F2	P-line N.
Waukegan	P	1.5NW; RR W	725	3	25-B*L-S5	F2	Rolling.
← " Memorial	P	5 NNW	718	3	37-*L-S5-U	F2	Landing fee multi-engine acft.
(PC) West Chicago, DuPage Co.	P	3 NW; RR S	760	4	h32-BL4-S5-U	F4	
Wheeling, Chicagoland	P	3.8 NNW	668	4	35-BL-S5-U	F3	
Wood Dale, Moody-Wooddale	L	1.3NNE;rd adj N	711	4	27		Clsd wk-ends. Acft over 3500 lbs prohibited.
Wyoming	L	1.4SSW; hwy E	720	1	21		
NEW AIRPORTS (or airports out of alphabetical order)							
Momence	P	3.5 mi W	645	2	25-S5	F2	NW, NE, SW blkd.
Carmi, Rebstock	L	1 NE	372	1	25	(80)	Unattended
Flora	P	1 E; hwy N	469	1	25	80	
Mendota, Fitzgerald	L	1 NW; RR NE	800	1	24-S5	F2	P-line SE.
← Aledo, Mercer County	P	3.5N	740	1	21-S1	F2	
INDIANA							
Anderson	P	3.6SE;hwy N	910	3	32-B*L4-S5-U	F2	P-line NE. Use strips.
" Ace	P	4 S;RR E	910	3	41-S5-U	F4	
(PC)Angola, Tri-State	P	4.2W;hwy S	984	3	29-B-S5	F3	SE blkd. Hill NW.
(PC)Annapolis, Port-O'-the Woods	L	2.2 NNW;hwy 1E	560	2	33-S1	F1	Hill SSW.
Auburn	P	1.3 NNW;RR E	890	3	25-BL-S3	F2	P-lines NE, NW, SE. N blkd.
(PC)Bedford	P	3.5 SE;hwy E	728	2	h31-U	F1	Use rnwy. Ruf.
(PC)BLOOMINGTON, Kisters	P	5 WSW;RR SE	840	3	h38-BL4-U	F3	Use strips, rnwys.
Bluffton, Miller	P	4.2 WSW;RR S	827	2	26-B-S5	F2	E blkd. Rgt tfc E, S. Depression near center E/W strip.
" -Wells County	P	2.8 WSW;RR S	820	1	34-L4-S5	F2	Rgt tfc SW. SW blkd.
Brownsburg	L	1.5SSE;RR S	875	2	26-(S1)	(F1)	P-line S. Atnd evenings and Sundays.
Cedar Lake	P	1.2 NW;hwy W	751	3	27-*L1-S5	F2	E, NE, SE blkd; p-line SW. Use strips.
(PC)Columbus	P	5 SSW;RR E	612	2	h45-BL4-S5	F4	Use pavement only.
" Arpk	L	1.5 SSW;hwy W	625	1	14	(F1)	Atnd evenings and Sundays. Ruf.
(PC)Connersville, Mettel	P	2.8 NNE;canal W	867	3	h25-BL4-U	F4	3200' strip avail.
Converse	L	1 WSW;hwy N	840	aw	h16		Land on mat only.
Crawfordsville	L	4.5 SSW;hwy E	804	4	38-S1	F2	
Crown Point	P	2 N	720	3	29-S5	F3	E blkd. P-line NE.
Culver	L	2 E;lk W	815	2	23		Rolling. Use strips.
Decatur, Hi-Way	P	3.0 E	841	1	26-L-S1	F2	Soft when wet. N blkd.
DeMotte, Cheever	L	2.2SSE;hwy E	676	3	29-(S1)	(F1)	N,S, WNW blkd; p-line ESE. Ruf. Unattended
Dyer, Triangle	P	1.5NE;RR E	630	4	31-*L-S5	F2	S blkd. Use strips. Soft-wet.
Elkhart	P	2.7NNW;hwy 1E	752	2	h26-*L4-S5-U	F3	
" East Side	P	2.5 E;riv N	750	3	26-*L2, 4-S1-U	F2	Rolling and ruf at W end.
Elwood	P	2 S;hwy NW	866	2	23-B*L4-S5	F2	P-line W.
(P)EVANSVILLE, Dress Meml.	P	4.5NNE;RR W, E	389	3	h60-BL4, 6-S5-W	F4	P-line E. Use pavement only.
" Skylane	L	2.8 NW	380	2	26-S5		P-line S. No storage.
(NG)FORT WAYNE, Baer Fld	P	7.5 SSW; RR E	801	3	h70-BL3,4,6,7a-S5-W	F4	2-way rdo rqrd-darkness. Use rnwys.
" Smith	P	4.5 N;hwy S	833	3	h33-B*L2-S5-U	F3	
Franklin	P	4 S;hwy 2 E	745	2	24-*L4-S5	F2	Ctn-low fence W side of N/S strip at N end. Use strips.
French Lick	L	0.8ESE	500	1	h26-S1	F3	Hill N
Galveston	L	3.2 WNW	795	2	h17		Land on mat only.
(PC)GARY MUNICIPAL	P	4 NW;hwy N	591	2	h46-BL4-S5	F4	Use rnwys.
(P)Goshen	P	4.5 SSE;hwy E	823	3	39-BL2-S5-W	F3	P-lines S, SW. Bcn, lgts req after 2100.
← Greenfield, Pope Fld.	P	2 ENE;RR S	895	2	30-S1	F2	S blkd. P-line.
Greensburg	P	2.1WSW;RR N	915	2	23	F2	
Greenwood, Wheatcraft	P	1.4 NE	820	3	18-L4-S1	F2	
Hartford City-Inman	P	1.8 N;hwy E	910	2	24 -S3	F2	
" Hoover's	L	1.8 SW;hwy N	875	2	19	(80)	
Headlee	P	1 S	659	1	21-S3	F1	Race track S side, W of hangar.
← Hobart, Cole's Sky Ranch	P	1.8 NNW;hwyS	644	2	25-*L1-S3	F2	E blkd.
Huntingburg	P	3.8;RR 2 E	500	2	31-BL2-S5	F2	Use strips.
Huntington	P	2.5 SSE;riv S	810	2	21-(S5)	F2	NW blkd. P-line SW. Gully S.
(P)INDIANAPOLIS, Weir Cook	P	8 SW; RR N	796	5	h73-BL4, 6-S5-W	F4	Use rnwys only xcpt on advice of ctl twr. Rgt tfc rnwys 13, 16, 22, 27. Rnwy 4 open jet acft. Rdo rcvr rqrd. Fld multi-eng acft.
" Hook	P	6 NW;hwy NE	740	3	32-S5	F4	Unlgtd 20' pole line E along road.
" Sky Harbor	P	7 SSW	715	3	h35-L4-S5-U	F4	Use rnwys 4, 17, 22, 35. Rnwy 4 open jet acft.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
INDIANA							
Jasonville	L	0.5 NE;hwy E, S	600	2	23-S1	F1	Rolling. Use strips.
← Jeffersonville, Hap's	P	4.0 NW	464	1	20-S5	F3	
(PC)Kendallville	P	2.2 N;hwy W	1000	2	25-BL4	F1	S blkd, P-line SW. No storage.
Knox, Starke County	P	0.9 S;hwy E	714	2	h26-S5	F2	P-lines NE, NW, SE blkd.
KOKOMO	P	4.7 NE;rd N	827	3	h40-BL4-S5-U-W	F4	
Lafayette, Aretz	P	3 NE bet RR, hwy	614	2	30-S5	F1	P-line NW. Use strips.
" Halsmer	P	4 ESE;riv NW	664	2	h40-*L4-S5-U	F4	P-line WNW. Use strips. Gross wt - 50,000 lbs.
Lake Village	P	1 NW;hwy S	644	2	26-*L-S5	F2	Use strips.
LaPorte	P	2.5SSW;RR W	803	aw	32-BL4-S3-U	F3	P-lines SW,SE,NW.
← Logansport, Williamson	P	7.0 NNE	790	2	23-S3	F2	P-line W.
Lowell, Bailey	P	4.8 SW	697	2	21-S1	F2	Use strips.
← Madison, Meyers	P	2.2 N	908	1	24-S5	F2	Runway blk. Use strip.
Marion	P	3.8SSW;hwy E	850	1	h42-BL4-S5-U-W	F4	Attended 0530-2300 daily.
Marshfield, Cork's	L	2 NW;RR W	731	1	24-S1	F1	P-line N. Use strips.
Mentone	L	2 SW;hwy E	800	1	20-(S3)	(F1)	
Michigan City	P	4 E; hwy Jct SW	650	2	h30-*L4-S5-U	F3	Tower N; P-line S, E. Lgts dusk-2200.
(PC) " Mun.	P	2.5 S;hwy N, W.	668	1	h24-S1	F2	
Mishawaka, Sportsman	P	3.7NE;riv S	760	2	23-S5	F2	P-lines NE, SW, SE blkd.
Monticello Dittman	P	2.8 S; lake E	700	2	30-S3	F1	P-line SW
Mt. Vernon	L	1 E; bet hwy, riv	390	2	26-S5	F1	P-line N.Use strips.Atnd week-ends only.
Mulberry, Stair	P	1 NE;hwy S	850	aw	15-S3	F2	S, SE blkd; tank SW. Eng rprs only.
(PC) Muncie	P	3.5 N	950	4	h31-*L2-S5-U	F4	3400' strip available. Bcn prior req.
" Reese	P	3 SE	991	3	20-S5	F2	
New Castle	P	1.8 ENE; hwy N	1080	2	29-U	F3	N, NE blkd. Rgt tfc W. Use strips. E W rnwy clsd.
" " -Western	P	2.3 NW;hwy E	1078	3	26-S5	F2	N, S blkd; p-line NE.
(PC)N. Vernon, St. Anne	P	2.3NNE;RR W	750	2	h45	F3	
Perryaville, Highland	P	2.8 WNW;hwy S	585	2	23-*L4-S5	F2	E blkd.
Peru	P	3 WSW;riv N	735	1	28-S5	F2	
Portland, Brigham	P	1.5 NE;rd S	923	2	30-B-S3	F2	S blkd. Use strips.
" Steed	P	1.5 NW;hwys N,E	926	3	26-*L4-S5	F2	N, NE blkd. Use strips.
Princeton	P	0.8 E; RR NE	502	3	20-S3	F2	Use strips. Tower NW.
Ramsey, Clover Valley	L	2.7 SW	660	1	21-S2	F2	
Rensselaer, Jasper County	P	1.5 WNW;hwy S	676	2	32-BL2-S3	F2	
(PC)RICHMOND	P	6 SSE;RR W	1141	3	h55-BL4-S5-W	F4	Use rnwys.
" East Richmond	P	3.7 ESE;RR E	1090	4	24-S3-U	F3	Hill E. Use N/S strip when wet.
Rising Sun	L	0.5N	530	3	22-S1	F2	Rolling
Rochester	P	1.5 E, bet RR, hwy	787	4	25-S5	F3	N,NW,NE,S,SE blkd. Use rnwys. N rnwy tk-off only.
Rushville, Howell Bros.	P	2 SE;hwy SW	985	3	16-S1	F2	E blkd. P-line S.
(PC)Seymour, Freeman	P	2.3 SSW;RR N	575	4	h55-B*L4-S5	F2	Use rnwys.
Sheridan	P	2.1 N;rd W	940	3	39-B-S5-U	F2	SW, W, NW blkd. Use strips.
" Black Hawk	L	5.3 N; road E	925	3	20-L4-S5	80	P-line N. Use strips.
← (P)SOUTH BEND, St. Joseph Co	P	3.5 NW;hwy S	778	4	h50-BL4-6-S5-W	F4	Use rnwys P-lines NE,S .
" Chain-O-Lakes	L	5.2W;lk SW	765	4	24-U		P-line N, NW.
Terre Haute, Cox	P	3.2 S;hwy E	485	3	27-S1-U	F1	P-lines N, NE, SE. Use rnwys & taxiways only
(P) " HULMAN	P	5.ESE;hwy N	585	3	h32-BL4, 6-S5-W	F4	Use rnwys.
(PC)Valparaiso, Porter County	P	2.8 ESE;RR S	761	2	h19-BL4-S5-U	F4	Rnwy lgts avail SS-0300.
" Urschell	P	1.7N;RR S	820	2	26-L4-S5-U	F3	Use strips.
Vincennes, O'Neal	P	1.8 NW;hwy NE	414	aw	33-S5	F2	NE blkd.
(PC)Warsaw-Memorial	P	3 N;RR W	843	3	h24-BL4-S5-U	F3	2600' strip avail.Rgt tfc N,E, NE. Use rnwy, strips.
Washington	P	4.3 NNW;RR W	450	3	30-S5	F2	P-line W. Use strips.
Winchester	P	3 E;hwy N	1109	3	23-S5	F2	
Woodburn, Taylor	L	1.2 SW;hwy WNW	758	2	19-(S3)	(F1)	Soft-wet. Atnd evenings and Suns. only.
NEW AIRPORTS (or airports out of alphabetical order)							
(P) Lafayette, PURDUE UNIVERSITY	P	1.5 SW	607	2	h39-BL2-S5-W	F4	Clsd to acft over 26,500 lbs gross wt or larger than C-47 or DC-3 xcpt by special permission. Use rnwys. FEE.
Huntington, Scott Ranch	P	6 SSE	816	2	22-L4	F2	
Roselawn, Zoro Airpark	L	1 W;RR N	655	1	22	F2	Trees E, p-line W.
Elkhart, Midway	P	4.9 NW;riv NE	780	2	26-*L4-S5	F1	S, W blkd.
← Shelbyville-Mem'l	P	3 NW	800	2	34-S5-U	F2	N,E,W blkd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
IOWA							
Algona	P	2 WNW;hwy N	1219	2	28-BL4-S5-U	F2	P-line N.
(PC)Ames	P	2.5 SSE;hwy E	932	2	39-BL4-S5-U	F2	
Anita, Dressler	L	7 SSE	1250	1	16		
(P)Atlantic	P	1.9 W; hwy E	1153	3	33*L4-S5	F2	P-line N.
← Audubon	P	1SSE;RR, hwy W	1300	1	24-*L	F2	
Baxter	L	0.5 SE; hwy N	1000	1	22		Land at own risk. P-lines N, S.
← Bettendorf	P	4 ENE; hwy 1 W	670	2	18-*L-S5-U	F2	
Bloomfield	L	1.7WNW;hwys S	850	1	19-(S-5)	(F1)	Atnd week-ends. No storage. S end ruf. Rolling.
(PC)Boone	P	2 ESE; hwy N	1143	2	26-BL4-S3	F1	Rgt tfc NE, NW.
(P)BURLINGTON	P	1.7 SSW;hwy E	608	2	h53-BL4-S3-W	F4	Rgt tfc rnwys 12,18. Fuel daylgt hrs only.
Callender, Peterson	L	1.2 WSW	1145	1	18		
Carroll	P	4.2 ESE; RR N	1196	3	34-L4-S5	F2	
(P)CEDAR RAPIDS	P	6.7 SSW; RR E	863	2	h24-BL-4,6-S5-U	F4	
"Hunter	P	3 S; hwy E	732	4	27-L1-S3-U	F3	
Centerville	P	3.5SSW; RR N	1017	2	26-L4-S5	F2	
(PC)Charlton	L	2.5 W; hwy S	1050	1	24-L2		P-line S.
(PC)Charles City	P	3.3E;bet RR, hwy	1126	3	28-BL4-S5	F2	S blkd; p-line N, SW, NW.
(PC)Cherokee	P	1 S; RR W	1212	3	33-L4-S5-U	F3	P-lines NE, SE. Rgt tfc NW, N, NE.
(PC)Clarinda	P	1.3 SE; RR W	992	2	h21-BL4-S5-U	F2	Rgt tfc SW, SE. Ditches S, NNE.2900' strip avail.
" Schenck	P	0.8 SE	992	1	28-*L1-S3	F2	Minor eng rprs only. Rgt tfc N.
Clarion	P	1.4 NW; hwy S	1162	4	27-BL4-S5	F2	P-lines NE, NW. Use strips.
Clermont	L	0.8 S; hwy E	800	1	21-*L1-(S1)	(F1)	Atnd Sundays only.
(PC)CLINTON	P	7 WSW; hwy S	701	3	h37-BL4-S5-U-W	F4	
Columbus Junction	L	3.9 N; RR E	580	1	26	F1	S end rolling.
Conrad, Clarkes Hy Brid	L	3.5 WNW;RR 1S	1050	1	23-S1	F1	
Council Bluffs	P	3 SE; hwy S	974	4	37-L4-S5	F1	SW blkd; p-line SE; tank S.
← Creston, Herring Fld	P	2.5 SW; RR N	1320	1	17-	F2	P-line N. Land at own risk
Dallas Center, Husband	P	3 W; hwy W, N	1015	2	20-L4-S3	F2	Lgts prior req after 2400.N1000'N/S rnwy ↓
(P) DAVENPORT	P	5.5 N	753	2	h48-BL4-S5-U	F4	unusable when wet
(PC)Denison	P	2.8 SW; hwy N	1280	3	30-*L4-S5-U	F2	Soft when wet. Land at own risk.
(NG) DES MOINES	P	4.5 SSW; hwy S	957	4	h75-BL4,5,6-S5-W	F4	Rdo rcvr capable of rcvg twr commun rqrd for all
" Dodge	P	8.0 NW	935	1	22-S5	F2	P-line N. itinerant acft. ↓
Dewitt	L	1.5 SE; RR S	710	1	21		Land at own risk.
Dougherty, Knoop	L	4.2 NNE	1065	2	30		S blkd. Land at own risk.
(PC)DUBUQUE	P	7.5 SSW; hwy E	1075	2	h56-BL6-S5-U-W	F4	Use rnwys.
(PC) Eagle Grove	P	3.4 NNW;RR E	1131	2	26-L4-S3	F2	Lgts dusk - 2200.
Elkader, Meyer	P	1.1 SE; RR E,S	915	1	21-S1	F2	P-line NW.
Emerson, Cole	L	5S; hwy E	1200	1	20-*L1		S blkd. S end rolling.
Emmetsburg	P	1.3 SW; RR N	1205	3	35-L4-S1	F2	
(PC) Estherville	P	4.6 E; hwy S	1298	3	32-L4-S5-U	F2	P-line SE, S, SW.
Fairfield Memorial	P	2 mi SE	780	2	25-*L4-S1	F2	P-line NNW.
Fiscus, Briggs	L	4.2 NE	1370	1	21		Rolling
(PC)FORT DODGE	P	3.5 N; hwy E	1160	2	h44-BL4, 6-S5	F4	Use rnwy.
Garner, Wicks	P	1.8 NW; hwy W	1230	2	24-S5	F2	P-line NW. Use strips.
Grand Mound, Grand	P	1.2 SW;RR 1A N	770	2	23	F2	
Grant Center, Maynard	L	2.0 E; RR E	1100	1	16		Unattended.
Guttenberg, Abels Island	L	2.3 N; riv E	610	1	26		
Hamburg, Hoover	L	2.2 W; RR 1 NE	906	1	20-(S1)	(F1)	N blkd. Soft when wet.
Hampton	L	2.7 NW; lk N	1150	1	24	(F1)	P-line WNW.
Harlan	P	5.0 SSW; hwy E	1204	2	27-B*L4-S3	F2	P-line S. Bcn-first 3 hrs of darkness.
← Hartley	L	1.2SSE; RR NE	1490	2	26	(F3)	SE blkd.
Humboldt	L	1.0 N; RR N	1120	1	19		P-line N. Twr W in tfc pat.
(PC)IOWA CITY	P	1.7 SW; riv E	661	3	h43-BL4-S5-U-W	F4	
Iowa Falls	P	4.1 S; RR 1 E	1140	2	20-S3	F2	
(PC)Jefferson	P	1.8 E; hwy N	1041	2	24-L4-S5	F2	
(PC)Keokuk	P	4.6 NW	671	2	h38-BL4-S5	F3	
← Lamoni, 10, MKC-MPS	P	3.0 WNW ; RR E	1163	2	37-BL2-W	F1	Soft-wet.
LaPorte City, Clarks	L	2.4 NW; hwy 1 E	900	3	26		Land at own risk. Rolling.
Laurens-Skyways	L	0.5 WSW;RR N	1300	1	24-(S3)		Unattended.
LeMars, Westmar College	P	1.8 SW;hwy SE	1190	4	28-S1	F2	W, NW blkd; p-line SE.

IOWA

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
Lenox	L	1.3 N; hwy W	1200	1	26		N blkd. Rolling. Use center of strips.
Leon	L	4.1 N; RR SE	1050	1	20		Land at own risk.
Malvern, Bass	L	5.5 SSE; RR E	988	1	16		Land at own risk.
Manchester	L	1S; RR, hwy W	935	1	25		Unattended.
Manning	L	0.6 SW; RR W	1321	2	24		Twr NE. P-lines S, SW. Emerg. only.
(PC) Mapleton	P	0.5 NW; riv NW	1150	2	29-S5	F2	NE, SE, SW blkd. Ruf.
Marshalltown, Neiderhauser	P	4.0 N; hwy 1 E	990	2	26-BL4-S5-U	F2	W blkd; p-line N.
(P) MASON CITY	P	6.5 W; hwy S	1216	2	h56-BL4, 6-S5-W	F3	
" Eco	P	2.6 ESE; riv S	1215	1	22-S1	F2	Rolling. Use strip.
Mechanicsville, McVille	L	3.2 WNW; RR S	850	2	25		E/W Strip clsd. P-line S. Cattle on fld.
Milford, Fuller	L	0.7 mi NNW	1440	2	36		S, W blkd. P-line E.
Missouri Valley	L	1.5 S bet RR, hwy	1000	1	25		S blkd.
(PC) Mt. Pleasant	P	2.6 ESE; hwy N	727	3	19 S1	F2	
(PC) Muscatine	P	6.0 SW; hwy SE	546	2	h42-BL4-U	F2	
" Greiner	L	6.0 N; hwy E	700	1	13	(F1)	Rolling
Nashua, Harrison	L	2.0 NW; hwy E, N	1000	2	26-(S1)	(F1)	E, NW blkd. W end E/W Strip ruf.
Nevada, Nelson	P	1.7 W; hwy N	995	2	23-*L1-S5	F2	Rolling.
" Paul	L	3.5 NNW	1025	1	21		Use strip.
New Hampton	L	2.3 NW; RR NE	1180	3	28		NE blkd; p-line SE.
Newton Mun	P	1.7 SE	952	2	26-BL4-S5-U	F3	P-line SW. Acft restricted to rnwys when fld wet.
Nora Springs, Spotts	P	3.2 W; RR S	1170	2	25-*L-S1	F2	P-line E, S. Rolling.
Oakland, Kimberly	L	0.5 NW; riv W	1085	1	18-*L-(S1)	(F1)	
Oelwein	P	3.0 W	1050	3	28-S5	F2	W blkd; p-line NW. Use strips.
Osage Mun	L	0.5 NE	1160	1	48-L4		P-line N.
Osceola	L	2.2 N; RR, hwy E	1125	1	22		P-line N. Rolling.
Oskaloosa	P	2.0 SSE; RR NE	850	1	21	F2	Use strips.
(P) OTTUMWA	P	6.4 NNW; hwy 1 E	845	2	h52-BL4-S5-W	F4	
Pella	L	3.5 SE; RR NW	877	1	24		
(PC) Perry	P	3.5 WSW; hwy N	1014	2	23-BL4-S3	F2	
Prairie City	P	2.5 NNE	950	2	30		Ctn-cattle on fld. Trees W, Cable line S.
(PC) Red Oak	P	1.5 W; hwy N	1044	3	28-L4-S5-U	F4	P-line N. Ngt serv on call.
Rockwell City	L	W; hwy W	1234	1	22-S3		90 oct. P-line W. Trees N.
Sac City	P	3.0 SSE; riv W	1250	2	22-L4-S5-U	F2	
Sheldon, Mun	L	1.5 N hwy W	1422	1	24-B-S3		Fence S. P-line N
Shellsburg	L	1.5 E; RR S	800	2	18	F1	Land at own risk.
(PC) Shenandoah	P	2.8 WSW; riv NW	963	2	37-BL4-S5-U	F4	
Sibley	P	2.0 S; RR NW	1500	2	26-*L4-S5	F2	E, S, W blkd; p-line N.
Sigourney	P	3.0 S; riv N	692	2	24-*L1-(S5)	F2	S blkd. Soft when wet.
(AF, NG) SIOUX CITY	P	6.5 S; RR 1 NE	1097	3	h90-BL4, 6, 7-S3-W-I	F4	Jet barriers apch end rnwys 13 & 31
" Rickenbacker		SEE: North Sioux City, S. Dak., Rickenbacker Fld.					
Spencer	P	2.9 WNW; RR 1S	1335	3	h27-BL4-S5-U	F3	P-line NE.
Storm Lake	P	3.5 SSW; hwy N	1460	3	34-*L1-S1-U	F2	Use strips.
Tama	L	1.3 S; hwy E	825	1	25		Land at own risk.
Troy Mills, Carson	L	2.5 NW; riv W	870	1	17-*L		Land at own risk.
Vinton, Milroy	L	1.5 NW; hwy N, E	800	1	19		WNW blkd. Land at own risk.
(P) WATERLOO	P	5.0 NW; riv 1 S	870	3	h54-BL4, 6-S5-W	F4	
(PC) Waverly, Bantam	L	6.0 E	1000	1	26	(F1)	P-line N.
Webster City	P	3.3 SW; RR 23 N	1100	2	26-BL4-S3-U	F2	P-lines N, NE.
Winfield	L	3.0 E; RR S	700	1	13-(S1)	(F1)	E blkd. Land at own risk.

NEW AIRPORTS (or airports out of alphabetical order)

Spirit Lake Mun	L	1.0 mi S	1405	1	15	F1	Ruf - rolling.
Corning		3/4 W; hwy N	1250	1	24-L4	F1	Rgt tfc S.
Larchwood, Zangger Flying Service	P	2 E; RR S	1470	2	20-*L1-S3	F1	RR south.
Onawa	L	0.5 SW	1059	1	24-L4	(F1)	P-line and trees NW.
Monticello	P	1 S; hwy E	840	1	18-L4-U	F2	P-line S.

KANSAS

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(PC) Abilene	P	1.7 WSW; RR N	1148	3	h21-L4-S1	F3	2300' strip avail. NE blkd. p-line SE. Ruf. Soft-wet.
Anthony Mun.	P	2.7 WNW; hwy S	1340	2	45-BL4	(F3)	P-lines ESE. Caution-wet.
Arkansas City	P	3.5S; hwy, RR W	1170	4	27-S5	F2	N, NE, S blkd; p-lines SE, SW.
" Strother Aux #1	L	7.5NE; riv E	1145	1	26		Use strip.
" " Aux# 2	L	6.6W; hwy N	1237	2	h40		Use rnwys. Ruf.
Ashland	P	1.2S; RR NW	1940	2	32-S5-U	F2	Use strips.
(PC) Atchison	P	3 W; hwy S	1070	1	h30-L4-S3	F2	Use rnwy.
Atwood	P	2.3 N; hwy W	2960	4	26-S5	F2	Use strips
Augusta	P	1 NNE	1280	2	26-*L4-S5	F2	N, E, W blkd; p-lines S. Lgts prior req after 2200.
Belleville	P	1.8 WSW; hwy S	1520	3	24-S5	F1	P-line SW. Use strips.
(PC) Beloit	P	1.2NW; RR S	1416	3	33-L4-S5	F2	SW blkd. Erosion. Use strips.
Bern	L	0.6S; RR N	1300	1	24	(F1)	P-line N. Ctn-gopher holes.
Brewster, Hutton	P	1SE; hwy N	3420	3	35-S5	F3	SE blkd; p-line SW. Low area S center of fld unusable. Ruf. Use strips. Caution-elevator adjNW.
Burdett	L	1 SW; RR N	2140	2	19	(F1)	SSE blkd. Ditches N, W.
(P) Chanute	P	2 WSW; lk SE	1001	2	h42-BL2, 3-S5-W	F4	SE blkd; p-lines S, NW
(PC) Cimarron	L	1.8N; hwy W	2750	3	29-(S1)	(F1)	Unattended
Clay Center	P	2 W; hwy S	1200	3	30	F2	P-line S, SE, SW, NW. Ctn-wet. Ruf.
" Dinsmore	L	6WSW; RR N	1250	2	21		N, S blkd. Soft-wet. Hedges W.
" Wood	P	3.5 N; hwy W	1260	3	15-S5	F2	Use strips.
(PC) Coffeyville, McGugin	P	5.3 NE; RR 1.5 W	759	1	h59-BL4-S5-U	F2	Use rnwys.
(PC) Colby	P	1.8N; hwy W	3176	3	h26-*L4-S5-U	F2	3000' strip avail. NW/SE, NE/SW strips ruf-caution.
" Murray	L	0.8N, ; hwy W	3125	1	22-S1	F1	P-line S. Ruf. Hazardous-erosion center of strip. Use strip.
Coldwater, Stark	L	0.7NE; RR SE	2100	1	27		P-line NE. Use strip. Cattle on fld.
Columbus	L	1.2SW; RR E	900	2	21-S3	F1	NE blkd; hedge S. Soft when wet.
(PC) Concordia	P	1.7S; hwy W	1474	3	36-S1-W	F2	Erosion edges of strips. Use strips.
" Blosser	L	1S; hwy W	1475	1	18		P-line E. Caution-ruf.
(PC) Cottonwood Falls, Chase Co.	L	0.5 SSW	1264	1	26		P-line N
Council Grove	L	4.5WNW; lkS, W	1380	2	20		
Dighton	L	1.2 WNW	2785	3	25		ENE blkd; p-line S, SE.
(P) DODGE CITY	P	3ENE; RR SE	2594	4	h46-BL2, 4-S5-U-W	F4	Use rnwys.
" Ford County	L	6WNW; hwy S	2630	2	h42-S1		Bleachers on W end E/W rnwy.
" Wilroads Garden	P	6.3ESE; RR S	2440	1	22-S5	F2	Soft when wet.
(PC) Edna	L	4.7 N	920	3	h40		
El Dorado	P	3.6SE; hwy W	1360	4	25-L4-S5	F3	E, S blkd; p-line NW. Ruf. Soft-wet.
Elkhart	L	0.8 ESE; RR NW	3640	3	32-(S1)	(F1)	Use strips.
Ellinwood	P	1.5NW; hwy, RR	1797	2	26-*L4-S5	F2	Caution-oil well 58'E N/S strip; N blkd; use rnwys
Ellsworth	L	1N; hwy S	1611	2	24		
(P) Emporia, 37, AMA-MKC	P	5.4S; hwy E	1204	3	h21-BL4-S5-W	F3	N/S strip 4000'; use ctr strips, dry; pvd rnwy, wet.
Eureka	L	2.7E; hwy S	1100	1	20		S blkd.
Fall River	L	3.9NW; dam NE	1035	1	20		S blkd. Rolling.
Florence, Clothier	L	5.8SE; crk E	1320	2	19-(S1)	(F1)	
(PC) Fort Scott	P	4.5SW; hwy S	900	2	26-B	F1	Caution-avoid light cones.
Frankfort, Maneval	L	1 N; hwy E	1230	2	15		
Fredonia	L	3NNW; hwy E	880	2	26		
Garden City	P	3.3E; hwy S	2842	3	44-S5	F3	Use strips. Caution when wet.
(P) " NEW GARDEN CITY	P	8.5ESE; RR SW	2895	4	h65-BL4-S1-W	F4	Use rnwys. Only rnwy 17-35 usable ngts.
(PC) Gardner	L	1.5 W; hwy SE	1070	2	39		Ruf. N blkd. Use strips.
(PC) Garnett	L	1.6 E; hwy NW	995	3	28		Ctn-at all times. Intsxns ruf. SSW blkd.
(P) Goodland	P	2 NNE	3653	4	h44-BL4-S5-W	F4	
(PC) GREAT BEND	P	5WSW; hwy SE	1891	3	h80-BL4-U	F3	Use rnwys.
Great Bend-Darr	L	1W	1890	2	32-U		Soft when wet. P-line S.
Greensburg	P	1E; RR N	2230	3	28-L4-S1	F2	N, NNE blkd. Use strips.
(PC) Harper	L	1.3WSW; hwy SE	1429	3	22-(S1)	(F1)	P-line N. Ditches end of strips. Soft-wet. Use strips.
Hays	P	1.5E; RR S	2021	4	29-B*L4-S1-U	F3	
(PC) Herington	L	8 ENE; RR 3N	1485	3	h67		Rgt tfc NW.
(PC) Hiawatha	L	2 NNE; hwy W	1130	2	23	(F1)	Ruf. Unattended Sat, Sun.
Hill City	P	0.6 NE	2200	3	28-BL4-S5-W	F2	Use strips.
(PC) Hillsboro	L	0.7SW; hwy N	1484	1	24-(S1)	(F1)	Caution when wet. Use strip.
Holyrood	L	0.5ESE; RR N	1820	1	17		P-line N. Shoulders ruf.
(PC) Horton	L	1.2NNW; hwy E	1134	2	22-L4	(F1)	
Hoxie	L	0.8N; hwy S	2865	3	28		S blkd; p-lines NW, SW.
(P) HUTCHINSON	P	4 ENE; hwy S	1542	3	h70-BL4, 6-S5-W	F4	Use rnwys.
" Mills	L	4.4S; RR W	1533	1	25-(S1)	(F1)	
(PC) Independence	P	6 SW; RR E	820	3	h55-BL4-S1	F4	Rnwy 18R-36L perm clsd.
(PC) " Montgomery County #1	L	9.5NW; hwy W	918	1	35		Use with caution. Ruf.
(PC) " Montgomery County #2	L	9.6 WSW	860	1	39		HAZARDOUS. Land with caution. Ruf.
(PC) Ingalls	L	6.6 NW; riv S	2814	5	h31		
Iola	P	3.2 SSE	1020	4	32-*L4-S5-U	F4	Soft when wet. Use strips
Johnson	P	0.5 NW; hwy NW	3280	3	26-(S1)	F2	P-lines N, S, NE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
(PC) Junction City	P	0.8NW;hwy E	1104	3	36-B-S5-U	F3	P-lines NE, SSW. Use strips.
Kanorado, Winter	P	0.6SE;RR N	3910	1	27-S5	F2	P-line N. Use strip.
(AF) Kansas City, FAIRFAX	P	3 NE;riv N, E	746	4	h87-BL4-S5-W	F4	Obstns ends all rnways. Caution-downdrafts. Use rnways. P-line S.
Kingman	L	1.5NNW;RR E	1506	4	27		Unattended
(PC) Kinsley	L	1.2 SSE	2169	1	26	(F1)	Use strip.
Kiowa	L	2.5WNW;hwy S	1375	1	20		Cattle on fld. Caution-gopher holes.
Lakin, Dienst Ranch	L	13 N;hwy E	3200	2	25-S1	F1	P-line E.
(A) Langley, Kanopolis Resvr.	L	8 NNW	1537	1	22		INACTIVE-NO FACS. Use strip.
Larned	P	1.6NNE;RR SE	2012	4	36-B-S5	F2	Use caution on N/S strip;soft when wet.
Lawrence	P	2.5NNE; hwy S	832	3	26-*L2-S5-U	F3	P-line W. Use strips.
(PC) Lenora	L	1.2NNW;crkNE	2260	2	24	(F1)	Ruf.
(PC) Liberal	P	2.5WNW;RR S	2888	6	h70-BL4-S5-U	F4	
Lincoln	L	1.5NW;RR S	1412	2	27-*L4		NE, NW blkd.
Lyons	P	1.3 W;hwy N	1700	4	26-S5	F2	P-line N, windmill S. Use strips.
Macksville, Smith	L	1.3 NNE;RR S	2025	2	26		Unattended.
(PC) MANHATTAN	P	5.5 WSW;RR SE	1060	2	h38-B*L4-S5	F4	Use rnwy, strip. Ditch SE end NW/SE rnwy. Ctn-Danger AreaWNW arpt. NW end ext 1050'-sod.
Mankato	P	1.4 NW;RR SW	1840	2	26-S1	F1	Windmill NE;dike W end E/W strip. Use strips.
(PC) Marysville	L	1.3 NE;hwy S	1283	2	27-L-(S5)	(90)	P-line NNE, NNW
(PC) McPherson	P	1.5SW;hwy adj	1493	2	h23-L4-S5	F4	P-line N, E. Shoulders soft-wet.
← Meade	L	1W;RR, hwy N	2528	2	26-BL4	80	P-line N. Use strips. Caution when wet.
Medicine Lodge	L	2.1SE; RR S	1520	1	34		Caution-gopher holes. Ruf. Use strips.
(PC) Neodosha	L	2.3 ENE;hwy W	840	3	h30		P-line W. Use rnwys.
Newton, 81	P	2 SSE;hwy W	1480	1	22-S5	F1	Caution - soft when wet.
Norton	P	0.7 NNW	2365	2	52-BL4-S1	F2	Ruf. Use strips.
Oakley-Bertrand	L	0.6 SSW;RR N	3042	4	24-S1	F2	Use strips. P-lines N & SE. S blkd.
Oberlin	P	0.9 NW;hwy SE	2684	3	26-BL4-S5	F2	SE blkd. Caution-60' poles adj S. Use strips.
Olathe-City	P	5 ESE; hwy W	1090	3	h17	F1	P-line NW. Lgt acft only. Use rnwys.
(PC) Osawatomie-Paola	L	3.6 NE;RR NW	945	2	32	(F1)	
(PC) Ottawa	P	5.3S;hwy W	975	3	h24-S5	F2	Use N/S rnwy. 2700' strip avail.
Oxford	L	4.5 E;RR S	1185	2	33		NW blkd. Use strips. Ruf.
Parsons	P	2 NW;RR S	936	2	23-S1	F1	Use only when dry. Ruf.
(PC) " PEP	L	13 W;hwy N	870	3	h40		
Phillipsburg	P	1.4 S;hwy E	1882	4	33-*L4-S1	F2	Use strips.
(PC) PITTSBURG-ATKINSON	P	2.5NW;hwy E	948	3	h40-BL4-U-W	F1	Use rnwys.
Plains	L	0.3NNE;hwy N	2755	1	26	(F1)	P-lines NE, SE, S. Use strips.
(PC) Pratt	P	4.5N; hwy E	1959	3	h80-BL4-S5	F2	Use rnwys.
" Fincham	L	12.2 N	1960	2	28-(S1)	(F1)	E blkd. Rolling.
PrettyPrairie,Prairie Oak	L	1 NNE;RRNW	1573	2	35-(S1)	(F1)	E blkd;p-lines N, W. Use strips.
Protection	L	0.7SSE;hwy S	1830	3	23-(S1)	(F1)	P-lines E, W.
Rexford, Foster	L	4.4 WSW;RR N	2900	4	34		P-lines N, NE, E, SE, NW. Cattle-fld.
(P) Russell	P	2.7ESE;hwyNE	1863	3	h26-BL4-S5-W-U	F3	SW blkd. Ctn-ditch NE intsxn rnwys 18-34 & 3-21.
(PC) Sabetha	L	1.4E;RR NW	1290	2	22		Ruf. Use strips.
St. Francis	P	1S;hwy N	3415	3	37-B*L4	F2	P-line N. Ruf.
(P) SALINA	P	2.5 SE	1314'	3	h48-BL4,6-S5-W	F4	P-line NW. Use strips, rnwy only.
Scott City	P	1.3ESE;hwy N	2970	4	h25-*L-S1-U	F3	3200'strip avail. W, SW blkd; p-lines N, NE. Ruf. Use strips.
← Sedan, Walter's	L	2.7SSE;hwy S, W	940	1	17-S3		
Seneca	L	0.5W;RR S	1180	1	23		P-lines N, S.
Smith Center	L	1 SSW	1806	3	27-(S1)	(F1)	S blkd;p-line SSE.
Stafford	P	2.5W;hwy N	1889	4	26-L3, 4-S5-U	F3	P-line N, NE. Lgts avail sunset-0200. Use strips. Ruf.
Syracuse	P	1 N;hwy W	3320	2	36-B-S1	F2	P-lines SE, SW.
Topeka, Allen	P	4.3 WSW;hwy N	1000	3	h23-*L4-S5	F2	N, SW blkd. Ctn-N/Sstrip-dtich. Soft when wet.
←(P) " PHILIP BILLARD	P	3.5 ENE;riv N	880	3	h51-BL4,5,6-S5-W-X	F4	Bridge SE. Use rnwys & taxiways only
Ulysses	P	1.3NNW;hwy E	3070	3	30-S5	F2	S blkd; fair grounds SW.
" Cities Svcg, Hugoton	L	12.2 E;hwy N	3025	2	38		
Valley Center, Harrison	L	1.5 N	1340	1	18	F2	N blkd;p-line, rolling, ruf.
(PC) Washington	L	0.9E; hwy S	1290	2	18		Use strips only.
Wellington	L	3.5 N;RR W	1290	1	26	F2	S blkd. 120,000 lbs prohibited
← WICHITA	P	6.2WSW;RR S	1332	2	h73-BL6,2-S5-W	F5	Use rnwys. Apch lights 1500' long. Acft over

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
KANSAS							
Wichita, Beech	L	6E;hwy S	1378	3	h51		Factory use only. P-line N. Night landings prohibited.
" Cessna	P	4.5 SE	1384	4	h23-S1	F3	Cte McConnell twr-tfc instructions. 5300'strip avail.
" Ken-Mar	P	7.6 NE	1410	4	h22-L4-S5-U	F3	P-line N, SW. Use strips. 2900'strip avail.
" Rawdon	P	5.7 E	1396	1	25-S5	F3	P-line S. Rgt tfc N, W. Use strip.
" Westport	L	4.5SW;RR N	1290	1	26		N blkd. No storage. Cattle-fld. Soft-wet.
" Westport Aux.	L	5.9 SSW	1285	1	26	F1	N blkd. Ruf. Caution when wet.
(PC) Winfield-Ark. City Strother Fld	P	5.7 SSW;RR SE	1161	3	h58-B*L4-S5-U	F4	Use rnwys only.
Winona, Lowe	L	0.6 NW;RR S	3330	3	26	(F1)	P-line S, SE. NW/SE strip ruf. Use strips.
Zenith, Hayes	L	0.6 ESE;hwy N	1800	2	24	(F1)	N blkd. Use strip. Caution when wet.
		NEW AIRPORTS (or airports out of alphabetical order)					
Oakley	P	2.3 mi E	3042	3	32-S1	F2	Caution when wet. N blkd. P-line NW.
Ness City Mun	L	0.5 mi N	2240	1	26		Not attended. Strip usable dry wea-ctn; unusable wet.
Abilene Wright Airpark	P	1 mi S	1150	1	23-S5	F1	
KENTUCKY							
Albany		6.0 W; hwy S	1020	1	22		Ctn when wet-New turf.
(PC) Ashland-Boyd County	P	7.5NW; RR S	546	1	h50-BL4-U	F4	
Bardstown, Nelson County	L	4.1 W; hwy S	630	1	21		Cattle on fld. Caution when wet.
(P) BOWLING GREEN-Warren County	P	2.5SSE;h wy W	539	2	h39-BL4-S3-W	F4	Use rnwys.
Carrollton, Butler St. Park	L	2.0 SE;hwy, RR W	500	1	25		Caution - wet.
Clementsville, Gulf Interstate	L	6.0 W;Liberty	1080	1	35		
(P) COVINGTON, Greater Cincinnati		SEE: Cincinnati, Ohio, Greater Cincinnati Arpt.					
Danville, Goodall	P	4.2 S;RR W	1030	1	24-S5	F1	
Frankfort, Capital City	P	1.0 SW	788	1	h40-BL4-S3	F4	Use rnwys.
(PC) Georgetown, Marshall	P	1.5 S; hwy E	910	1	14	(F2)	
Gilberisville, Ky. Dam. State Park	L	0.8 NNW;RR E	349	2	h30-S1	F4	NNW/SSE Strip soft when wet. E, W landings use rnwy.
Glasgow, Davis Norris	L	1.4 WSW;hwy S	722	2	16		Caution-slippery when wet.
Golden Pond, Ken Lake	L	4.4 W;lk W	388	1	22		Hills N, S, E. Caution when wet.
Harlan	L	5.3 NE; riv S	1230	1	21-S1	(F2)	E blkd. Mtns each side of strip. Unattended.
Harrodsburg, MaAfee	L	5.9 N; hwy W	861	1	22-S5	F1	E blkd;p-line W. Rolling.
(PC) Hazard	P	2.5 NNW;rivN,W	861	1	21	(F1)	Mtns surnd fld, Unattended xcpt wk-ends
← Henderson	L	5.0 WSW	385	1	20	F1	
Hopkinsville	L	1.0 E	510	1	18	(F2)	
(P) LEXINGTON, Blue Grass	P	6.0W; hwy N	978	3	h50-BL4,6-S5-W-X	F4	
London	P	3 SSE; hwy E	1189	1	h40-BL4-W	F2	Use rnwy.
(P) Louisville, Bowman	P	5.5 ESE;RR 2 N	549	3	h43-BL4-S5-W-X	F4	NE blkd. P-line S. Trees SW.
(NG)" STANDIFORD	P	4.3 SSE;RR NE,W	497	3	h78-BL4,6,2a-S5-W	F4	2-way rdo rqrd. FEE.
Madisonville	L	6.0 ENE;RR S	420	2	h25-(S3)	(100)	
← " Athey	P	1.0 NE;hwys SW	440	1	24-S1	F1	
(PC) Mayfield-Graves Co. Mays Lick, Rees	P	3.6 ENE;hwy S	525	1	h33		
	L	3.5 W;hwy NE	500	1	14		Rolling. Stock on fld.
(PC) Middlesboro	P	1.2 W	1155	1	h36-S5	F2	P-line E. Levee W. Use rnwys.
Midway-Green Meadows	L	3.0 SE;hwy N	900	1	22		Rolling.
Monterey, Karsner	L	2.0 SE;hwy W	540	1	20-S1	F1	NNW, SSE blkd.
Morehead	L	8.0 WSW;RR N	610	1	20		300' SW end ruf. Unattended.
(PC) OWENSBORO-Daviess Co.	P	3.5 WSW;hwy N	407	2	h42-BL4-S3-W-U	F4	Use rnwys.
(P) PADUCAH, Barkley	P	8.8 W; RR 1 N	407	4	h50-BL4-S5-W	F4	P-line E.
Perry Park, Perry	L	2.2 SSW;riv W	500	1	31		Fences at ends of strip.
Pikeville	L	2.1 NNW;RR S	671	1	15-(S3)	(F1)	Caution-mtns sur fld.
Russell Springs		1.0 S hwy E	1080	1	20		Unattended.
Shelbyville, Shelby	L	2.9 E;hwy S	830	2	17-S1	F1	
(PC) Somerset-Pulaski Co.	P	2.5 S; hwy W	927	1	h28-L4-S5	F1	
Springfield	L	4.0 ESE;hwy N	810	1	19		P-lines along hwy in N apch.
Stanton	L	1.0 E	650	1	31-S1	F1	
(PC) Sturgis	P	1.5 ESE;hwy W	372	3	h50	F1	Sunken area at intersection NE/SW, E/W rnwys.
West Point	P	1.3 ENE;RR W	430	1	20-S5	F1	Hills to SW.
		NEW AIRPORTS (or airports out of alphabetical order)					

F - fuel octane, ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
LOUISIANA							
Alexandria-Flying Service	L	2.4 NW;hwy N	88	1	25		Unattended.
" McArthur Drive	P	2 WSW;hwy E	87	1	16-S5	F3	
(PC)Bastrop, Morehouse Mem'l	P	2.5 S E;RR W	169	2	30-S5	F1	E/W Strip unusable. Use Taxiways.
Baton Rouge, Downtown	P	3.5 E; hwy N	53	2	h20-*L2-S5	F3	Bcn avail on prior req only. P-lines N.
(P)" RYAN	P	5.5 N; riv 3 W	70	3	h60-BL4-S5-W	F4	
(PC)Bogalusa	P	2.0 N; RR E	117	2	h36-BL4-S5	F3	
Clinton, McCutcheon	L	2.2 NNW;rd SW	200	1	20		
(PC)Crowley, LeGros Mem'l	P	6.5 WSW;RR W	16	2	h43-S3	F3	Minor eng repairs only.
(PC)DeRidder, Beauregard Parish	P	3.0 WSW;hwy N	203	4	h45-L4-S3-U	F2	Use rnwys. Bcn & rnwy lgts prior req after 2400
Eunice, Salter	P	0.5 W	45	2	36-*L2	F4	P-lines W. Bldgs NE Twr N
Gueydan, Saltzman #2	L	6.5 SSE	5	1	12		DANGER-SHORT FIELD.
(PC) Hammond	P	3.0 ENE; hwy S	40	3	h50-B*L	F1	
Hosston, Nichols	P	3.4 NW	230	2	23-S5	87	Rolling.
Houma, Thibodeaux	P	8.0 S	8	1	24-S3	F2	
(PC)Jeanerette	P	0.7 SE; RR NE	14	1	30	87	P-line NE.
(PC)Jennings	P	1.4 NNW;hwy E	25	3	38-BL4-S5	F3	Rgt tfc strips 17, 22, 31.
Kaplan-Broussard	P	0.5 S	12	2	15-S3	F2	Attended May-Nov.
Kaplan, Trahan Airstrip	P	6.0 W; hwy N	10	1	20		P-lines N, S.
(P)LAFAYETTE	P	2.0 SE; RR W	43	2	h51-BL4-S5-W	F4	Use rnwys.
" Bois De Lafayette	L	1.0 SSW	34	1	30		P-line S, Trees N
Lafayette, Girard	L	2.0 NNW;hwy S	43	2	24-S3	F1	P-line ESE. Soft when wet.
Lake Charles, McFillen Airpark	P	4.0 S	17	1	24-S3-U	F2	
" " AFB/MUN	P	4 E	19		30-B-S2	F4	Sod portion E side civil. remainder USAF.
(PC) Lake Providence, Byerly	P	1.8 NW; lk S	106	2	35-(S1)	(F1)	INACTIVE
Lettsworth	L	N	40	1	22	80	P-line NW
Locust Ridge, Adams	L		68	2	16		Trees N & SW
(PC)Mansfield, DeSoto Parish	P	4.5 NW;hwy SW	323	3	h51		UNATTENDED
(PC) Marksville	L	2.2 S; RR E	78	1	27	F2	UNATTENDED
Minden-Minden-Webster	P	1.0 NW	250	1	h35-*L		
(P) Monroe, SELMAN	P	5.0 E; RR N	79	4	h50-BL4-S5-W	F4	Use rnwys.
(PC)Natchitoches, 20, NEW-MKC	P	2.0 SSW; hwy E	115	2	h41-BL4-S5	F3	
(NG)New Orleans	P	6.5 NNE	8	4	h38-BL4-S5-W	F4	No night operns rnwys 4-22 & 8-26.
(P)" MOISANT INT'L	P	11.0 WNW;riv S	3	4	h70-BL4,6,7-S1-W	F4	No 80 octane avail. 2-way rdo rqrd.
(PC)Opelousas, St. Landry Parish	P	2.0 NW; RR S	75	3	h45-BL4	F3	Rnwy lgts on req after 0200.
(PC) Patterson, Williams Mem'l	P	20WNW;bayouNW	1	3	h42-S5	F3	Bcn on request.
(PC)Pollock	L	4.5 SW	213	3	h45		
(PC)Rayne	L	1.0 NW; RR S	29	2	18		
(PC)Rayville	L	1.2 WNW;RR S	83	1	22		P-line S.
(PC)Ruston	P	1.0 SE; RR N	317	3	h34-BL4-S5-U	F3	
(P) SHREVEPORT, Greater Shreveport	P	6.5 S W;RR NW	251	2	h64-BL4,5,6-W	F4	Use rnwys.
(PC) "-Downtown	P	3.5 N;riv S,E,N	179	3	h45-BL4-S5	F4	Use rnwys.
" Lucien	P	8.0 S; RR E	170	1	31-S5	F2	S end soft when wet.
Tallulah, Scott	P	3.4 ENE;hwy S	84	3	33-*L4-S5	F2	Bcn prior req.
(PC)Welsh	P	0.5 NW;RR S	19	2	31-S5	F3	E blkd.
Winnfield, Joyce	L	3.0 NW;hwy E	156	1	35		P-line E.
Winnsboro	P	1.4 ESE;hwy W	80	2	20-S1-U	F1	
NEW AIRPORTS (or airports out of alphabetical order)							
Alexandria, Myers Arpt # 2	P	9NW;Riv N	75	1	30-S3	F1	P-line S. Rgt tfc
Jonesville	L	W RR S	60	2	25	F1	
MAINE							
Andover	L	2.5 S;hwy E	675	1	17		Use strip.
(PC)AUBURN-LEWISTON	P	4.5 SW;riv 1 N	292	2	h44-BL4-S5-U	F3	Rnwy 13-31 perm clsd. Use rnwys.
(P)AUGUSTA-STATE	P	1.2 WNW	357	4	h42-BL4-S5-W	F3	Rnwys 12-30, 3-21 clsd to acft over 15,000 lbs, and all acft winter months.
(PC)BAR HARBOR	P	9.0 NW;riv E	84	3	h45-BL2-S5-U	F4	Bcn oper June-September.
(PC)Belfast	L	1.0 SW;hwy 1 E	160	2	h40		SE, NW blkd. Safety strip E side NW/SE rnwy unusable. EMERG USE ONLY.
Benton, Fernald's	L	0.6WNW;riv W	120	1	14		Overhead cable W-dangerous. Ruf, Soft-wet.
Bethel	L	1.6 NW; riv SE	660	1	16		W end ruf.
Biddeford	L	2 SSW;hwy NW	160	2	21		ESE blkd. Use strips.
Blue Hill	L	2.5NNE;hwy SE	360	1	23		
Brewer	P	1.6 S	100	1	21-*L-S5	F2	Soft when wet. Use gravel strip only in spring.
(PC)Caribou	P	1.0 NW;hwy E	623	2	h35-S1-W-U	F4	E blkd. Auto tfc E end E/W rnwy. ARPT. OF ENTRY.
(PC)Deblois Flight Strip	L	2.0 SE;hwy E	217	1	h40		6000' strip avail including 1000' overrun.
Dexter	P	3.0 ESE	485	2	h30		NE blkd. Use rnwy.
Eastport	L	1.5WNW;hwyNE	67	2	h28		No storage. Unsafe-holes, ruf high bushes. NW blkd; p-lines NE, SE, SW. Use rnwys.
Enfield, Sylvan Lane	L	1.5WNW; RR E	240	1	16		Rolling. Soft when wet.
Eustis-Stratton	L	1.2 SSE;hwy E	1190	1	16		Use strip.
Ft. Fairfield, P & M	P	1.0SW;RR, hwyW	470	2	18-S5	F1	NNW blkd.
(PC)Fort Kent	L	3.4 S; riv W	708	1	20		INACTIVE.
Freeport, Stover	L	3.5 NNW;hwy N,E	190	1	11		DANGER-SHORT FLD. Rolling. Drains NW.
(PC)Greenville	P	2.0ENE;pond E	1401	2	h30-S1-U	F3	Unattnd winters. Repairs avail. on request.
(P)HOULTON	P	2.5 E; RR E	493	3	h56-BL4-S1-W	F3	ESE blkd. Rnwy 13-31 emerg only. Rnwy 5-23 plowed winters; lgts unsat. Caution on taxiways.
Hudson, Robbins	L	2.7 SW	365	1	14		Rolling.
Lewiston, College Road	L	2.2NNE;riv 1 W	210	1	16		SW blkd. Ruf, soft, rolling.
Lubec	L	2.8 SW; rd SE	85	1	12		DANGER-SHORT FLD; Soft when wet.
(P)Millinocket	L	1.0 SE	408	2	h50-BL2, 4-W	(80)	Unattended. Use rnwys. Ctc lgts avail rnwy 16-34 only. Rgt tfc W. P-line W.
Milo	L	1.3 SE;hwy W	295	1	18		
Minot, Maheu	P	3.5 NNW	720	1	21-S1	F1	N, S blkd.
Moose River, Sky Lodge	L	1.0 N; riv S	1350	1	14		Clsd Winter. W blkd.
Norridgewock	L	3.7 W;riv NE, W	270	2	h40		Use rnwys.
Norway	L	1.0 N; RR S	387	1	15-S1		Soft when wet. Use strip. Unattended.
(P)Old Town	P	1.8 NNW;hwy S	126	2	h40-L4-S5-W	F4	Fee. Ctn-edges rnwys ruf. Use rnwys. Bcn prior req.
Patten, Camerons	P	5.0 NW;hwy E		1	10	F2	DANGER-SHORT FLD. S end soft.
Peru, Linnell's	L	08NW;RR, riv NE	410	1	20		
Phillips, Pleasant Valley Farms	L	2.9 NNW;riv N	670	1	41		only.
(PC)Pittsfield	P	0.8SSE;riv N, S	190	2	h40-S2-*L-U	F4	SSE blkd. Skis winter. Minor Powerplant rprs
(P)PORTLAND	P	2.0 W; riv NE	66	3	h50-BL2,4,6-S5-W	F4	Rnwy 10-28 perm clsd.
(PC)Princeton	L	1.5 SSE	250	2	h40		Use rnwys. NW blkd.
(PC)Rangeley	L	1.6 NNW	1810	2	23		Use NNE/SSW emerg only. Rolling.
(PC)ROCKLAND	P	3.0 SSE	60	3	h45-B*L4-S4	F2	Rnwy 17-35 clsd ngt opers
Rumford	L	2.0 SSE;riv NW	615	1	18		
(PC)Sanford	P	4.7 SE;hwy N	243	3	h60-*L4	F2	Do not use NW safety strip on rnwy 8-26.
Seven Isl., Maine For. Serv.	L	13.5 SE	1180	1	12		Use rnwys. Lgts unreliable.
Skowhegan	L	1.0 NNE	240	1	18		(DANGER-SHORT FLD).
South Portland, Port O'Maine	P	1.8 SSW; RR E	60	3	27-*L1-S5-U	F3	P-line W.
Stonington	L	1.2NNW;hwySW	20	1	16		SSE blkd; p-line SW; twrs E, NE.
Thomaston	P	2.8 NE;hwy S	50	1	15-S1	F1	Ctn-debris, boulders edge strip. Ruf. Clsd Dec 1-May 1 annually-soft-wet.
Turner, Rollins	L	2.5 NNW;hwy E	335	1	20-S3		
" Twitchell	P	4.8 SSE; riv E	350	4	22-S5-U	F1	Ruf.
Van Buren, Levesque	L	1.0 NW; riv E	520	1	15		Fld surrounded by trees. W blkd.
(PC)WATERVILLE, LaFleur	P	1.8 SW	332	3	h40-B*L4-S5-U	F4	INACTIVE. Ruf, rolling.
Winterport, Fernald	L	3.0WNW;RR E	181	2	h40		WSW blkd. Use rnwy 14-32 with caution. Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MARYLAND							
Aberdeen	P	0.8 SW; hwy SE	60	2	21-S3	F1	E blkd.
Annapolis, Lee	L	4.8 WSW; riv NE	30	1	30-*L-S3	F1	P-line ESE.
Baltimore, Eastern	P	11 E; riv S	20	2	21-S5-U	F3	SE blkd.
(AF) " ERIENDSHIP INTN'L	P	9 S; RR W	146	3	h94-BL4,6,7-S5-W	F4	No Mil Maint. 2-way rdo rqrd.
(NG, A) " Harbor	P	6 SE; riv SW	14	2	h44-BL4-S5	F4	Civil fuel avail 0800E-sunset. Fld lgts inop 2400-0800. Use paved areas.
← " Martin	L	10 E; plant W	18	4	h81-*L6		No public services. Company bus. only. P-line N, NW.
" Rutherford	P	8 WNW; rd W, N	500	2	21-S5-U	F1	ENE blkd. P-line WSW. Soft-wet. Rolling.
Beltsville	L	5 ESE	180	2	h44		Ruf. Offl bus. only. No serv. Frequently clsd exper
Brandywine, Curtis	L	3 SSW; RR E	200	2	19		NNE, WSW blkd; p-line ENE. flights.
Cambridge, Horn's Point	L	3 WNW	10	3	26		SSW blkd.
Chestertown, Russell	P	8 WNW; bay W	25	1	32-U	F4	
Churchton, Deep Creek	P	1.6 ENE; bay S	10	2	30-S1	F1	NE, NW blkd.
Churchville, Aldino	P	2.5 E; hwy S	400	3	21-*L1-S5-U	F1	P-line S. Rolling
Clinton, Hyde	P	2 WSW; hwy SE	249	2	h32-S5	F1	Flares on req ngt lndgs, ctc Washington rdo.
College Park	P	0.4 E; RR W	49	2	22-*L4-S5	F3	N, NW blkd.
(PC) Crisfield	P	3 NNE; RR SE	4	2	h25	80	3500' strip avail. Soft-wet.
Croom, Columbia	L	3 E; riv E	40	5	26-(S5)	(F3)	N, NW blkd. Open week-ends only.
CUMBERLAND	P	2.5S; riv N, S	780	3	h58-BL4-S5-U	F3	Mtn SW; ridge W.
" Mexico Farms	P	3 S; riv NW	610	2	25-S3	F1	E, SSE blkd; mtn W. Rwf, Rgt tfc E.
(PC) EASTON	P	2.2N; RR E	66	2	h40-BL4-S3-U-W	F4	Use rnwys.
Elkton, Lovett	P	3.1 NNE; RR NW	140	3	21-S5	F1	Clsd to heavy acft when wet. Rolling.
(PC) Frederick	P	1.8E; riv N, E	304	2	h38-B*L4-U-W	F4	5000' strip avail. Gross loading capacity N/S rnwy 30,000 lbs, NE/SW rnwy 15,000 lbs.
(P) HAGERSTOWN	P	4.2N; factory SE	704	2	h44-BL2,4-S3-W	F5	Use rnwys. Lgts prior req Sat-Sun. Week-days 2000 to 0730.
Hollywood, Half Pone Point	L	3.5 E; riv E, ESE	15	2	24-S3	F1	WNW blkd; p-line NE.
Laytonsville, Davis	P	2.3N; hwy E	640	1	22-*L2-S5	F2	
Piney Point	L	0.8WNW; twr ESE	10	1	h14		Use at own risk.
Pocomoke City, Pocomoke	L	2.0 ENE	10	1	20		P-line WNW
Pomonkey, Maryland	P	0.2 S	170	2	32-*L-S5	F1	SSE blkd.
(P) Salisbury, WICOMICO CO.	P	5.3 ESE; hwy N	52	3	h50-BL4-S5-W	F3	Only rnwy 13-31 lgtd. Use rnwys-fld soft.
Shady Side	L	1.8SSW; hwy SW	10	1	20		SSW blkd. E/W strip under const.
Stevensville, Kentmorr	L	4.7 SSW; bay W	12	1	25		E blkd.
Westminster	P	2.6N; hwy E	780	1	25-S3	F1	Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
← Cambridge	P	2 mi SE	20	1	25-*L4-S3-U	80	
← Farmington	P	2 mi SE	400	2	17-S5	80	
← White Marsh, Quinn	P	1.4 NE	200	1	18-S3	80	Caution - trees at E end of rnwy.
MASSACHUSETTS							
Adams	L	1.3SSE; RR W	1400	1	18		CLOSED
Agawam, Bowles Agawam	P	2.4 WSW	190	3	h28-S5-U	F2	Hi-tension line SE; p-line E. Ruf.
Barre, Hiller	P	4.7SSW; riv NW	599	1	40-L4-S3	80	
Berkley, Myricks	L	3 E; RR SW	65	2	20		S blkd. Ruf.
(AF) BOSTON-Bedford (Hanscom)	P	13.5 NW	135	2	h70-BL4,5,6-S5-W	F4	2-way rdo rqrd. 17-35 perm clsd.
" Beverly	P	17.5 NNE	108	3	h50-BL4-S5-U	F4	Ctn-bldgs SE apch.
(NG) " LOGAN	P	1.5 E; harbor S	19	4	h100-BL 6,7-S5-W	F4	Rgt tfc rnwy 9, optional apch from Squantum. 2-way rdo rqrd. FEE. Lndg or taxi lgts rqrd for ground operns ngts.
← " Revere	P	5.5 NNE; twr N	25	2	h24-*L4-S5-U	F3	Hill SE. Rgt tfc strips 1, 31
Brockton	L	2.6 S; hwy E	80	1	h18		CLOSED. P-line N.
(PC) Chatham	P	2 WNW; pond SE	66	1	h25-BL4-S5-U	F4	
Dracut, Richardson	L	1.5 NW	115	1	22		P-line NNE. PRIVATE USE ONLY.
← East Brookfield	L	1.1 WSW; RR S	640	1	16-S3	F1	Ruf.
← Edgartown, Katama Arpk	P	2 S; bay E	20	4	43-S2-U	F2	P-line NE, SE.
(PC) Fall River	P	4.3NNE; RR N, W	192	2	h39-BL4-S3	F3	
Falmouth, Coonamessett Ranch	P	6.4 NNE	100	2	29-*L4	F1	
(PC) FITCHBURG	P	2.5 SE; riv S, SW	348	2	h46-BL4-S3-U	F3	P-line SSE.
(PC) Gardner	P	2 SW; hwy N	946	1	22-S3	F1	
Great Barrington	P	2 W	726	3	27-S5-U	F3	P-line NE, SW.
Hanover, Clark	P	2.6 WSW; riv S	74	3	h23-S5	F1	N, NE blkd.
Haverhill, Walker-Dutton	L	2 NNE; RR W	125	2	17		P-line NW. Ruf.
Hopedale, Draper	L	2.7 SE; RR ENE	269	1	h32	F2	
(PC) HYANNIS, Barnstable	P	0.9 N; RR E	56	3	h50-B*L4-S5-U	F4	
(PC) LAWRENCE	P	2.5 ENE; riv W	165	3	h40-BL4-S5-U	F4	Use rnwys.
Leicester	P	2 N	1141	2	h20	F1	Ruf.
← Mansfield	P	2 SSE; RR NE	124	3	23-S5-U	F1	P-line NNE. Soft in bare spots.
Marlboro	P	2.4 E; hwy N	280	2	17-S5-U	F2	
← Marshfield	P	1.8 E; riv SE	9	1	27-S1-U	F1	NE blkd.
Marston Mills, Cape Cod	L	2.2 NNE; lk SW	100	3	20-(S3)	(F2)	Rolling. Atnd wk-ends.
(PC) MARTHA'S VINEYARD	P	4.3 S; hwy E	68	3	h40-BL4-S5-U	F4	Antenna pole SE.
(P) NANTUCKET-Memorial	P	2.6 SE	48	2	h40-BL4-S5-W	F4	2-way rdo rqrd when ceil less than 1000' and/or visibility less than 3 mi.
(PC) NEW BEDFORD	P	2.5 NNW; RR S	79	2	h50-BL2,4,5,6-S5-W	F4	
Newburyport, Plum Island	P	1 ESE; riv N	11	2	28-S5	F1	P-line NW. W blkd.
(PC) North Adams, Harriman	P	3 W; riv N	651	1	h28-*L4-S5-U	F3	
North Attleboro, Wilkins	P	2 NE; lk NW	200	2	20-S5	F1	P-line SE. Ruf.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MASSACHUSETTS							
Northampton, Atwood	P	1.2 SSE; riv S	116	1	22-*L4-S5-U	F2	Mtn SSE. Rgt tfc N
(PC) " LaFleur	P	1.2 ENE; RR W	120	2	23-*L4-S5	F2	
(PC) Norwood-Memorial	P	2 E	50	2	h40-BL4-S5-U	F4	
← Oak Bluffs	L	1 SSW	40	2	22-S1	F1	P-lines SW, W
(PC) ORANGE	P	1.5 SE; hwy SE	555	3	h50-S1	F1	
Orleans, Skymeadow	P	1 W	25	1	17-S3	F1	Rolling.
Palmer, Metropolitan	P	4.8N; RR E, SE	410	1	22-*L3-S5-U	F4	Rolling.
(PC) PITTSFIELD	P	2.4 WSW	1170	1	h35-BL4-S5-U-W	F3	
Plymouth	P	4.7 SW; hwy N	149	3	28-S1	F1	Use strips only
(PC) Provincetown	P	2.3 WNW	8	1	h35-*L4-U	F2	
Southbridge	P	1.7 N; hwy E	700	2	26-S5	F1	
Spencer	L	3.5NNE	1040	1	17-(S5)		Ruf
← Sterling	P	2 WSW	450	1	28-*L4-S1	F2	Lgts on 2450' of strip. No storage. P-line SE.
Taunton, King	P	4 ESE; riv N	25	2	25-(S5)-U	F1	P-line NNE. Ruf. Twr SSW.
Tewksbury, Tew-Mac	P	2 SE; riv E	90	1	18-S5	F2	Hwy tfc SSW apch. P-line S.
(PC) Turners Falls	P	1.8 ESE; riv NW	365	3	31-S3	F1	Surrounded by trees
Westboro	P	1.9 WNW; RR S	310	4	18-S1	F1	Cth-unmarked stack SSE.
West Brookfield, Brookfield	P	1.9SE; RR SW	650	1	20-S5	F2	
(NG) WESTFIELD, Barnes	P	NNE, T-pike .5E	270	3	h70-BL4, 6-S5	F4	
Williamstown, Fair View Farm	L	4 SW; hwy E	954	1	16		
(P) WORCESTER	P	3.5 W; hwy N	1009	3	h55-BL5,6-S5-W	F4	
NEW AIRPORTS (or airports out of alphabetical order)							
← Acushnet, Airpark	P	1.0 SE	70	1	17-S1	F2	
MICHIGAN							
Ada, Somerville	L	1S; riv SW	660	1	26		W blkd; p-line E. Rolling.
(PC) Adrian-City	P	3SW; RR N	800	2	34-L4-S5-U	F3	WNW blkd. Use strips.
Allegan	L	1.9 E; RR S	701	3	21		E, SE blkd. P-line NW. Ruf.
(PC) Alma	P	1.3 NE; riv S, E	750	2	h25-BL4-S5-U	F3	3050' E/W strip avail. Rgt tfc W.
Almont, Trott Bros.	P	1.7NNW; hwy E	860	2	22-*L4-S5-U	F1	
(NG) Alpena, Phelps-Collins	P	6.5 W; riv adj	689	3	h80-BL6-S5-U-W	F3	Bcn opers October-May
(PC) Ann Arbor	P	4 S; RR E	835	2	32-B*L2-S5	F4	Soft when wet.
Atlanta	L	0.8 ESE; hwy N	875	3	24 22		Use strips. Ruf.
(PC) Bad Axe, Huron Co. Mem'l.	L	1.2 SSE; RR W	763	3	25-S1	F1	
Baldwin	L	1.3 SSE; hwy W	835	3	31-*L4	(F2)	W, SW blkd. SW end NE/SW strip ruf. Use strips.
Barryton	L	0.8 ESE; riv S	950	2	18		(EMERG ONLY). P-line NE.
(NG) BATTLE CREEK, Kellogg	P	3 W; RR W	941	4	h70-BL4,6-S5-W	F4	Use rnwys.
(PC) Bay City, Clements	P	3.5 S; riv W	599	3	h26-S3	F3	3600' N/S strip avail. Use rnwys.
Beaverton	L	0.8 SW; RR W	728	2	16		
Bellaire, Antrim County	L	1 NE; RR W, S	614	3	26	F1	NW, SE blkd. p-line E. Ctn-sand blows N end.
(PC) Benton Harbor, Ross Fld	P	1.5 NNE; hwy S	642	4	h50-BL4-S5-U-W	F4	Embank. all apchs. Use rnwys.
Big Beaver	P	0.8 E; hwy W	650	2	24-S5	F1	Ditch SW. Use strip N blkd.
Big Rapids	P	1.5 NW; RR E	928	2	38-BL4-S5	F1	Bcn, lgts prior req after 2230.
Birmingham, Berz	P	1.5 E; hwy E	730	3	h32-BL4-S5	F4	N, S blkd. Trees NE, W. FEE.
Blaney Park	P	0.5 NW; lk N	710	aw	22	F1	Road crosses NNW/SSE strip at S end.
Blissfield, Betz	L	2 NNW; riv SE	690	1	25		E, W blkd.
Boyne City	P	1 SE; RR NE	685	2	26-S1	F1	Twr SW. Use strips. Strips plowed-winters.
Breedsville, Bangor	L	0.6 WNW; RR E	654	2	18		INACTIVE. N, S blkd. Ruf. Soft-wet.
Brighton, Hyne	L	3 N; hwy E, W	1020	1	20-S5	F1	Rolling.
Bruce Crossing	P	1 SSW; hwy E	1165	2	23	F2	P-line E. Soft-wet.
Byron Center, Wilson	L	2.5 NE	700	4	20		Up-grade from E end E/W Strip and N end N/S Strip. Knoll N, NE.
(P) Cadillac	P	2.5 NW; hwy E	1305	4	h37-BL2,4-S5-W	F1	
Caro	L	2.8 SW; riv SE	700	4	23-*L-S1	F1	S, SE, NW blkd.
Charlevoix	P	0.8 SW	642	4	30-S1	F3	P-lines, antennas surround fld. Use strips.
Charlotte, Beach	P	1.8 ENE; RR NW	880	2	24-S5	F1	P-lines NW. Use strips.
Chesaning	P	0.8 W; hwy NE	639	2	23-L4-S1	F2	W blkd: P-line E, S.
Clare	P	1 NE; riv SW	840	4	26-S5	F2	P-lines, S, W, SE. Use strips.
Clio, Westport	P	4 SW	690	3	19-S5	F1	
(PC) Coldwater, Branch County	P	2.7 WSW; RR S	954	3	h35-BL4-S3	F3	
Croswell-City	L	1 W; riv E	732	2	25		ESE, S, N blkd. Ruf.
Crystal Falls, Haight	L	1.3 ENE; lk E	1390	3	30-S1	(F1)	P-lines SW, WSW.
Deckerville, Nauman	L	1.5 S; hwy E	800	1	24		E blkd.
(PC) DETROIT-CITY	P	5.5 NE	626	4	h46-BL2, 3-S5-W	F4	W blkd. Rdo rcvr rqrd. ARPT OF ENTRY.
(NG) "METROPOLITAN WAYNE CO	P	16.9WSW City Hall	639	4	h79-BL4,6-S5-W	F4	2-way rdo rqrd. ARPT OF ENTRY.
(AF) " WILLOW RUN	P	22 WSW; riv 1 S	716	6	h73-BL-2-4,6,7-S5-W	F4	FEE. 2-way rdo rqrd.
Dowagiac, Cass County	P	1 NW; hwy S	750	4	31-S5	F2	S, SW blkd. P-line NE. Minor eng rprs only.

P-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (SEE (See Airport Legend Page))

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
East Jordan	L	1.9 SSE;hwy N	640	2	25		W blkd. P-lines N, E. Use center of strips only.
East Lansing, Davis	P	3 N; RR NW	850	2	21-S5	F1	SSE blkd, NNW/SSE Strip ruf.
Eastport, Torchport	P	4 S;hwy E	640	2	26	F1	E, W blkd.
East Tawas, Iosco County	P	1 N;lk N	597	2	26-S3	F1	S,W blkd;twr S.
Eaton Rapids, Miller	L	1 ENE;riv W	908	2	26		P-line S, 400' W end E/W Strip soft-wet. Use strips
(PC)Empire	L	3.2 SE;hwy 1N	920	2	27		
(PC)ESCANABA	P	2 SSW	600	2	h38-BL4-S5	F3	
Evart	L	1 WSW;RR S	1035	2			P-line SW.
Flat Rock, Nan-Bar	L	1ENE;RR N	596	1	26-S5-U	F2	P-line E, NE. Rgt tfc W, SW. Soft-wet.
(P)FLINT, Bishop	P	4 SSW;RR NW	781	4	h50-BL4,6-S1-W	F4	Ctn-lgtd trees NE, NW/SE strip clsd winters.
Flushing, Dalton's	P	2.2E;riv SW	735	2	26-S5	F1	N blkd.
Fowlerville, Newton	L	3.7 SSW	925	2	22-(S1)	(F1)	Attnd week-ends. N blkd.
Frankfort	L	1.9 ESE	650	3	28		SE blkd;hills NNE, ESE, SSW, WNW. Ctn on NNE/SSW strip when wet.
Fraser, McKinley	P	1.3 NW;rd E	620	5	30-S5	F1	N, SW blkd;p-line SE. Clsd to acft xcpt lgt acft during spring. FEE
(PC)Fremont	P	2.8 SW;RR NW	800	3	23-S5-U	F4	
Gaylord, Otsego County	P	1 SW;RR E	1335	4	50-L4-S5	F1	E, SE, W, NW blkd;p-line NE. 3300' N/S strip lgtd dusk-2400 other req. Skis winter.
(P)Gladwin	L	1 SSE;riv W	780	2	35-B*L2-(S3)	(F2)	
Gobles, Wesler	P	0.6 SSW	812	1	16	F1	P-line N. Rolling.
(PC)Grand Haven Memorial	P	2 SSE;hwy W	604	3	h30-BL4-S5-U	F1	P-line NW. Use rnwy, stripe.
Grand Ledge, Abrams	P	1.5 NE;hwy W	844	2	26-S3	F3	S, W blkd. Soft when wet.
Grand Marais	P	4.6 SE;hwy W	838	2	44-BL4-W	F1	Use ctn-sand. Emerg use only.
(P)GRAND RAPIDS, Kent County	P	3.5 S;RR NE	692	5	h57-BL2,4,6-S4-W-X	F4	700' overrun rnwy 18L. 600' adtnl overrun across hwy. Avail emerg on req. NW blkd.
(PC)Grayling, McNamara	P	1.3 NW;RR W	1152	2	h50-B	F1	
Greenville	L	2.5 S;RR 1 E	855	2	25		Use strips.
Gregory, Richmond	L	1.7 SE	920	2	23		S blkd.
Gulliver	L	1.4 S;lk W	626	aw	34-S3		N, S blkd; trees W. Not maintd winters.
Hammond Bay	L	2 ESE;hwy N	670	1	20		E, W blkd. Ruf.
Harbor Springs	P	3.8 E;RR SW	620	3	25-L4-S3-U	F3	E blkd; p-line NW. E/W Strip 2000' usable ngts. Lgtd summer only.
Harrison	P	2.3NNW;hwy E	1100	3	33	F2	E, S, W, SW blkd.
Harrisville	L	1 NNW;RR E	675	2	15		
(PC)Hart-Shelby	L	4.2SSE;hwy 1.5W	702	2	h18		SE end NW/SE strip soft-wet.
Hastings	P	3.2 WNW;RR SW	813	4	34-(S3)	F3	P-line NE; hill W.
Hessel	L	2 N;hwy W	760	2	28		
Hillman	L	2.4 NW	850	2	23		S blkd; woods N, W. 300' overrun ext N. Use strips.
Hillsdale	L	1.6 NW; RR E	1160	2	19-S1	F1	P-line NE.
Holland, Park Township	P	3 WNW; bay 1 S	612	3	27-*L4-U	F1	N blkd; p-line NE, SE.
(P)HOUGHTON-County Mem'l	P	4.8 NE;hwy W	1091	3	h52-BL4-S5-W	F4	NNE blkd. Use NNE/SSW Strip-emerg. No storage.
" -Sands	L	2 ESE; RR SW	605	2	50		Unattended.
Houghton Hgts. Houghton Lake	P	0.8 W;lk NE	1150	2	27	80	Repairs on call. Ctn Rdo twr & TV ant NW
Indian River Campbell	L	0.8 SE;RR W	602	2	20		N blkd.
Ionia-County	P	3 S;hwy W	810	4	24-BL4-S1	F1	P-lines SW, W. Use strips.
(PC)IRON MOUNTAIN, Ford	P	2.5 W; dam SW	1147	3	h38-BL4-S5	F3	Hills NE.
(PC)IRONWOOD, Gogebic County	P	4.5 NNE;RR S	1246	2	h39-BL4-S5-W-U	F3	Unlgtd hill S.
(P)JACKSON, Reynolds	P	2.5 WNW;RR S	1000	4	h43-BL4-S5-W	F4	Rnwys 9-27, 18-36 rstd 12, 500 lbs. gross wt. P-line S. Use rnwys.
Jonesville	L	2.5 WSW;lk S	1070	3	24		NW, SW blkd. Anten. NW.
(PC)KALAMAZOO	P	4 SSE;RR E	874	3	h38-BL2,4-S5-W-U	F4	P-lines W, SW. Unlgtd ant. on house W apch. Use rnwys. Rnwy 18-36 perm clsd.
" Austin Lake	P	6.5 SSE;lk N	860	2	27-S5	F1	E blkd. Use strips.
Lake City, Homes Acres	P	2 ESE; RR S	1290	2	26-L-S5	F1	P-line W.
(PC)Lakeview	L	1.1 NNE;lk S	900	2	25-S1	F1	P-lines N, NW. Ctn-oil derricks.
Lambertville, Wagon Wheel	P	2 mi SW	600	2	23-S5	F2	P-lines N, S, E.
Lansing, Aero Manor	L	2.5 SW;riv NW	858	2	27		NE, NW blkd. P-line SW. Use strips.
(P) " CAPITAL CITY	P	3.8 NW; RR S	859	2	h50-BL3,4,6-S5-W	F4	NE blkd. Rnwy 14-32 aband; NW end for taxiing only.
Lapeer, Dupont-Lapeer	P	2.4 ENE;lk W	830	4	36-S5-U	F3	Use strips. FEE
LaSalle, Price	L	4.5 SW Monroe	606	1	19-*L4		P-line S.
Lawton, Marks	P	1 N;RR S	770	3	25-S3	F1	ENE, ESE, WSW, W, WNW blkd; p-line E.
(PC)Ludington, Mason County	P	1.7 ENE;hwy S	642	3	33-L4	(F1)	(Race Track SE; twr SW. Use strips. No snow removal.
Luzerne, Lost Creek Ranch	L	3.8 NE;riv N	1090	3	25-S1	F1	W blkd.
Manistee	L	1.5 NNW;RR E	1150	3	30		N/S strip ruf. Use strips.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
Manistee-Blacker	P	4 ENE;riv S	613	2	h36-*L4-S3-U	F1	
Manistique, LeMaire	L	10.5 N;lk SE	850	aw	20		S, W blkd; p-line SE. Ctn-boulders N, W bndry.
" Schoolcraft County	L	3.3 ENE;RR S	678	2	30		SW blkd; p-line SE.
Marenisco	L	1.6 E;hwy N	1637	1	18		ENE, WSW blkd. Soft-wet. Ruf.
Marine City	P	5 W	616	2	21-S5	F1	SE, NW blkd. Ruf.
Marlette	L	1.3 N;hwy W	825	2	22-B-(S3)	(F1)	W blkd. Rolling. Use strips.
Marquette-COUNTY	P	8.0 W;hwy S	1415	2	h50-BL4-S3-U	F4	
Marshall, Brooks	P	1.3 S; hwy W	950	3	28-BL2-S5	F2	W blkd. P-line SW
Mason, Jewett	L	1.3 SE;RR W	920	2	26-(S1)		P-line W.
(PC)MENOMINEE-County	P	1.5 NW; RR E	616	3	h41-BL4-S3	F3	E/W rnwy day only. Unlgtd antenna S. No storage, fuel Sunday.
(PC)Midland, Barstow	L	3.7 NW;hwy S	628	3	32-(S1)	(F1)	P-line N.
Milan	P	3.8 SW;RR SE	705	2	23-S1	F1	P-line N. Soft when wet. Use strips.
Mio	L	1.6 N;hwys W	1050	2	30		N, W blkd.
(PC)Monroe, Custer	P	2.5 WNW;hwy S	614	1	h26-BL4-S5	F3	
Morenci	L	1 SW;hwy E	770	1	21	(F1)	E blkd. Use strips.
Montague, Ottiger	L	3 N	700	3	30	F1	Trees N, E, S. P-line W. Attnd evenings.
Mt. Clemens, Macomb	P	9.0 N	625	2	22	F1	
Mt. Pleasant	P	2.2 NE;hwy S	755	4	36-BL4-S3-U	F2	SW blkd. P-line W.
(P)MUSKEGON-County	P	3.5 S;lk N	628	4	h50-BL2,6-S5-W	F3	Lgts on req after 2400. Use rnwys. N/S rnwy clsd acft over 10,000 lbs. N/S rnwy clsd nights.
Napoleon, Maule	P	0.8NW;bet RR, hwy	972	3	29-S5	F1	N, NW, S blkd; p-line W. Use strips. Trees SE.
Newaygo	L	0.8 SSE;hwy W	785	3	26-*L4-(S3)	(F1)	Ruf.
Newberry, Luce County	L	4.1 SE;hwy S	872	2	30		SE, SW blkd.
Newport, Marshall	P	3.2S;lk SE	588	2	29	F1	SE, SW blkd.
(PC)Niles, Tyler Memorial	P	1.5 NE;RR NW	743	2	h33-BL4-S5-U	F4	P-line SW. Unlgtd TV antenna SW.
(PC)Owosso-City	P	2 E; riv S	739	3	h30-BL6-S5-U	F1	Use rnwy.
(P)PELLSTON, Emmet County	P	1.5 NNW;RR E	720	4	h54-B*L2-S3-W	F4	First 500' E end E/W Rnwy clsd; also clsd ngts.
Pinconning, Sportsmen's	L	1.7 ESE;bay E	592	3	28		NE blkd. Ctn-Oil drilling NW, E end. NE/SW strip under water.
Plainwell, Otsego-Plainwell	L	1.5 N;riv NW	727	2	26		INACTIVE, E, SSW blkd.
Plymouth, Mettetal	P	1.5 SSE; RR E	700	4	22-*L-S5	F3	NW blkd; p-lines NE.
(PC)Pontiac	P	6.4 WNW;RR NE	974	4	h40-BL2-4-S5-U-W	F4	UNICOM opers 0700-2200; other hrs on req.
" Allen's	P	5.5 NNE;RR 1W	1020	5	26-S5	F1	SE, SSW, SW, W, NW blkd. Rolling.
Port Huron, Baker's	P	3 NNW;riv N, E.	585	3	27-S5	F1	NE, SSE, SW blkd; hill N. Ant. NW. Ruf.
(PC) " St. Clair County	P	6.4 SW; hwy S	649	3	h39-BL4-S5	F3	AIRPORT OF ENTRY
Reed City, Miller	P	2 N; RR E	1040	2	h50-BL4-S3-U	F2	
Rogers City, Presque Isle County	P	0.7 SSE; lk 1 E	658	2	26-L4-S1	F1	Lgts avail all ngt May thru October.
Romeo	P	2 E; lk E	730	2	24-S5	F1	900' overrun S end N/S rnwy. P-line N. Soft when wet.
" Kuntsman	L	4.9 SE; dam NE	680	2	26		INACTIVE, N, S blkd. Soft-wet.
Roscommon	L	2.5 SE; RR NE	1100	2	42		E, W blkd.
Saginaw	P	4.5 E;RRS, N	601	3	33-B-S5	F1	E, NW blkd; p-line SE. Use strips. Bcn on req.
(P) " TRI-CITY	P	10 NW;hwy SW	667	3	h56-BL4-S3-W	F4	Use rnwys only.
St. Helens	L	0.9 SE;RR N	1153	2	26		N, ESE blkd. Ruf. Ctn-hole at strips, intsxn.
St. Ignace, Mackinac County	P	2 NNW;hwy E	600	2	h32	F3	
St. James, Beaver Island	L	4.2 SSW	665	2	35-*L4	(F1)	
(P)Sault Ste. Marie	P	1 SSW;hwy SE	722	3	36-*L4-S3-W	F3	ARPT OF ENTRY. Use strips. Winter E/W strip only. Bcn 1 hr prior req.
Scottville	L	2.8 N;hwy W	680	2	18		Center of E/W Strip low. Soft when wet.
(PC)Sebewaing	L	0.7W;riv N	584	2	25-S1	F1	Use rnwys.
Sidnaw, Prickett Grooms	L	0.5 N;RR S	1373	2	16		W blkd. NNW/SSE strip dangerous.
Simar	L	2.2 E;hwy S	1170	1	20		E blkd. Ruf.
South Branch, Timbers Sky Camp	P	0.2 NE;lk NE	950	2	22-S3	F1	NW, SW, SE blkd.
(PC)South Haven	P	4S;RR W	663	4	h24-BL4-S1-U	F1	N, E blkd. 3400' strip avail.
Sparta	P	2.7 SE;RR W	752	3	25-S5	F1	P-line NW, W.
Stambaugh	L	0.2 W;riv W	1622	1	30		
Stanton, Plane Haven	L	2.0 NE; RR W	848	2	34-S1	F1	E blkd.
(PC)Sturgis, Kirsch	P	1 NW;RR W	924	3	h33-L4-S5-U	F4	P-lines E, S.
Tecumseh	P	1.9 NNE;RR W	918	3	h38-BL4-S1	F3	W blkd. Use rnwy, strip.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MICHIGAN							
(PC)Three Rivers, Haines	P	2.3 NE;riv SE	830	4	h29-BL4-S5-U	F2	W blkd; p-lines N, S.
Topaz, Big Bear	L	2.2S	1306	2	26		E, S, W blkd. Soft when wet.
(CG)TRAVERSE CITY	P	2.1 SE;RR NE	623	4	h52-BL4-S3-W	F3	
Vassar, Welsh	P	4.3ESE;RR 1.5N	710	2	21-S5	F1	NE, SE, NW blkd.
Warren	P	1.6 WNW	625	2	21-S5	F1	N, W blkd. Ruf.
(PC)Watervliet	L	1 NE;lk NW	655	2	18		
Wayland	L	1.5 N;hwy W	740	2	20		P-line W. Soft when wet.
Wayne, National	P	3.5 NW	675	2	16-S5	F1	No storage. Use strips. P-line NE.
West Branch, Gentry's	L	14.3ENE;riv NE	950	3	34		W blkd. E/W strip rolling, ruf. Use strips.
White Cloud	L	0.5 N;rd E	872	2	17		Twr SE; p-line SW
Wixon, Spencer	L	0.8 W;RR N	940	1	24		S blkd; p-line N.
Ypsilanti, McEnnan	P	2.7 SSW;riv1 NE	738	4	23-L4-S5-U	F1	E blkd; p-line NE. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Saline	L	2S	820	2	19	F1	
MINNESOTA							
Aitkin	L	1.7ENE;Riv W	1204	1	24	(F2)	Use strip.
(PC)Albert Lea	P	2.3 N; hwy E	1244	2	h38-S5	F2	
(P)ALEXANDRIA	P	2 SW; lk NW	1425	4	h57-BL4-W	F2	P-line NE.
Anoka	P	1.2 SE; riv 1SW	896	3	38	F3	Ruf. Use N/S strip. Rft tfc S, W, SW.
← Appleton	P	1.9 NNE	1021	3	30-S3	F2	S, SE, SW blkd.
(PC)Austin	P	1.7 E	1237	2	h38-BL4-S5	F2	NE/SW strip soft.
Backus	L	0.6 NE; hwy E	1335	1	26-S1	(F2)	
(PC)Baudette	P	0.8 NW;riv NE	1063	3	20-S5	F2	AIRPORT OF ENTRY.
(P)BEMIDJI	P	3.8NW; hwy S	1395	5	h57-BL4-S3-W	F4	
" Port-O-Wilds	P	9.4NNE; hwySE	1350	2	21-B-(S5)	F2	NE, NW blkd. Use strips.
" Pine Island	L	18.5 WNW	1232	1	26		NE blkd.
(PC)Blue Earth	P	3 S; RR E	1102	3	13-L-S5	F2	
(PC) BRAINERD, Crow Wing Co.	P	3.8 NE;hwy S	1226	3	h41-B*L4-S5-W	F4	N/S rnwy skis only winter months.
← Clarissa Mun	L	2.0 ESE, RR S	1308	1	26		80 octane avail emerg.
(PC)Crookston, Kirkwood	P	4.8 N;hwy E	896	3	30-S3	F2	
Deer River	L	1.5 NNW	1320	2	20	F2	Use strips.
Detroit Lakes	P	1.5 W; RR N	1396	3	35-S1	F2	10° drop E end of strip. Use stripe.
(PC)Dodge Center	L	1.2 SE; RR N	1299	2	23-U		
(AF,NG)DULUTH MUN	P	6.5NNW;hwy 18	1430	3	h80-BL4,6-S5-W	F4	ARPT OF ENTRY. Use rnwys. 1000' overrun lgtd.
Ely	L	1.2 E; lk NW	1425	2	24		P-line SW, NW. Use ctn.
(PC)Eveleth-Virginia	P	3.5 SE; lk E	1385	4	h32-BL4-S5-U	F4	
(PC)Fairmont	P	2 E; hwy N	1161	2	h22-L4-S5-U	F2	3000' strip avail.
(PC)Fairbault	P	3 NW; lk 1 W	1052	2	h21-S5	F2	3275' strip avail. Use strips, rnwy only.
(PC)Fergus Falls	P	4.3 W; riv E	1185	3	h40-BL4-S5-U	F3	
Fertile	P	1.0 NNW	1137	1	24	F1	
Graceville	L	0.8 WNW	1110	1	18		P-line S. Rolling.
(PC)Grand Marais-Devil Track	P	5.5 NNW; lk S	1658	1	26	F2	Attended summers.
(PC)Grand Rapids	P	2 SSE; riv NE	1302	3	h41-BL4-S5-U	F3	
" Otis Lodge	P	7.5 SW;lk SW	1350	2	30-B-U	F3	Closed Dec - March.
Greenbush	L	1.1 SSW;hwy NW	1070	2	26		
Hallock	L	1.2NNE;riv W	800	1	20	(F2)	Rolling. Ruf.
(PC)Hector	P	0.7 S	1082	2	25-S5	F2	Water tower N.
(PC)Hibbing, CHISHOLM-HIBBING	P	4.5 SE	1352	4	h30-BL4-S3-U	F4	NE/SW & E/W rnwys clsd wheels winters
(PC)INTERNATIONAL FALLS	P	2.2 S	1180	3	h38-BL4-S3-W	F4	ARPT OF ENTRY.
Isle	L	0.5 N	1271	1	23	(F2)	
(PC)Jackson	P	2 N	1445	2	23-S5	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MINNESOTA							
Lake Bronson	P	0.5 NE	960	3	26	F2	P-lines S, W, NW.
Litchfield	L	1 N	1116	1	28-S1		
(PC)Little Falls	L	1.8ESE;hwy W	1118	2	30		Closed
(PC)Littlefork	L	1.8WNW;riv1 E	1145	2	23		N/S strip ruf.
Madison	P	1 S; hwy W	1086	2	30-B-S5	F2	Use strips.
(PC)MANKATO MEMORIAL	P	1.7 SE	1005	2	h37-BL4-S5	F3	Use rnwys.
(PC)Marshall	P	1.5 W; RR S, E	1179	3	h31-BL4-S5-U	F2	
Mazeppa, Holtorf	P	2.7 SE; riv N	1140	1	18-S1	F2	Rolling. Ctn-on ridge.
Melrose-Riverside	L	1.2NW;rnys,rivN	1215	1	34	(F2)	Gravel pit NW end.
(PC)Minneapolis, Anoka Co.	P	12.5NNE;hwy E	908	3	h37-BL4-S5	F2	Use rnwy.
(PC)Minneapolis, Flying Cloud	P	13.8SW;hwy S	909	2	h25-BL4-S5	F3	Use strip, rnwy.
(P) " Crystal	P	9 NNW; RR W	869	4	h25-BL4-S5	F3	2700' strip avail.
(AF,N) " ST. PAUL INTN'L (Wold Chamberlain)	P	6.5SSE;riv 2 S	840	3	h65-BL4,7-S5-W	F5	Rdo rcvr rqrd. E/W rnwy & rnwy 17-35 perm clsd. Rgt pat rnwys 4, 11R. Flashing amber lgt on twr indicates rgt pat.
← Montevideo	P	2.2NNE;hwy W	1036	2	25	F2	Use strips.
(PC)Moose Lake	L	3.3 SW; lk W	1075	1	25-S1		
(PC)Mora	L	1.2NE; lk N	1012	2	25	(F2)	NW/SE strip ruf. P-lines SE.
Morris	L	3 SW	1134	4	31-S1	(F2)	P-lines N, NE. Use strips.
(PC)New Ulm	P	1.8 W; hwy N	1005	2	31-S3-U	F2	Use strips.
Nisswa, Heywood Gull Lake	P	1.7 SSW; lk SW	1231	1	32-S3	F2	N blkd. Use strip.
Northome	L	2 NE; lk S	1427	2	20		
Oslo, Hoff	L	2.8 NE; riv W	800	2	20		Use strips.
(PC)Owatonna	P	2.9NW; hwy E	1147	2	h35-L4-S5-U	F3	Lgts oper dusk-2400.
Park Rapids	P	1.7SSW;RR E	1440	3	h28-*L-S5	F2	
Paynesville	L	1.3 SW	1180	3	24-(S1)	(F2)	P-line N. Use strips.
Perham	L	1.8 NW; hwy NW	1370	2	25	(F2)	Rolling.
Pine Creek	L	2.5 NW	1071	1	22-U		Use ctn.
Pine River	L	1 WNW;RR NE	1313	2	20	(F2)	
(PC)Pipestone	P	1 SE; RR E, W	1736	2	h31-L4-S5	F2	Rnwy lgts on req after 2400
Plummer	P	3.5 SSE;RR E	1120	1	26	F2	W blkd.
Red Wing	P	2.5 NE;hwy N	770	2	26-S3	80	P-line N.
(P)Redwood Falls	P	1.8NE;riv 15 NE	1022	2	22-B-S5-W	F3	
(P)ROCHESTER, Lobb Fld	P	1.7SSE;RR W	1041	3	h45-BL2,3,4-S5	F4	Rnwy 17 taxiing only; clsd ngts.
Roseau	L	1.6NW; riv E	1040	3	35	(F2)	P-lines N, W. Use strips.
Rosemount, Southport	P	4.4 WSW	962	2	23-S3	F2	P-lines N, W.
(PC)St. Cloud, Whitney Mem'l	P	1.5NNW;riv N	1039	3	h40-BL2-S2-W	F3	Ctn all ngt indgs.
St. James	L	2.3 E; hwy S	1068	1	27	(F2)	Ctn-wet.
← St. Paul, Holman	P	1.5 S; riv N,E	703	3	h55-BL2-4-S5	F4	P-line NE. Clsd to all trans jet acft
" Lake Elmo	P	10.2 ENE lk W	925	2	h22-*L4-S3	F2	
Sauk Centre	P	2.1 SE; riv W	1253	2	28-S3	F2	
Silver Lake	P	3.2 NW	1050	1	26-S1	F2	Rolling.
(PC)Sleepy Eye	L	3.3SSE;hwy W	1004	2	26	(F2)	
(PC)South St. Paul	P	1.8S;riv 1 NE	820	1	h35-BL4-S5	F3	
Springfield	P	0.9SW;hwy N	1073	2	22-S3	F2	Rgt tfc.
Spring Valley, Pietenpol	L	8.8 SE	1300	3	18	(F2)	
Stanton, Carleton	P	0.7 NE;RR W	920	2	25-BL4-S5-U	F2	P-line NW, SE. Use strips.
Stephen	L	1 NE	830	1	22		
(PC)THIEF RIVER FALLS	P	3.6 S; riv W	1115	2	h39-BL4-S5	F2	Lgts prior req after 2400.
Tofte, Gervais	L	1.2 NE; on lk	800	1	29		Rgt tfc ENE.
(PC)Tracy	L	1.2 NE;hwy S	1340	3	24		
Twin Valley	P	1 W	1050	2	26-S3	F2	N blkd. P-line SE. Use strips.
Tyler	L	1.4NW;RR SW	1742	3	21	(F2)	P-line SW.
(PC)Wadena	P	1 E; RR NW	1350	4	32-S3	F2	P-line S, SE, NW.
← Walnut Grove	P	0.5 SW	1240	1	22-BL4-S5	F3	
(PC)Warroad	L	2.3 NNW	1071	2	23	(F2)	
Wheaton	L	3 SW; crk N	1022	2	20-S1	(F2)	Use strips.
White Bear Lake-Benson	P	2.5 N	950	1	20-S5	F2	Use strips.
(PC)Willmar	P	1.5 W;RR E	1130	3	34-BL2-S5-U	F2	
(PC)WINONA	P	3.8NW;riv N	656	3	h40-BL4-S5	F4	
(PC) Worthington	P	1.6N;lk 1.5SSW	1572	4	h40-BL4-S5-U	F2	
NEW AIRPORTS (or airports out of alphabetical order)							
Barnesville	L	In City Limits	1018	1	25		
Benson	L	2.0 NW	1038	1	26		No Storage.
White Bear Lake, Northport	P	4 N;hwy N	1022	2	21-S3	F2	P-line N.
Duluth, Sky Harbor	P	5 SE;lake NE	602	1	21-S5	F3	ARPT OF ENTRY. Skis winter.

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1954)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MISSISSIPPI							
Aberdeen, Stinson	L	3 NW; hwy E	239	1	29		Soft when wet
Amory	L	0.5 W;hwy S	240	1	h18	(F2)	Caution-use rnwy only.
Anguilla, Rollang	P	2.2 SW; hwy E	115	2	19-S5-U	F3	P-line SE. Soft when wet.
Baldwyn	L	0.5 E; rd S	380	2	20-(S3)		Trees S. Soft - wet
Belzoni, Halbrook Fld	P	0.3 W	110	1	20-S5	F1	6' ditch S end
Benoit, Speakes	L	2.5 S; riv NW	135	1	43		
Biloxi, Art's	P	4 NNE	46	1	27	F1	Rgt tfc N
Brookhaven	P	3 NE	486	1	30-S1	F2	Soft when wet.
(PC)CLARKSDALE, Fletcher	P	8 NNE; hwy E	175	2	h40-BL4-S5	F3	
(PC)Cleveland, Bolivar County	P	2 NW;hwy S	140	2	h32-BL4-S3	F3	S blkd. P-line W. Sides of strips soft-wet. Rnwy lgts on prior req after 2400.
Columbia	L	3 NNE; rd W	110	1	26	(F1)	Trees SW
(PC)Columbus, LOWNDES CO	P	3.2 SE; hwy W	186	1	h40-BL4-S5-U	F3	Max lndg wt 15,000 lbs sing. wheel acft.
Corinth, 7, MEM-TPA	P	5 WSW; hwy N	418	2	39-BL2		
Crosby Municipal	P	1.2 NNE	315	1	h31-BL4	F1	
Egypt, Ball	L	1.8 S; hwy E	300	1	26	(F1)	
Eupora	L	1 NE;hwys S,W	430	1	22		S 500' soft. Cattle on fld
Flora, Memorial	L	3.4 NE	190	1	22		
Glen Allan, Woodside	L	3.4 ESE	106	1	24		Private use only.
(AF)GREENVILLE	P	3.5ESE;RR S	118	3	h40-BL4	F3	Use rnwys.
" Abide	P	7.0 N	118	1	23	F2	Trees N
" Cypress	P	2.4SSW;hwy W	120	1	28-S5	F1	NNE blkd. Soft when wet. Hilly.
(P)GREENWOOD MUNICIPAL	P	1.5 SW, RR E	129	3	h40-BL4-S3-W	F3	P-lines SE, SW. Use rnwys
(PC)Grenada	P	4 N; RR S	207	3	h51-S5	F2	Use rnwys.
(PC)GULFPORT	P	2.5 NE;bayou N	28	3	h80-BL4,7-S5	F4	Use rnwys. Overrun apch lgts.
(PC)HATTIESBURG	P	5 SSE;RR SW	151	3	h43-BL4-S5	F3	
(PC)Hazlehurst-Copiah County	P	1.8 E; hwy N	460	1	24		
Houston Mun	L	1.5 SW;hwy N	342	3	31		Soft - wet
Indianola, Valley Flying Service	P	1.5 mi NW	120	1	24	F2	
(NG)JACKSON, Hawkins	P	2.5 NW;RR 1 E	343	4	h54-BL4-6-S5-W-X	F4	Rnwys 2-20,16L-34R clsd to hvy acft. Use rnwys.
(PC)LAUREL	P	3 SW; hwy SE	235	3	h50-BL4-S3	F3	
Leland-Huntley	P	3 W	118	1	17-L-S3	F1	W end soft when wet.
Louisville	L	1.4 NNW;hwy S	586	1	26		
Lumberton, Bass Pecan	L	2.3 WNW	325	1	18		Slopes to S, W. Rolling.
Madison, Campbell	P	1.6SSE;hwy W	335	3	29-S5	F1	
(P)McComb-Pike County, 8C, MSY-STL	P	1.3 NW	460	2	h30-BL2-S1-W	F3	ENE/WSW strip ruf. Rft tfc SW.
(NG)MERIDIAN, Key	P	3 SW; RR NE	297	4	h70-BL6-S5-W	F4	Hi-intensity overrun lgts.
Merigold	P	0.8 N; hwy W	142	2	25-*L4-S3	F1	Soft-wet. P-lines NW.
Natchez, Air Park	P	2.5NNE;riv W	251	1	30-S3	F3	
(PC) " -ADAMS COUNTY	P	7.1 ENE;RR S	272	3	h50-BL4-S1-U	F3	
Nitta Yuma, Davis	P	0.5 SSE; RR W	115	2	19-*L4-S3	91	W blkd.
Onward, Reality Plantation	P	3.0 SW	95	1	22		
(PC)Oxford Mun	P	1.0 S	300	2	36-S3	F1	Use ctn, SE, NW blkd. Ruf, Soft-wet.
Oxford, University-Oxford	P	1. 5 NW Univ.	445		h40-BL4		Unattended.
(PC)Pascagoula, Jackson County	P	3.5 ENE;RR1N	16	3	h45-BL4	F4	
Perishire	L	0.4 S; hwy W	155	2	26		P-lines SSW,SSE.
Picayune, Mun	P	SW	92	1	h40-BL4	F2	Trees SW Poles & P-line NE
" Alexander	L	1 SSW;RR,hwyE	75	1	50	(F2)	P-line N, S.
Pickens, Presley's	L	1 NNE; RR E	230	1	20-(S3)	(F1)	P-lines E, W. Trees N, Oil tanks SW.
Quito, Kimbrough	L	0.4 SW	128	1	23-(S3)	(F1)	Trees N
(PC)Raymond, Williams	P	3.5NNE;RR SE	244	3	h40-BL4	(F1)	
Rochdale, Watts	L	0.5 E	145	1	23	(F1)	Soft - wet.
Shaw, Gasparini Fld	L	0.7 SSW;hwy N	150	1	21		N blkd. Ruf.
(PC)Starkville Mun	P	2.5 SW; RR NW	325	2	h50-U		Caution Use rnwys only.
Starkville, Oktibbeha	P	8 ENE; hwy E	250	3	30-S3	F1	
(PC)TUPELO	P	3 W; hwy S	361	2	h38-BL4-S5-U-W	F3	Hvy acft use rnwys.
(PC)Union	P	1.6NW;RR S	518	1	23		Soft when wet.
(PC)VICKSBURG	P	8 SSW;RR W	111	3	h45-BL4-S3	F4	Lmtd 30,000 lbs for single wheel acft. Strips ruf. P-line SE,NW,SW.
Walls, Twinkle Town	P	1.8 S	210	3	43-U	F4	
Winterville	P	0.5 W; hwy W	122	1	24-S3	F1	E blkd. Soft when wet.
(PC)YazooCity, Barrier	P	2 N; RR E	110	2	32-BL4-S1	F3	
NEW AIRPORTS (or airports out of alphabetical order)							
(PC)Albany-Memorial	L	0.8 WNW;riv W	859	2	24		Ctn when wet. Use strips.
Belton, Villanave	P	4.5 SW;RR E	1125	2	24-*L2-S5	F2	P-line N. Soft-wet. Rgt tfc pat.
Bismarck-Memorial	P	1 SE; RR N	1038	1	24-B*L4-S1	F1	Use strip. Ctn when wet.
(PC)Bolivar-Memorial	L	1 W; hwys N	1116	2	25		W blkd. P-line NNE. Ctn-wet. Use strips.
Boonville	L	1.5NNW;hwy E	590	2	22-(S1)	(F1)	E blkd; p-lines W, SW. Use strips. Unusable when wet.
Branson, Golf Ranch	L	3.0 E	1178	1	20		
(PC)Branson-Memorial	L	4 W	1053	2	22		Ctn when wet. Use strips. W blkd.
Brunswick, Elliott	L	4.3NE;hwy W	700	1	12		Use strip.
Buffalo	L	0.6NE;hwy W	1120	2	h22-U	F1	Use strip. 3600' strip avail.
Butler	P	2 N; RR W	870	1	26-W	F1	
(PC)Cabool-Memorial	L	0.8NE;RR NW	1217	1	23		Ctn-wet.
(PC)Camdenton-Memorial	P	4 SE;hwy W	1060	2	h22-S1	F1	Ruf, erosion, ditches, golf course.
(PC)Campbell	L	3.6 E;hwy N	284	2	30		Ruf, soft when wet.
(PC)CAPE GIRARDEAU Mem'l.	P	5.5SSW;hwy E	342	2	h40-BL4-S5-U-W	F3	Use rnwy. Ctn when wet.
(PC)Carthage, Myers Park	P	2 S; hwy E	1083	2	h22-BL4-S5	F1	P-lines S. Use rnwy, strip.
Caruthersville-Memorial	P	1.4SW; RR N	270	2	24-S3	F3	TV aerials NE. Use strips.
Chillicothe	P	3 ESE; RR N	780	3	h25-BL2-S5	F2	4000' strip avail. 15' hill E apch.
Clinton, Sportsman	P	2 NE;RR SE	800	2	33-*L1-S5	F2	P-lines N, S, NE, SW. Use strips. Use center of strips when wet.
(P)COLUMBIA	P	2.4 NW;hwy S	778	2	h40-BL2-S5-W	F3	Clsd acft over 27,000 lbs. Shoulders soft. Rgt tfc pat on tk-off or lndg to S; other times left tfc pat. Taxi on rnwy when fld is wet.
DeSoto,	L	1.0 E, RR E	675	1	25-S1	F2	Open days only
(PC)Dexter	P	1.4SSE;hwy N	315	2	h45-BL4-S5-U	F1	Rft tfc to N, NE. Use rnwys. Use strips.
Eldon-Model	P	0.9 NE;RR S	910	2	22	F2	SW blkd. P-line E. Rgt rfc NE/SW strip.
(PC)Excelsior Springs Mem'l.	L	1.6ESE;hwy N	998	1	h20		Use rnwy. Ctn when wet.
Farmington	P	1 ESE;hwy N, E	920	3	32-BL4-S1-W	F3	N, NW blkd. P-line E. Rgt tfc N, E, SE. Use strips.
Festus, Lucas	L	1.7 S; RR W	425	2	23-(S1)	(F1)	Use strips.
Fulton	P	3 WSW	875	2	32-S1	F1	P-line NE. Use strips.
Gainesville-Memorial	L	2 ENE;hwy SW	1060	2	21-(S1)	(F1)	
(PC)Gideon	L	1 SE; rd N	268	2	h45		P-line N. Use rnwys.
Gorin, Wiley's	P	3WNW;channelW	640	2	14-S3	F1	E blkd. Use strips.
Gravois Mills, Adkins	L	4 SSE; lk SE	810	1	22		Ctn-fence adj N. Rolling. Use strip.
Hannibal	P	4.3 WNW	735	3	26-B-S3	F2	Use strips.
Hayti,	L	1.5 SE; rd N	270	1	26	(F2)	N blkd. Unsafe when wet.
(PC)Hornersville	L	2 W; RR SE	270	2	h20		P-line N. 3500' N/S strip avail. Use rnwys when wet.
(PC)Houston-Memorial	L	0.8NNW;hwy S	1210	1	24		Ctn-wet. Use strip. Stay between panels. Usable width 65'.
Iberia, Eads	L	1.1 W	960	3	31-(S1)	(F1)	Use strip.
Independence	P	4.5ESE;lk SE	825	2	24-S5	F3	NE/SW strip soft-wet. N/S strip ruf. P-line S.
(PC)Jefferson City-MEMORIAL	P	1.3NNE;riv SW	546	3	h36-BL4-S1-U	F4	3800' strip avail.
(P)JOPLIN	P	5 NNE;hwy S	980	3	h55-BL4,6-S5-U-W	F4	Use rnwys.
(P)KANSAS CITY	P	5NNW;riv S, W	758	3	h70-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys. Tk-off and lndgs prohibited on rnwy 17.
" State Line	P	11.6 S;rd E	990	3	22-S5-U	F2	NE blkd.Rolling.
(PC)Kennett	P	1.3ESE;hwy N	262	2	h31-BL4-S1	F1	SW blkd.
Kirksville, 12, MKC-CHI	P	7 SE	970	4	h39-BL2-S5-W	F2	N/S rnwy clsd acft over 12,000 lbs.
Lamar, Lawn-Boy	P	2 W; RR N	1050	2	h26		N blkd; use rnwy.
Lebanon	P	2.5 SSE;hwy E	1323	3	h29-BL2,4	F3	E, NE, S blkd. W 1000' E/W strip ruf.
Lexington	P	3 NW; hwy NE	690	4	30-S5	F2	S blkd; p-line W, NW, SW. Soft-wet.
Macon, Fower	P	0.7 SSE;hwy W	860	1	30-*L4-S5-U	F2	Use strip.
(P)Malden	P	3.5 NW;hwy E	295	3	h50-BL4-W		AF contract school. Clsd civil acft.
(PC)Marceline	L	1.3 N; hwy E	874	2	24		Use strips.
(P)Marshall-Memorial	P	1.8 S; hwy E	777	2	39-BL4-S5	F3	Use strips. Soft-wet. E center N/S strip ruf. N blkd.
(PC)Maryville-Memorial	P	2.2WNW;RR N	1154	4	h20-BL4-S5-U	F2	2500' strip avail. Use rnwy, strips.
(PC)Mexico-Memorial	P	3.5 ESE;RR N,S	815	2	h20-S5	F3	N/S strip W end of fld clsd. W blkd. 2800' strip avail.
(PC)Moberly, Bradley	P	3.3 N;RR W	865	3	h37-BL4-S1	F1	P-lines NE, SE. Use rnwys.
Monett	L	1 NE; hwy S	1392	2	27-S1	F1	Use strips.
Montrose, Calhoun	P	W edge city	810	1	23	F1	Use rnwys only.
Neosho	L	2.5SW; hwy N	1215	3	26-B		E, NE, NW blkd. Caution-wet.
(PC)Nevada	P	3.2ENE;RR N	882	3	h25-*L4-S5-U	F4	N, W blkd. 3550' strip avail. E/W strip soft when wet.
(PC)Osage Beach, Linn Creek-Grand Glaize Mem'l.	P	2 mi N	876	1	h29-S3	F1	
Owensville, Depperman	L	0.7NNW;hwy S,E	960	3	27		NW, W blkd. Use strips. Soft-wet.
Passaic, Cushard	L	2 E;RR, hwy W	900	1	20		P-line SSW. Cattle on fld in fall. Use strip.
Pattonsburg, Watson	L	1.6 NNW	950	1	13		
Perryville, Chester-Perryville	P	10 N;riv 3 NE	372	2	h20-S1	F1	Use E parallel rnwy only.
(PC)Poplar Bluff, Fields Mem'l.	L	4.3 S; hwy S	380	1	h40-BL4		Use rnwys.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. RNW	LONGEST RNWY FACILITIES	FUEL OCTA	REMARKS
					MISSOURI		
Portageville, Fuller	L	1.2 N; rd E	280	1	25-(S1)		E blkd. Ctn-ditch N, W.
Rockport, Luhrs	L	4.2 S; hwy W	900	1	16		Caution. Use strip.
(PC)Rolla-Memorial	P	3.5 NE;hwy S	1201	2	28-S5	F1	P-line S, W. Ruf. Soft-wet. Use strips.
St. Charles	P	4.7 NNW;hwy ESE	470	3	30-S5	F1	N, NW, SE blkd. Use strips.
St. Clair	L	1.4 ENE	750	2	21		E, SE, W, NW blkd. Rolling. Steep grade W.
(NG)ST. JOSEPH Rosecrans Memorial	P	4WNW;riv SW	822	3	h80-BL2,4,6-S5-W	F4	Use rnwys.
(NC)ST. LOUIS, Lambert	P	10.8NW;hwy W	568	3	h100-BL4,6,7-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
(N)St. Louis, St. Charles Smartt	P	22NNW;hwy S	438	3	h20-S5	F2	"X" on ctsu rnwys where tests conducted.
" Parks Metropolitan	P	3.5SSW E St. Louis, Illinois	413	4	h16-BL4-S5-U-W	F3	4000' strip avail. Rgt tfc take-off N, W, NE, NW. P-lines S, SW.
" Weiss	P	11 SW	442	3	h28-*L4-S5-U	F2	W blkd. Use rnwy - wet. Rgt tfc E, N.
Sedalia Commercial	P	6.3 NW;RR S	824	2	30-L1-S5	F2	P-line S, SW. N/S ruf. Use strips. Wed.
(PC)Sedalia Memorial	P	1.3E; hwy S	908	2	h20-BL4-U	F2	Use hard surface NE/SW rnwy only. Unattended.
(PC)Seymour, Owen	P	3NE;OrchardSE	1600	2	29-S3	91	SSE blkd. Use strips. Rolling. Ruf. Land at own risk.
Sikeston-Memorial	P	2 NE;RR S	315	3	50-BL4-S5-U	F1	Use strips.
(PC)Slater-Memorial	L	0.8WNW;hwy N.	846	2	21		Unattended.
(P) SPRINGFIELD	P	5.5WNW;RR NE	1267	2	h56-BL4-S5-W	F4	Use rnwys.
" Downtown	P	3 E	1374	3	27-S5-U	F1	Hvy acft use strips only. Fence W.
(PC)Steele	P	2.5WNW;BayouN	258	2	h40-S5-U	F1	Use rnwys.
(PC)Sullivan-Memorial	P	1.3SW;RR NW	987	2	21-S1	F1	Ctn-wet, Fld ruf opposite seg. circle. Use strips.
(PC)Tarkio, Peterson	L	1.2 E; RR W	920	1	h20-*L2-(S1)	(F1)	3930' avail. Soft when wet. Use rnwy, strip.
Versailles	L	1.7ENE;RR N	1050	3	21		N, NE, SE, NW blkd. Use strips, Ruf, rolling.
Warrensburg, Sky Haven	P	3.7WNW;hwy S	850	3	28-L4-S5	F2	NE blkd. P-line SE.
Watson, Garst	L	1.3 W;RR E	900	1	23		S blkd. Use strip.
(PC)Waynesville-Memorial	P	0.7E;hwy N	1049	1	25-L4-S3-U	F2	Unsafe for hvy acft wet. Use gravel strip.
(PC)Willow Springs-Memorial	L	0.6 E;hwy W	1252	2	25	(F1)	SSW blkd; p-line N. Use strips.
		NEW AIRPORTS (or airports out of alphabetical order)					
Grain Valley	P	W city limits	850	3	25-L4-S5-U	F1	P-lines S
Branson,Big Bass Lodge	P	5 mi ESE	950	2	26	F2	Caution when wet.
St.Joseph,King's Eastside	P	1.5E	1060	1	h22-S3	F2	760' twr approx 1000' E & 3000' S of S end rnwy.
Grain Valley	P	0.5 mi W	850		18-S5	F2	
					MONTANA		
(FC)Baker	P	1.3 SE;lk N	2990	3	33-S3	F2	P-line S, W, NW. Dams ESE Soft when wet.
Basin Creek USFS	L	24 NE;Seeley lk in crk bend.	5000	1	21		CLOSED. Rolling.
Big Prairie USFS	L	25NNE Seeley Lk, riv S	4650	1	26		CLOSED. ESE blkd.
Big Sandy	L	1 S;RR NW	2700	2	24		Use strips.
Big Timber, 13-A, HLN-MPS	P	2.5SSW;hwy N	4493	3	50-BL2-S5	(F2)	
(P)Billings, LOGAN FLD	P	2.5 NW;hwy S	3612	3	h86-BL2,6,7,8,SW	F5	
(P)BOZEMAN, Gallatin	P	8.5 NW;RR S	4461	4	h52-BL4-S5-W	F4	
Brady, Woods	P	23.5E, rd S, E, W	3350	4	24	F1	
Bridger	L	0.3W; RR S	3675	1	24	(F1)	Rgt tfc S.
(P)BUTTE	P	4 SSE;hwy W	5554	3	h55-BL4-S5-W	F4	
Carter	L	0.6 WSW;hwyNW	3000	1	25		
(PC)Chester	L	1 W;hwy N, E	3167	1	28-BL4	(F1)	
Chinook #2	P	0.6W;RR N	2410	1	25	F1	
(PC)Choteau	P	1.2NNE;hwy W	3945	2	27-BL4-S5	F1	Caution when wet.
(PC)Circle	L	1.3E; RR hwy N	2424	2	26-B		Ctn-holes. Cattle on fld.
(PC)Columbus	P	1 ESE;RR N	3575	1	50	90	P-line W. Rgt tfc E. Ruf.
		riv SW					
(PC) Conrad	P	1.2W;rds N, S	3537	2	30-S1	F1	Caution when wet.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

AIRPORT NAME	TYPE	LOCATION	ELEV	NO. RNW	FACILITIES	FUEL OCT	REMARKS
					MONTANA		
Crow Agency, Crow	L	1.4 SSE;hwy S	3050	1	26		Soft-wet. Cattle-fld. P-line S, SE.
(P)CUT BANK	P	3 SW;riv 1E	3863	2	h86-BL4-S5-W	F3	ARPT OF ENTRY
(PC)Dell, 28, SLC-GTF	P	1.3 NW;RR E	6114	1	h70-BL4		Ruf.
Denton	P	2.2 SSW;hwy S	3850	2	26-S3	F1	
(P)Dillon, 32, SLC-GTF	P	4.6 ENE;rd NW	5238	3	45-BL2-S3-W	F2	
Drummond	P	4 SW;hwy 1.5 E	4245	1	26-BL2-W		Ruf.
Dutton	L	1.1 E;hwy W	3712	1	32		S blkd.
Ekalaka	L	0.5ESE;hwy W	3430	1	31	(F1)	SE end ruf.
Ennis, Sportman's	P	1 NW;hwy E, S	4985	1	36-S1	F1	Ruf.
Eureka	L	2.7NNW;rd N, E	2680	1	30		80 oct emerg.
Forsyth	P	3 E;RR N	2728	3	25-BL2	F1	Unattended.
Fort Benton	P	1 NE;RR S	2886	3	36-L4-S1	F3	Rnwy lgts dark - 2400.
Fort Peck	L	1.6 W; hwy S	2295	2	33	(F1)	
Gardiner	L	2WNW;hwy N	5300	1	36	F1	Hills ESE. Ruf.
Gates Park USFS	L	35.6W Choteau	5350	1	26		CLOSED. Rolling, ruf.
Geraldine	P	0.5 S;RR NE	3200	1	25	F1	P-line E. Ruf. Rolling.
(PC)Glasgow	P	1.8 NNE	2298	2	h81-BL4-S3-W	F3	
Glendive	P	2.5 NE;riv N	2128	2	h45-BL4-S5	F2	
(NG) GREAT FALLS INTNL	P	4.3 WSW;riv N	3671	4	h77-BL4, 6-S5	F4	ARPT OF ENTRY
(PC)Hamilton	L	1.5 ENE	3640	1	38		
(PC)Hardin	L	2.3 ESE;riv W	3040	2	35	F1	Ruf.
" Fairgrounds	P	0.3 S;RR N	2911	2	25-S3	F1	
(PC) Harlowton	P	1.5NW;rd S, W	4214	3	29-BL2-S1	F3	
(PC)Havre-City County	P	4 WSW;RR 1 N	2589	3	h47-BL4-S5-W	F3	ARPT OF ENTRY
HELENA	P	1.9ENE;hwy S	3882	3	h55-BL4-S5-W	F4	Rgt tfc W, SW, NW.
" Morrison	L	7.6 N;RR SW	3850	2	31		P-line N. Ruf.
Helmville, Wineglass Rch	L	2 SSE;crk 1 E	4420	1	20		Private.
Hinsdale	L	0.8 SSE; RR N	2180	1	21		
Holbrook USFS	L	37 E Ronan;riv E	4575	1	20		CLOSED. RUF.
(PC)Hot Springs	P	2.2 E, hwy W	2763	1	25-BL4	F1	ENE end soft when wet. Ruf.
Jackson, Hirschy	L	4.3 N; rd W	6400	1	25		
(PC)Jordan	L	1.8 WNW;lk SW	2637	2	36		
Kalispell	P	1 S;hwy E	2935	1	32-L4-S1	F1	Rgt tfc S. Lgts W side of strip.
(PC) " FLATHEAD COUNTY	P	7.4NNE;hwy E	2971	3	h47-B*L2,6-S5-W	F3	Snow fence along rnwys.
(P)LEWISTOWN	P	2.8 SW;RR NW	4165	4	h100-BL4-S5-W	F2	Rnwy 11-29 not maintained.
Libby USFS	P	1 NE;riv S, W	2096	1	27-S1	F1	
Livingston, Mission	L	6 ENE;RR N	4656	2	62-B-(S3)	(F3)	
(PC)Malta	P	0.8 SW;riv N	2260	2	30-BL4	F1	Ruf.
(P)MILES CITY	P	2.5 NW;hwy N	2628	2	h56-BL4-S5-W	F4	
(A) MISSOULA, County	P	5.3 WNW;RR N	3203	4	h70-BL2,4-S5-W	F4	
Moore	L	0.5 E;RR NNW	4100	2	26		S blkd.
(PC)Opheim	P	0.2 W;RR S	3250	3	31-BL4		
(PC)Plains	P	1.3 NNW;RR NE	2460	2	29-BL4		
Plentywood	P	0.7 SE; RR N	2065	2	23-S5	F1	
Polebridge, Quarter Circle M C Ranch	P	4.2 NW; riv W	3600	1	21	F1	Open May thru Sept.
Polson	P	1.5 W, rd N	2932	1	25-BL4-S5	F2	
Poplar	P	0.6 NE;hwy S	2000	2	42-BL4-S1	F1	
(PC)Red Lodge	P	0.5 WNW; rd N	5600	2	37-S3	F1	P-line SW
Ringling, Higgins Bros.	L	0.9 ESE;hwy W	5350	2	16		NNW blkd. Steep drop 200' W of WNW/ESE strip.
(PC)Ronan	L	2.8 N;hwy W	3089	1	34-BL4	(F1)	
(PC)Roundup	P	1.8 N; hwy W	3490	3	h40-BL4-S3	F1	
St. Ignatius	L	0.8 ENE;hwy W	2990	1	26	F1	P-lines ESE. Soft-wet.
Schafer USFS	L	17 SSE Summitt riv S	4855	1	24		Rolling
(PC)Scobey	P	1 NW;RR S	2458	3	33-L4-S5	F1	Ruf.
Seeley USFS	L	4.3 NW;lk 2 SE	4150	1	20		
(PC)Shelby	P	2.4 N;hwy E	3425	2	h37-BL4-S1	F3	
(PC)SIDNEY	P	1.3 WSW;crk N	1977	1	h32-BL4-S1	F2	
Spotted Bear USFS	L	14 ENE Swan Lk riv E	3800	1	22		Rolling.
Stevensville	L	2 ENE	3620	3	30		Ctn-gopher mounds, badger holes. Ruf.
(PC)Sunburst	L	0.6 NW;rd S, W	3399	2	26	(F1)	
(PC)Superior, 36B, SEA-HLN	P	1.5;RR SW	2762	1	34-L4-W		Code bcn.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). [4 March 1958]

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
MONTANA							
Tampico, Eichari	L	0.5 NNW;RR SW	2100	2	29-(S1)		Ruf. Cattle on fld.
Terry	L	1.1SSE;Canal N	2260	2	26		E blkd;p-line ESE. Ctn when wet.
(PC)Thompson Falls	L	3.2 ESE.RR N	2460	1	24-BL4		
Turner	P	0.5 NNE	3040	2	28-S3	F1	
(PC)Twin Bridges	L	1.5 SE;RR SW	4772	3	32		
Twodot, Moore	L	4.5 W;RR N	4600	3	30		Use strips.
(PC)Valier	P	0.6 S;lk S, W	3820	3	35-S1	F1	Twr adj NW apch. Ctn-wet.
Westby	L	4.3 SSE	2100	3	26	(F1)	P-line W. Cattle on fld.
(PC)West Yellowstone	L	1.3 W;RR S	6654	1	60-(S1)		ENE, WSW blkd. Ruf. Clsd wheeled acft winter mos.
" Watkins Creek Ranch	L	13.8NW;lk NE	6570	1	29		Lnd NW, tk-off SE. Dip 300' from NW end.
Whitehall, 36A, SLC-GTF	P	6.7 SW; RR N	4674	1	59-BL2-W		
(PC)WOLF POINT	P	3 E;hwy N,E	1980	1	h40-BL4-S5-U-W	F2	700' gravel overrun NW.
Anderson	P	0.8 NW; RR S	2040	1	25-L4-S3	F2	Muddy-wet. High banks S; holes N.
NEW AIRPORTS (or airports out of alphabetical order)							
NEBRASKA							
(PC)Ainsworth	P	7.5 WNW; RR S	2580	3	h77-BL4-S5	F3	Use rnwys.
(PC)ALLIANCE	P	4.5 SE;hwy N	3930	4	h82-BL4-S5	F3	Use rnwys. Lgts N/S rnwy inop.
Arapahoe, Ten Bensel	L	1.3 N	2300	1	30		Use strip.
Arthur	L	1.3 WSW;h wy S	3700	1	27		Hill W. Use extreme caution.
(PC)Atkinson, Stuart-Atkinson	P	5.5 NW; RR S	2130	2	32	(F1)	Use strips. Unattended.
Auburn	P	2.7 E; riv SW	932	3	28-BL4-S5	F1	N blkd. P-line NE. Use strips.
Aurora , Elge	L	6.4 NW	1834	3	24		NE, NW blkd. Cattle on fld.
(PC)Bassett	P	1.9 WSW;hwy N	2346	2	24-S1	F1	Use strips. Ctn-wet.
(PC)Bayard	L	1.3 SSW;hwy E	3752	2	27		Use strips. Ctn-wet.
(PC)Beatrice	P	2.5 N; hwy E	1318	4	h38-DL4-S5-U	F3	E, NE blkd. Use conc rnwy wint. Lgt ac ft use E/W strip.
Beaver City, Hewett's	L	2.5 NNE	2300	3	26-S1		N, SW, W, NW blkd. Use strips. Cattle-fld.
(PC)Blair	P	3.0NNW;hwy W	1079	2	27-BL4	F1	Use strips.
(PC)Bloomfield	L	2.0 SW	1673	1	23		Soft when wet.
Bridgeport, Beyers	L	3.0 NW; RR S	3693	3	29	F2	Clsd October thru April. Unattended
Broken Bow	P	2.0 N	2530	3	30-S5	F1	Use strips.
(PC)Bruning-State	P	7.7 E; hwy S	1544	3	h68-B-S1	F1	NE/SW taxiway lgt acft only
" Hawks	P	3.8 ESE;rd N	1544	1	25-S1	F2	N blkd. Use strips.
Central City, Silver T	L	4.6 NE;hwy 1 N	1668	3	17	(F1)	Cattle on fld.
(P) CHADRON, 15, CYS-HON	P	4.8 W; hwy S	3312	2	h45-BL4-S5-W	F3	Use strips. Soft-wet.
			3312				
(PC)Chambers, Perkins Mem'l	L	0.7 ESE	2127	2	25		Use strips.
Cambridge-Dam	L	6.2NNW;damNE	2410	1	26		SW, W, NW blkd.
Clay Center	L	1.8 E; hwy N	1800	1	16		Ctn-unmrkd. P-line N. Lgt acft only. Soft-wet.
							Use strips.
(PC)Columbus	P	1.3 NE	1439	2	h30-BL4-S1-U	F1	3200' strip available.
(PC)Cozad	P	1.0 NW	2500	2	33-BL4	F1	P-line S. Use strips.
(PC)Creighton	L	1.3 ENE	1625	2	24-B-(S1)	(F1)	Use strips.
(PC)Crete	L	1.7 E	1498	2	24-*L-(S5)	(F1)	Atnd wk-ends only. Ctn-wet. Use strips.
(PC)Curtis	L	2.0 ENE;crk 1S	2680	2	28-B		P-line S. Soft when wet. Use strips.
(PC)David City, 82A, SLC-OMA	P	1.4 S; hwy W	1614	2	23-B	(F1)	Soft when wet.
Elgin	P	0.5 N; RR W	1940	1	14-S5	F1	(DANGER-SHORT FLD). W blkd. Use strip.
(PC)Fairbury	P	3.0 N; RR SE	1489	3	h26-BL4-S5-U	F1	3300' strip avail. Ruf.
(PC)Fairmont-State	P	3.3 SSE; RR SE	1639	3	h70-DL4	F1	Use rnwys.
Falls City	P	1.3 NNE	994	2	29-*L1-S5	F1	
(PC)Fremont	P	1.4WNW;hwy N	1203	3	h36-*L-S5	F1	Rgt tfc S, SE, W. Use rnwy when wet.
Fullerton, C.A.M.P.	L	2.0 N; hwys E	1680	2	28		E/W Strip short-use in emerg only.
Gordon	P	1.3 E; RR N	3549	4	34-BL1-S5-U	F1	N blkd;p-lines S, SW, W, NW. Use strips. Ruf.
(PC)Gothenburg	P	0.7 SE; hwy S	2557	2	27-BL4-S1	F2	Use strips. Maint - not to be used.
(P)GRAND ISLAND	P	3.6 NE;RR 1 W	1846	3	h72-BL4-S5-W	F4	Use rnwys. Taxiway parallel NE/SW rnwy not ♦

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
(PC)Harrison-Skyranch	L	0.6 NNE; rd S	4863	1	30		S, W blkd.
(PC)Hartington	P	1.8SE;RR;hwy W	1383	2	26	F1	Use strips.
(PC)Harvard-State	P	2.7 NNE; RR S	1817	3	h77-B		
(PC)Hastings	P	2.3 NW;RR 1 S	1944	3	h40-BL4-S5-U	F3	Use rnwy, strips. Ctn-shoulders ruf soft-wet.
(PC)Hay Springs	L	0.4 SW;RR N	3831	1	28-BL4		Use strips.
(PC)Hebron	L	1.4 S; hwy S	1441	3	31-(S5)	(F1)	
(PC)Holdrege	P	2.0E NE;RR S	2310	3	34-BL4-S5	F2	P-line SE. Use strips.
(PC)Humboldt	L	0.8 E;RR, riv S	993	2	21		P-line NE;ditch N. Soft-wet.
Hyannis, Davis Ranch	L	12.9 N	3765	2	23-S1	F1	Use strips.
(P)Imperial, 17A, DEN-GRI	P	1.0 ESE;hwy S	3276	3	47-BL4-S3-W	F1	Use strips. Soft-wet.
(PC)Kearney	P	4.7 ENE;RR S	2130	3	h72-BL4-S5	F1	Use rnwys.
Kimball	P	3.0 S;hwy E	4900	3	29-BL4-S5	F1	P-line N, NE. Use strips.
(P)Lexington, 27A, DEN-GRI	P	1.7 NW; RR S	2400	2	43-BL4-W	F3	P-line NE. Use rnwys.
Lincoln, Arrow	P	4.8 NNE;hwy E	1160	2	23-S5	F1	Use strips.
" Union	P	4.8 NNE; RR S	1140	4	h25-BL4-S3-W	F4	Ditch E.
Lisco, Buske	L	6.5 NNE	3970	3	19	F1	N/S strip short.
Lodgepole	P	0.6 E; RR S	3820	1	40-B*LI-S5	F2	Church W. Use strips.
Lynch, Woolf	P	2.3 ESE	1395	2	28-S1	F1	NW blkd.
Marquette-Carlson	L	1.0 SE	1818	4	23	F1	P-line N.
McCook Municipal	P	2.0 E; hwy S	2586	3	h40-BL4-S5-W	F3	Use strips. 4400' strip available
(PC)" State	L	8.5 NNW	2784	3	h75-B		
(PC)Minden	P	1.2 NNE	2156	2	23-BL4-S1	F1	P-line S. Use strips.
(PC)Mitchell	P	1.6 S; RR S	3965	2	29-*L1-S5-U	F1	Use strips.
Nebraska City, Grundman	P	1.1 SSW;hwys E	1060	1	20	F1	Cattle on field
(PC)Neligh	P	1.5 SSW;hwy E	1745	2	31-B	80	Ctn-ruf, hazardous. P-line SE. Use strips.
(PC)NORFOLK, Stefan Fld	P	3.0 S SW;RR W	1571	2	h58-BL4-S3-W	F1	Use rnwys.
(P)N.PLATTE, Lee Bird	P	3.2 ESE;riv SW	2779	3	h66-BL4-S5-U	F4	Dike W. Lngst rnwy night opern 6125'.
Ogallala	P	2.0 W;hwy S	3250	aw	25-B-S5-U	F1	P-lines S, SE, SW.
Ogallala, Lake McConaughy State	L	10.5 NW;lk S	3276	1	26	F1	Use strip.
" Shelburne	L	6.8 SW	3320	1	30		N blkd. Use strip.
Ohiowa, Sieber's	L	2.9 SW; rd N	1572	3	24-(S3)	(F1)	Soft when wet.
(P)OMAHA	P	3.5 NE;riv E	982	6	h70-BL2-6-S5-W	F4	Rnwy 14R-32L rstd. to under 10,000 lbs.
							Use rnwys. Use strips.
" Clear Ridge	P	5.2 NW;RR N	1248	3	28-S5	F1	Rgt tfc-wind S, SE. Asphalt 50' wide.
" Durand Sky Ranch	L	8.2 NW;hwy N	1230	2	22-S1		Rgt tfc-wind S. Use strips.
(PC) " N. Omaha	P	8.0NNW;hwy S	1322	3	26-L3-S3	F3	S, W, NW blkd. Use strips. Rgt tfc N, W.
"S. Omaha	P	8.5 SSW;RR S	1064	2	27-S5	F1	P-line N, NW. Use strips.
O'Neill	P	2.0 NW;hwy N	2100	4	35-BL4-S5	F1	P-lines, SE, SW, S. Use strips.
(PC)Ord	L	1.8 NW; RR E	2060	2	31-B*L1,4-S1	F1	Use strips.
Papillion, S. Omaha	See Omaha, South Omaha Arpt.						
Pender, Lampe's	L	0.7 NW;RR SW	1323	1	22-(S1)	(F1)	P-line NW. Atnd Sundays only. Use strip.
" Bar J Lazy V	P	5.8 SW; rd E	4550	4	27-*L-S3	F2	E, NE blkd. Ctn-well drilling. Use strip.
Red Cloud	L	2.5 ENE	1770	1	26	(F1)	Fence adj S. Use strip.
(PC)Rushville, Modisett	P	2.4 NE; RR S	3750	3	30-S1	F1	
St. Paul, Loup Forks	L	2.4 NNE; RR W	1790	aw	26-(S1)	(F1)	NE, E, SE, SW, W, NW blkd.
(PC)Sargent	P	1.5 E; RR SW	2313	2	26		Use strips.
(P)SCOTTSBLUFF	P	3.5 E; hwy S	3965	3	h83-BL4-S5-W	F4	Use rnwys.
(PC)Scribner-State	P	3.7 SSE;RR 1NE	1315	3	h69	F2	
(P)Sidney	P	3.0 S; hwy N	4300	3	h28-BL4-S5-W	F3	Soft-wet. 4800' strip avail. E/W rnwy ruf.
Stapleton, Brosius	L	6.0 SSE	3000	2	29		
Stromsburg	L	1.0 S; hwy W	1668	2	26		N blkd; p-line W. Use strips.
(PC)Superior	P	2.0 N; hwy W	1720	2	31-*LI	F1	
Tecumseh, Critchfield	L	3.5N hwy W	1160	1	25	F1	
(PC)Trenton	P	1.2 NW;RR 1 S	2840	2	26-BL4	F2	P-line SE. Use strips.
(PC)Valentine	P	1.3 S; RR E	2586	2	h24-BL4-S1-W-U	F2	Unmrkd 80' twr in bldg area. Use rnwys.
Venango, Dudden	L	0.1 NW	3560	2	26		W, NW, blkd; p-lines N, NE, S. Ruf. Soft-wet.
(PC)Wahoo	L	2.5 NE	1233	2	25-(S1)	(F1)	SW blkd; p-line SE. Use strips.
Wayne	P	1.8 E; RR NW	1435	2	30-B*L3-S5	F1	P-line N, NW. Use strips.
Weeping Water, Brown's	P	1.5 E; RR, crk	1103	4	31-S5	F1	P-line N. Use strips.
(PC)Wilber	L	1.3WSW;hwy N	1368	2	33		P-line N.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEBRASKA							
Wisner, Heller Air Ranch	P	5.0 SSW;rd S	1550	1	19-(S1)	(F1)	Use strips.
(PC)York	P	1.8 N; hwy W	1662	3	30-BL4-S1	F1	P-line SW, W. Use strips.
NEW AIRPORTS (or airports out of alphabetical order)							
Springview Mun	P	NE	2550	1	22		
NEVADA							
(PC)Austin	L	TWSW;hwy SE	5728	2	h60		
(P)Battle Mountain, 35, SFO-SLC	P	4 SE;hwy N	4533	2	h73-BL4-S1-W		
Beatty, 20, RIV-TDL	P	3.5 SW;hwy E	3170	1	55-BL2		Unattended
(PC)Boulder City	P	0.6 S;hwy NW	2458	3	64-L4-S1	F3	P-lines N, NE, NW. Rgt tfc N, NE, NW.
(PC)Caliente	L	19.5 W;hwy N	4864	1	h64		Not maintained
Carlin	L	1.8 NE;hwy S	4950	2	19		Ctn - winters
Carson City	P	3.1 NE;hwy 15SE	4751	3	51-S1	F1	WNW blkd;mtns NNE, ENE. Use strips. Cattle on fld. Avoid easterly 1100'WNW/ESE strip.
Coaldale	L	0.6 WNW;lk W	4575	2	29		Ruf. Loose rock. Not maintd.
Duckwater	L	3.5 NNW;hwy W	5600	1	35		Emerg. only
(P)ELKO	P	1.5 W;RRS	5135	2	h64-BL4-S1-W	F4	Unmrkd p-lines ENE. P-line SE
(PC)Ely	P	3.5 NNE;hwy E	6258	3	h60-BL4-S5-U-W	F4	Bcn lctd on hill 2 mi SW
(PC)Eureka	L	6.7 NNW;hwy W	5946	1	48		
(P)FALLON	P	2.5 NE	3962	2	h50-BL4-S1	F2	
Gabbs	L	4 NW;hwy NE	4698	2	60		Ctn-not maintained, hazardous
Gerlach	L	0.3 N;hwy W	3950	1	27		WSW blkd. Ctn when wet.
Glendale Station, Glendale	P	2.5E Moapa;hwyS	1490	1	27	F1	CLOSED
(N) HAWTHORNE	P	1.7 NNW;hwySW	4255	3	67-S1-W	F2	
(P)LAS VEGAS, McCarran	P	6.3 SSW;RR S	2171	3	h65-BL4,6-S5-W	F4	Rgt tfc rnwy 7.
" Sky Haven	P	4.4 NW;hwy W	2200	4	42-S5	87	
(P)Lovelock, Derby 26A, SFO-SLC	P	9SSW;RR hwyW	3908	2	h55-BL4-S1-W		
McDermitt, Fort McDermitt	L	5 ESE	4475	1	15		Use at own risk. Ruf.
(PC)MINDEN, Douglas Tahoe	P	2.8 NNE;hwy W	4718	3	h75-BL4-S1	F4	
Nixon	L	0.5 ENE	4000	1	28		
North Fork, Crosby-Stevens	L	2 NW	6450	2	40		Use at own risk.
(PC)Overton, 30, LAX-SLC	P	2 N;riv SW	1381	2	h48-BL2,4		
(PC)Owyhee	L	4.8 W	5375	1	h67		
Pahrump Valley, Hidden Hills	L	41 W	2800	2	35		
Paradise Valley, 4-R Ranch	L	8 SE;riv N	4460	1	35		Use at own risk.
(PC)Pioche	L	5.8 NW;hwy SW	5840	1	48		
(NG)RENO	P	4 SE;hwy W	4411	3	h78-BL2,6-S5-W	F4	110°unlgtd, unmrkd trees 2200'N rnwy 16
Schurz	L	1 SSE;hwys W	4209	2	27		W blkd.
(PC)Searchlight	L	2 SSE;hwy W	3405	1	37		Ruf.
Shafter, Nusse	L	18.2ESE;RR E	4650	1	28		Use at own risk.
Smith-Valley	P	1 ESE;hwy N	4850	2	26-S1	F2	Use at own risk. NE blkd.
Summit Lake	L	0.5 NW;lk SE	6000	1	38		Emerg. only. Ruf.
(P)TONOPAH	P	5 mi E	5426	2	h89-BL4-S1-W	F3	
" Lambertucci	L	3.2 WNW;hwy S	5664	3	31		Rolling
Wadsworth	P	0.3 W;hwy E	4096	1	18		(EMERG ONLY). P-line N.
Wells, 46, SFO-SLC	P	2 E;hwy W	5763	2	h55-BL4	F2	Use runway.
(P)Winnemucca, 32A, SFO-SLC	P	6 SW;RR N	4303	2	h50-BL4-W	F3	
(PC)Yerington	L	1 N;hwy S	4378	1	h39	F2	
NEW AIRPORTS (or airports out of alphabetical order)							

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW HAMPSHIRE							
Ashland, Riverside	L	4 NNW;riv W	474	1	20		INACTIVE. Ruf, rolling.
(PC)BERLIN	P	7.5N; riv W	1158	1	h50-(S3)-U	(F3)	
(PC)Claremont	P	1.3 W;riv NE	545	2	h27-BL4-S4-U	F2	Ridge W edge NNE apch.
(P)CONCORD	P	2 E;riv 1 W	345	3	h40-BL4,6-S5-U	F4	Unicom 0830-1700 xcpt Sat, Sun, Holidays
E. Jaffrey, Silver Ranch	P	1 SE;lk 1 S	1020	1	17-S3	F2	Minor eng rprs only.
Errol	L	1.2WNW;pond NE	1245	1	18-U	(F1)	
Franconia-McKenzie's	L	2 S;hwy W	970	1	15		
Hampton	P	1.6 N;RR W	80	1	21-L1-S5-U	F2	Rolling
Haverhill, Dean Memorial	L	4.1 NE;RR W	585	2	20-S1	F2	
Hinsdale-Brattleboro	L	2.7 NW;riv SW	360	1	18		Ctn - ruf, S 450' soft sand, S blkd. 10' brush.
Hooksett-Manchester	L	2 S;riv E	187	1	30-U		S end rolling. SSE blkd.
(PC)KEENE, Dillant-Hopkins	P	2.S; RR W	482	2	h45-BL4-S5-U-W	F3	
(PC)LACONIA	P	3.8 NNE;lk NNE	552	2	h35-BL4-S5-U	F4	Ctn-taxiing near gas pump island N, S blkd.
(P)LEBANON	P	3 WSW	608	2	h40-BL4-S5-U-W	F3	N, WSW blkd. Ditches gulleys ends strips.
Littleton, Lewis	L	2.5 E;RR S	900	1	22		INACTIVE. Cattle on fld.
Merrimack, Sanders	L	3.7 S;hwy E	195	1	30		Pvt;prior permiss only;E,W blkd;p-line SE;bushes NE
(PC)Nashua, Boire	P	2.8 WNW;RRNE	193	1	h35-BL2,4-S5-U	F3	300'unpaved overrun area SE end.
" Gate City	L	3.3 SSE;RR, riv E	120	1	15-(S1)	(F1)	Clsd - unsafe for acft.
(PC)Newport, Parlin	P	2 NNW; riv SW	786	2	h20-U	F2	Trees NW.
N.Conway, White Mountain	P	1.9 SSE;bet RR's	495	1	26-S3-U	F2	Mtn E. Ctn-loose sand. Rolling.
Plymouth	L	3.5WNW;riv S	506	1	20		
Rochester, Skyhaven	P	2.8 ESE;RR E	320	1	25-U	F2	Rgt tfc N.
Warren, Morse	L	1.NW;rd adjNW	797	1	29		SE, NW blkd.
(PC)Whitefield	P	3 ESE;RR SW	1048	1	24-*L-S3-U	F2	Mtns SE.
Wolfeboro, Lakes Region	L	2.6 W;lk NW	580	1	17		
NEW AIRPORTS (or airports out of alphabetical order)							
(AF,NG)MANCHESTER, Grenier Fld.	P	4 S	233	3	h70-BL4-S2	F4	2-way rdo rqrd. FEE.
NEW JERSEY							
Albion	P	2.0 NE	150	1	24-S3-U	F2	P-lines SW.
Andover, Trinca	P	2.5 WSW;RR E	600	1	24-S1	F1	SW end of strip ruf.
Ashland, Echelon	P	0.8SE;RR, hwyW	100	3	28-*L4-S5-U	F3	N, NW, S, SE blkd.
(PC)Atlantic City	P	1.3 WSW;hwy W	11	3	h29-BL4-S3	F3	Tower N
Bargaintown, Pleasantville-Somers Point	P	1.5 NW;RR N	45	2	29-*L4-S3	F1	S blkd. Rolling. Soft-wet.
Basking Ridge, Somerset Hills	P	1.6 SE;RR S, W	280	2	24-S5-U	91	E, W blkd;p-line NW. Rgt tfc NW.
(A)BELMAR, Monmouth Co.	P	5.5 W;hwy E	155	3	h18-BL4-S3-U	F4	3800'strip avail. Shoulders soft-wet.
Blairstown, Lake Susquehanna	P	2.3 WSW;RR S	380	1	20-*L1-S5-U	F1	
Boonton, Aircraft-Radio	L	2.6 N;rd N, W	550	3	31-S5	F3	NE, NW blkd
Bridgeport	P	0.8ESE;hwyN, W	23	2	21-S1	F1	Use NNW/SSE strip emergency only. Caution-sand ruts. P-line NE.
Bridgeton, Buck's	P	3.7 NNE;RR W	100	3	20-S3-U	F1	Soft-wet. P-lines S, WSW.
" Seabrook	L	4.5 NE;RR W	110	2	21		W blkd. CLOSED WINTER.
(PC)Caldwell-Wright	P	2.4 N;riv NE	175	3	h47-B-S5	F5	Rgt tfc to SW on Rnwy 22;rgt tfc to NW on tk-off on rnwy 32. Clsd Sunday, holidays. Use rnwys.
Chatsworth, Coyle	L	6 ESE;hwy N	190	3	18		
Clementon	P	1 NE;RR N, S	100	2	26-*L4-S3-U	F2	NW, SE, SW blkd. Ruf.
Clinton, Captain's	L	3.9 W;hwy S	360	1	19-S3		Soft when wet. No storage.
Cross Keys	P	1.0 S	160	1	23	F1	Wires E end, woods W end.
Florence	P	1 SE;RR SSE	50	1	18-*L1-S5	F1	P-line SE.
Forked River	P	1 ESE;riv S	12	1	20-*L4-S3	F1	
Hackettstown	P	2 SSW;riv E	560	3	30-S3	F2	
Hanover	P	2.8 NNE;riv E	170	1	25-S3-U	F1	
Lakewood	L	2.8 SE;hwy N	32	1	25		INACTIVE
Lincoln Park	P	1.8 NNW	180	2	28-S5-U	F4	SSE blkd. Rgt tfc N, NE, NW.
Linden	P	1.2 SSE;hwy W	23	3	h41-*L-S5-U	F4	NW blkd;p-lines N, S, E, W. Rgt tfc rnwy 9, 14.
Marlton-Medford	P	1.5 ENEMarlton	80	2	25-L-S5-U	F2	
Milltown, Ziegfield	L	4 S;riv 2 SE	120	1	13		
(P) Millville	P	3.3 SW;rd NW	87	4	h50-BL4, 6-S5-W	F4	Peripheral taxiways perm clsd. N/S & NE/SW rnwys usable days-not maintd. Low alt maneuvers mil acft VFR days.
Moorestown	P	1 NNE;rd N, W	70	3	20-S5-U	F1	P-line NNW.
(PC)Morristown	P	3 E;rd S	187	2	h40-BL2-S5	F4	FEE. Rnwy 30 - full stop lndgs, tk-offs use full length.
Mt. Holly, Mahalchik	L	4 NE; hwy W	60	2	20		HAZARDOUS - WET.
Neptune Twnshp Asbury Pk Air Term	P	4.5 W;hwy N	100	3	26-L4-S3	F1	P-line S. Rolling.
(NG) NEWARK	P	2.5 SSE;RR W,E	18	2	h70-BL4,6,7a-S5-W	F4	LIMITED USE. Rnwy 6-24 closed. FEE. 2-way rdo rqrd.
(PC)New Brunswick, Hadley	P	4 N;rd N, W	100	3	26-*L4-S5-U	F3	W blkd; p-line NW.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW JERSEY							
New Brunswick, North Brunswick	P	2 SW;RR E	125	3	33-*L4-S5	F3	E, SW, NW blkd; p-line NE, SE, W. No E tk-off. Maintain 300' alt over highway indg on rnwy 14-32.
(PC)Ocean City Municipal	P	1.7 WSW;bay W	8	1	34-U	F1	Enter tfc pat to W. W turns on tk-offs. Unattended
Osbornville, Ocean Co.	P	0.2 S; crk S	18	2	27-S5	F2	NNE, SE blkd. Sept-May.
Paterson, Totowa-Wayne	P	4.8 W;RR W	185	1	h28-L1-S5-U	F1	
Pemberton	P	1 SSW;RR N	65	1	22-S5	F1	Clsd Oct-Apr. Lnd at own risk. NE blkd. No storage
Pennington	L	2 ESE;hwy S, E	230	1	21		Closed. E Blkd. Soft when wet.
Phillipsburg	L	2.3 ENE;RR S	400	2	19		Rolling.
Pitman	P	1 NW	100	1	24-S3	F2	
Pittstown, Alexandria	P	2 WNW	460	2	19-S3	F2	NE blkd;brush SE. Rolling.
" Sky Manor	P	1.5 SW;rd S	540	3	34-*L4-S5-U	F2	N blkd.
Princeton	P	2.8 N;hwy adj	160	2	23-*L4-S3-U	F2	SE blkd.P-line ENE.
" -Nassau	P	2.3 S;hwy SE	80	2	24-*L1-S1-U	F2	SSE blkd.
Readington, Solberg-Hunterdon	P	1 NNW;rd E, W	180	3	h19-*L4-S5	F3	Use rnwy-wet. 3750' strip avail.
Red Bank	P	1 S;hwy; RR E	80	2	26-*L4-S5-U	F3	N,S, W blkd.Clsd to acft over 10,000 lbs xcpt prior req.
← Robbinsville, Trenton-Robbinsville	P	1 ESE;RR WNW	115	1	31-*L4-S5-U	F4	Use strip. Ruf.
Salem	P	1 SE;hwy S	15	1	21-*L4-S3	F1	
Somerville, Somerset	P	4.6 NW;riv W	105	3	22-*L4-S5-U	F2	
Sussex	L	1.2 WSW;RR S	420	2	22-*L4-(S5)	(F1)	Use strips.Atnd wk-ends and on call.
TETERBORO	P	0.5 SW;rd NW	7	3	h50-BL4,5-S5-W-X	F5	2-way rdo reqd. Acft over 80,000 lbs obtain permission prior to tk-offs or lndgs. No motorless acft or uncontrolled aerial equip.activity xcpt by special permission. FEE - acft over 2500 lbs.
(PC)TRENTON, Mercer County	P	5 NW;RR SE	211	3	h48-BL4-S5-W	F4	PC for Navy only. FEE. Rnwy 2-20 clsd-use as taxiway.
Vineland	P	4.3SSW;lk SW	65	2	23-*L1-S5	F1	P-line E.
" Kroelinger	P	2.5 NNW;hwy E	100	4	24-*L4-S5-U	F2	ENE, S, W blkd;p-lines E, SE. Use strips.
" Downstown	P	4.3 NE;hwy N	120	2	25-*L4-U	F3	ESE, SSW blkd;p-line NNE.
(PC)WILDWOOD, Cape May Co.	P	6 WNW;RR,hwy E	22	4	h50-BL4-S5-U	F4	Airline Stop Summer Only.
(PC)Woodbine	P	2 SE;RR NE, W	39	3	h33	F2	Twin-eng acft use concrete. Asphalt ext soft & broken
Woodstown	P	3 NW;hwy N	100	2	19-S3	F1	N blkd. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
Vineland, Rudy's	L	5 NW	80	1	24-S5		E blkd.
← Colts Neck	P	.6 SSW	100	2	24-S3-U	F3	
← Williamstown, Webb Fld	P	2.0 S	141	1	25-S1	F2	E,W blkd
NEW MEXICO							
Alamogordo	L	2.4 N;et RR's	4465	2	29-(S1)	(F2)	Atnd-wk-ends only.
" Alamo-Midway	P	3 SW;hwy S	4230	2	40	F3	Closed.
← Albuquerque, Alameda	P	8.5 NNW;riv E	5069	2	38-S5	(F2)	Ctn-loose sand. Use strips. Ruf.
← " El Rancho	P	7 NW	5385	4	36-S5	F1	rnwys 26, 21
→(AF) " Kirtland AFB	P	3.8 SSE	5352	4	h28-BL4,5,6-S5-W	F4	Open to civilians. 2-way rdo rqrd. Jet barrier
" West Mesa	P	3.8W;hwy S	5129	4	63-L4-S5-U	F4	Lgts on req after 2400. Houses ENE.
Antelope Wells	L	5 SSW;rd E	4900	2	34		
Anton Chico, 79A, LAX-AMA	P	4 SSE;riv 2SE	5281	2	43-BL2		Ruf
(PC)Artesia	P	4.2 W;hwy S	3550	4	h68-B*L4-S5-U	F3	N/S strip ruf. Ctn-ditches.
Aztec	L	2.2NW;riv2, E,S	5700	2	30		Ctn-auto trails. Ruf.
(P)CARLSBAD	P	6.1SSW;hwy SE	3276	4	h66-BL4-S5-W	F4	P-lines E, S. Use rnwys.
Carrizozo	L	0.6 N;hwy S, E	5420	3	33		Ctn-N/S, E/W strips ruf.
Chaperito, Park Spring	L	8.5SSE;rivN, E	5100	3	38		Mtn NE.Cattle on fld.
(PC)Clayton	P	1.5E;hwy N	4970	2	54-S3	F1	Oiled ends of rnwy soft.
Cloverdale	L	0.1 ENE;rds W	5500	2	40		E/W strip ruf. Ctn - weeds.
Clovis, Hillcrest	P	2.1E;RR S	4244	4	36		CLOSED. P-line S.
COLUMBUS,34,PHX-ELP	P	0.6 ESE;RR N	4024	aw	42-BL2-W		
Conchas City, Conchas Dam	L	0.7 WSW	4240	2	25		Holes in strips.
Corona, 7, ABQ-BGS	P	9.4 NNW;hwySW	6429	3	52-BL4		Ruf for lgt acft
Cuba	L	1 NNW;hwy N	6920	3	27		(EMERG ONLY).DANGEROUS. N,W, WNW blkd: hills E, ESE, S. Holes on WNW/ESE strip.Cattle
Cubero	L	2.4 W;hwy S	6192	2	30		Mtn N;p-line S. Ruf.
Cuervo, Holbrook's	L	0.8 NE;RR S	4810	3	23		Mtn SSE; hill S. Use strips.
(P)Deming	L	2.5 ESE;hwy N	4314	5	h81-B*L4-S1	F2	Ctn-high weeds.
" Cooper	L	2.7 S;hwy E	4300	1	25-*L1-S1	F1	Use strip.
Des Moines, Smith	L	16.5 E	5804	3	39		Cattle on fld.
" Wetherly	L	6 ESE	6238	3	27		Ruf.
Drolet	L	0.9 W; hwy E	5900	2	50		Use NE/SW strip in emerg only. Ruf.
Eagle Nest	L	1 N;rd W	8800	2	83		NE blkd.Ctn-auto trails. best for use.
El Morro, 60S, LAX-AMA	P	4.5 WNW;lk WNW	7134	2	42-BL2		Mod. Very soft -wet. Avoid intsn area. N/S strip

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW MEXICO							
Farley	L	0.5 SSE;RR N	6030	4	26		Cattle on fld. Ruf.
(P) FARMINGTON	P	1.5 NW;riv 1.3S	5509	3	h57-BL4-S5-W	F4	7721' strip avail.
Ft. Stanton	L	2.2 S;hwy N	6800	3	48		Ctn-open range land. Trees on fld. Ruf.
(PC)Fort Sumner	P	1.5 NE;RR,hwyS	4166	3	h60		1000' N end N/S rnwy clsd, ruf.
(PC)GALLUP, McKinley Co.	P	2.6 WSW;RR N	6467	1	h50-BL4-S5-W	F4	
Grants	P	2.9NW;RR,hwy NE	6520	1	h53-BL4-S5-W	F4	
Hagerman, Michelet	L	1.9 ESE;lk E	3410	1	24		P-line N, S
Hatch Municipal	L	3 WSW;rd SE	4120	1	26		
(AF)Hobbs	L	6.7 NNW;RR NE	3707	4	h88		
" Aux #4	L	23 WNW	3777	4	h70		
(P) " LEA COUNTY	P	5 W;hwy N	3659	4	h54-BL4,6-S5-W-U	F4	
Hope, Flying H Ranch	L	27.6 WNW	5140	1	17		Ctn-auto trails. Ruf. Emerg only.
(PC) Jal-Lea County	L	2.4 ENE;Rd S	3110	1	h36		
(PC)LAS CRUCES	P	8.5 W;hwy S	4454	3	h75-BL4		Use rnwys.
" East	P	1 NE	3900	3	h36-S3	F3	
(P) Las Vegas	P	6 NE;RR hwy W	6866	4	h64-B-S5-W	F3	Ctn-holes, ruf. Use rnwys.
(PC)Lordsburg	P	1 SE;RR, hwy N	4286	2	82-S1	91	P-line WNW. Use strips.
← Lovington, Lea County	P	3 W;hwy S	3974	1	h40-S3	F3	
Magdalena	L	0.8 N;RR S	6572	3	48		loose rocks. SSW, WSW blkd;p-line SW;mtns NE, ENE, Ctn-
Milnesand, Flying M Ranch	L	0.4 NNW;hwy E	4200	3	18		Use strips.
Mogollon, Negrito	L	17.5 NE	8160	1	43		P-line adjacent strip.
Mosquero, Tequesquite Ranch	L	10.8 NE;riv E	4520	5	25		
" Waggoner Ranch	L	9 SW	4800	2	84	F3	Slippery when wet.
Mountainair	L	1.1 NE;hwy S	6500	3	28		N blkd; p-line S
OTTO, 74, LAX-AMA	P	6.8NNE Moriarty	6226	3	41-BL2-W		Ctn-lgt acft, Ruf.
Picacho, Fuller Ranch	L	2 SW	5000	3	30		W, SW blkd; use caution - ruf.
(PC)Portales	L	2.2 W;hwy N	4060	3	h35	(F1)	Unpaved strip for lgt acft only. Soft, Ruf.
Prewitt	L	1 NE;RR S	6900	1	29		P-line W, Ruf.
Quay, Bar B Brand	L	5.2 S;hwy E	4600	4	20		P-line E. Cattle on fld.
Quemado	L	0.3 SE;hwy N	6850	1	18		NNE, NW blkd.
(PC)RATON, Crews	P	11.5SSW;hwyNW	6352	2	h55-BL4-W		
" Eagle Tail	L	2.8 S;hwy W	6580	4	43		CLOSED. NOT MAINTAINED.
Reserve	L	0.5 SW	5840	2	37		Mtns S, ESE, WNW. Use strips
(P)ROSWELL	P	1.6 WNW	3621	4	h56-BL4-S5-W	F4	Use rnwy.
(PC) " #3	L	18.7 S	3712	3	h70		Weeds
(PC)Ruidoso, Cree Meadows	P	2.2 NNE; rd W	6905	1	h47-S5-U	F1	Mtns sur fld. Hills N.
San Mateo, Lee Ranch	L	1.5 WNW	7100	1	32-*L4		Soft
Santa Fe (Old)	P	6.3 SW;hwy E	6550	4	h33-S5	80	4500' strip avail. Use rnwy when wet.
(P) SANTA FE (New)	P	9.8WSW;hwy2 E	6344	3	h83-BL4-S5-W	F4	Lgtg rnwy 10-28 perm discontd.
Santa Rosa	L	5.4 NW;hwy 1S	5100	3	27	(F1)	
Shiprock	L	1.6 SSW;hwy W	4990	2	32		Ctn-erosion, ruf, soft.
(PC)Silver City-Grant County	P	11.5 SE;RR 1 E	5443	2	h56-BL4-S1-W	F3	
Socorro	P	2.5 S;hwy E	4796	1	h58-BL4-S1-W	F1	Unlgtd knoll S
Springer	L	0.7NE;lk4.5NW	5990	4	30		Cattle on field. Ruf.
" Vallejo Ranch	L	13.5 W;hwy S	6300	1	30		Caution-weeds
Taiban, Ft. Sumner	L	9.8 N;hwy W	4830	3	h61		Fence across N 1000' of N/S rnwy.
Taos, Zia	P	4.5WSW;hwy E	6870	3	47	F1	
Tatum, Lea County		2.5 E		1	h30		
(P)TRUTH OR CONSEQUENCES	P	7.5 N;hwy E	4849	5	h56-BL4-S3-W	F2	Gulley W. 7000' strip avail. Use rnwys.
(P)TUCUMCARI	P	7 E; hwy S	4064	4	h51-BL4-S5-W	F4	Use rnwys.
NEW AIRPORTS (or airports out of alphabetical order)							
(PC) Las Cruces, College	L	3 SE	3900	2	h40	(80)	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Accord	L	0.7 N; RR S	260	1	18		Closed winters.
" Anderson Acres	L	1.1 W; hwy S	260	1	16		ESE blkd.
(P)ALBANY	P	6.9 NNW;RR NE	288	3	h50-BL3-6-S5-W	F4	ARPT OF ENTRY. S blkd. Use rnwys.
← Amityville, Zahns	P	2 NNE; RR NE	54	2	h42-BL4-S5-U-W	F4	E, W blkd. Rgt tfc S, E.
Angelica	L	2.2 ESE;crk N	1560	1	18		
Angola	L	1.4 N;hwy W	610	2	24-L4-S3	F1	
Arcade	L	2 N; rd E	1740	1	23		E, W strip unusable-hazardous.
Armonk, Westchester	P	0.5 SSE;hwy N	380	2	22-U	F1	N blkd. FEE, when no gas purchased.
(PC)Ballston Spa	L	3 N; crk 1 SW	433	2	h40		Open ski equip acft only in winter.
Barker-Trade School	P	0.6 NW;RR S	340	1	32-S5	F1	No storage
(PC)Batavia	P	2.4 NNE;rd W	910	1	30-S3	F3	
← Bayport, Davis-Edwards	P	1.3NNW;RR SE	41	2	27-S5	F1	FEE when no gas purchased. Rgt tfc N, NW.
← Bethpage, Grumman	L	0.5 W; RR NE	119	2	h66-B		RESTRICTED TO FACTORY USE. P-line E. Rnwy 6-24 clsd. Operg hrs 0600-1630 Mon-Fri
Binghamton	P	7.2 NNE;riv E	940	2	21-S3	F1	
(P) " BROOME COUNTY	P	6 N;riv S	1629	2	h56-BL4,6-S5-W	F4	Use rnwys.
Blasdell	L	0.7 ESE;rd W	650	2	24-(S1)	(F1)	S blkd.
Boonville	L	4.5 ESE;riv NE	1273	1	29		Emergency only at pilot's own risk.
(P)BUFFALO	P	6.1 ENE; RR NE	711	2	h56-BL4-6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. P-line N, SW. Use rnwys N/S rnwy clsd; FEE.
" Air-Park	P	7.9 ESE;hwy S	660	2	h21-*L4-S5-U	F3	Use rnwys.
Burt, Lakeview	P	2.2 W; RR S	300	1	13	F1	
(PC)Canastota	L	1.3 WSW;hwy S	535	3	32-S3	F3	N/S strip short.
Catskill-Valley	P	1.8 SSW;RR W	105	3	26-S3	F1	
Cazenovia	L	1.7 ESE;hwy S	1520	1	18		
← Cicero	P	0.5 NW;hwy E,S	416	aw	17-S3	F1	NE, SW strip closed.
Clyde-Lyons	L	3.3 NW	405	2	16-(S1)	(91)	Hill E.
Colton	L	1.7 S; riv NE	915	1	14		
Cooperstown	P	1.4 NNW;hwy S	1660	3	25-S5-U	F2	
← Corinth	L	1 SW; crk NW	642	1	20-S3	F1	Ctn-break in strip.
Cortland	P	1.8 WSW;hwy N	1180	2	28-S5	F1	
Croton-on-Hudson, Croton	L	2.8 SE;riv E,W,S	348	1	14		
(P) Dansville	P	1 NW;hwy SW	662	2	h40-BL2-S5	F3	P-line N.
Deer Park	P	0.8 E;rd W	78	2	22-S5-U	F1	NW, SE blkd; p-line NE.
Deposit, Stilesport	L	1.2 SSE;RR E	980	1	21		
Dolgeville	L	1 NE;hwy SW	930	1	15	(F1)	
Duanesburg	P	0.1 S;hwy N	710	1	20-S5	F1	
Dundee	L	1 NE;RR W	1020	2	20		P-line W.
(PC)Dunkirk	P	3 E; RR S	692	2	h40-BL4		Unattended.
← " Werle	P	1.8 ENE;crk E	640	2	29-S3	F1	ESE/WNW strip clsd. P-line SW.
East Amherst, Steffen	L	3.5 N; hwy W	582	1	21		E blkd.
← East Aurora, Proner	L	3.3 NW;hwy W	920	1	19		W blkd. Water twr NW
East Greenbush	P	0.5 WSW;hwy E	264	1	43-S5	F1	Do not cross hwy on strip xcpt emerg. S blkd. p-line N. Rgt tfc when wind from S.
(PC)East Hampton	P	2.5 W; RR S	55	3	h42-*L4-S5-U	F4	P-line NNE. Ruf.
Elba	L	0.2 SE; RR SE	760	1	26	F1	Closed winter.
(P)ELMIRA, Chemung Co.	P	6.5 NW;RR S	951	3	h47-BL4-S5-W	F4	Mtns sur fld obstn lgtd.
" Harris Hill Glider Port	L	5 NW;RR N	1700	1	18		Closed to all xcpt soaring planes.
Endicott, Tri-Cities	P	3.0 W	832	2	h35-*L2-S5	F3	
← Farmingdale, Republic	L	1.3 ENE;RR N,S	82	2	h75		CLOSED-RESTRICTED TO FACTORY USE. Rgt tfc tk-off to S. P-line S. 2-way rdo rqrd. Rgt tfc landing rnwy 32. Operg hrs 0700-1530 Mon-Fri
Florida, Coleman's	L	1.2 NE;hwy SE	480	1	19	F1	P-line ENE.
Ft. Plain, Nellis	P	3.5 NW;hwy NE	700	1	23-L4-S5	F1	
Fowler, Ryder's	L	0.3 NE; RR SE	580	1	17-*L-(S3)	(F1)	
Fredonia	P	3.5 W; RR SE	620	2	27-S3	F3	P-lines N, E.
(PC)Fulton	P	2.6 NNE;rd W	469	2	h40-*L4-S3	F3	Bcn prior req.
" Granby	L	3 WNW;hwy S	450	2	16-(S3)	(F1)	W blkd. Atnd week-ends only. No storage.
Gardiner	L	0.5 S; riv W	340	1	22		Soft-wet.
Getzville, Audubon	L	1.7 SSW;hwy W	500	2	16-(S5)	(F1)	Atnd evenings, week ends. No storage.
Ghent, Kline-Kill	L	2 NNW;hwys E,S	380	1	25		Rolling.
(P)GLENS FALLS, Warren Co.	P	2.8 NNE	328	2	h50-BL2,4-S5-W	F4	Unsafe for ski acft. Use rnwys.
Granville	P	1.5 N; RR W	420	1	20-*L4-S5-U	F1	
← Greene	L	2 SSW; riv E	935	1	26-(S1)	(F1)	Mtns E, W.
Greenville, Rainbow	L	0.8 ENE; rd W	840	2	18		N blkd.
Hall, Sprague	L	2 SSE; RR E	865	2	17	F1	E, S, W blkd.
← Hammondsport, B&H	L	1.4 SW;RR N,W	780	1	18		Tfc N. No serv, Land at own risk
Harpursville, Harmony Crest	L	3.7 N; hwy E	1360	1	18		Rolling, rocky.
Henrietta, Hylan	P	2.0 NNW	525	2	26-S5	F3	P-line NW.
Hilton	P	2.6 WSW;crk ESE	335	3	17	F1	NE blkd. Soft spots.
Hornell	L	3.5 NNW;pond S	1170	3	24-S5	F1	Hills N, ESE.
Interlaken	L	0.5 S; RR NE	900	1	14		NW blkd.
(PC)Islip, Mac Arthur	P	8.0 NE; RR N	98	3	h50-BL4,5,6-S5-W	F4	Rdo rcvr rqrd. Use rnwys.
Ithaca	P	1.3 NW; RR W	386	1	h27-S5	F3	Rgt tfc. Use rnwys.

h-paved rnwys, B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Ithaca, TOMPKINS CO.	P	4 NNE;RR 3 SE	1098	2	h42-BL4-S5-W	F3	No storage, N/S strip ruf.
" Sun Downs	L	3.1 N; lk W	800	2	22		
(PC)JAMESTOWN	P	4.1 N;hwy E	1725	2	h53-BL4-S5	F3	Rnwy 18-36 abandoned.
Johnstown, Fulco	L	2 ESE;hwy S	860	1	20	(F1)	
Jonesville, Jewett	L	0.5 NE	340	1	26		
Jordan, Anthonson	L	3.5 E;RR 1 N	430	1	10		(DANGER-SHORT FLD). E blkd.
Keene, Marcy	L	2.5 S; riv E	987	1	18		Hill N. Caution-ruf.
Keeseville	P	1.4 S; hwy W	513	1	32-S1	F1	S blkd.
Lake Placid	P	2 SE; hwy S	1744	2	35-U	F3	
Lakeport, Oneida Lake	P	0.4 WNW; lk N	390	2	17-S5	F1	P-line WSW. Soft when wet.
Lake View	L	1.5 E; crk SE	750	1	25	(F1)	Atnd wk-ends, evenings.
Liberty, Grossingers	L	2.4 ENE; lk 1 S	1700	2	30-*L-S1		Atnd summer only.
Linlithgo, Webber's	P	0.8 SE	172	2	13-S5	F1	SE blkd.
Livingston Manor	P	0.8 SE; hwy NE	1440	1	26-S5	F2	Fld surd by wood ridges.
Lockport, Graf	L	2.8 N; hwy E	380	3	20-(S5)	(F1)	
Mahopac	L	2 WNW;hwy S	685	1	20-S5	F1	SSE blkd.
Maine, Nanticoke	L	3.3 NE;crk E	960	1	15		Mtn N.
(PC)MALONE-Dufort	P	2 W; hwy S	791	2	h40-BL4	F1	ARPT OF ENTRY. Use rnwys.
Marathon, Pietyridge	L	2.9 NNE	1580	1	14		
(P)MASSENA, Richards	P	2.2 E; riv SE	205	2	h40-BL4-S5-W	F4	ARPT OF ENTRY. FEE. Sod areas clsd. Use rnwys.
(PC)Mastic-Flight Strip	P	1.4 mi NW	70	1	h30-S3	F1	
Mattituck	P	0.8 ESE; bay S	30	1	22-S5	F3	
Medina	L	2.0 W;canal S	500	1	20-*L1-(S1)	(F1)	S blkd. Clsd wint. Atnd evenings, Sat-Sun.
Middlesex	L	0.5 N; RR SE	735	1	21		
← Middletown, Randall	P	1.8 ESE;RR NW	520	3	30-*L1-S5-U	F4	Rnwy lgts avail on 3 hr prior request.
Montgomery	L	1 SW; RR E	393	2	22-(S1)	(F1)	Atnd wk-ends only. N blkd; TV ant NNE.
Monticello, Sullivan Co.	P	1.4 S; RR E	1500	1	36	F1	SE blkd.
Montour Falls, Martin	L	1 NE; RR W	460	1	20		
Nedrow	P	6.0 S	520	1	21-S3	F1	N blkd.
New Baltimore, Farley's	P	1.6 S; riv E	10	1	20-S3	F1	Ctn-lgt sand-soft.
Newburgh, Stateside	L	5.3 NW;hwy S,NE	520	1	12		(DANGER-SHORT FLD).
New City, Christie	P	1.5 N; hwy N, W	150	2	16-S3	F1	SW blkd.
New Paltz, DuBois	L	3.2 SSW;RR NW	380	1	12		(DANGER-SHORT FLD). Soft-wet.
← New York, Flushing State Bldg	P	8 ENE Empire	4	aw	30-L4-S5-U	F3	SW, SSW blkd. Rgt tfc N, NW turn left after lndg. FEE.
←P) " INTERNATIONAL (Idlewild) State Bldg	P	12.7 SE Empire	12	4	h95-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE. clsd mil acft xcpt those carrying high gov't offs. No 80 oct avail. Use rnwys.
←P) " LA GUARDIA State Bldg	P	6 E Empire	20	3	h59-BL4,6,7-S5-W	F4	2-way rdo rqrd. FEE. Dikes N, E. Clsd to acft 105,000 lbs. Clsd to motorless acft. Use paved areas
← " Rockaway	P	15 SE;ocean S	995	4	27-S5-U	F4	S blkd. N/S rnwy very rough. Rgt tfc N, NE, SE, E. NE, SE, E.
← " Staten Island State Bldg	P	15.5 SW Empire	45	1	h25-S3	F2	
N.A.F. NG Niagara Falls	P	5 E; RR 1.4 N	590	5	h91-BL6,7-S3	F5	2-way rdo rqrd. Jet operns 150,000 lbs on 28R-10L only. Rnwy lgts 10L-28R only.
" Colonial Village	L	5 NE; RR S	625	2	23		S blkd. Flares on PR. Overrun lgts.
North Tonawanda, County Line	P	3.4 E;canal N	577	2	20-S3	F1	
" Shawnee	L	4.5 NNE; RR SE	580	2	33-*L1-(S5)	(F1)	E, W blkd. Glider towing vcnty.
(PC) Norwich, Eaton	P	2.5 N; riv E	1019	3	24-*L4-S5-U	F3	NE end NE/SW strip ruf. S apch rqrd on NE, SE apchs.
Norwood, Reagon	L	1.8 WSW; RR N	330	1	15		
(PC)Ogdensburg	P	1.5 SE;riv W	285	3	h38-BL4-S5-U	F3	ARPT OF ENTRY.
← Olcott, Palmer	P	1.2 SSW; RR S	315	1	19-S3	F1	CLSD WINTERS. Rough.
Olean	P	1.8 SE; riv N	1440	1	30-L4-S3	F3	P-line W
" Midway	P	2.7 WNW;RR S	1510	3	18-S3	F1	
Owasco, Bonnie Brae	L	1.7 SW	960	2	17-(S1)	(F1)	Oper wk-ends only. E blkd. Ruf. Cattle on fld.
Owego, Tioga	L	2.2 SW;riv S	810	1	21		Mtn W
Painted Post, Costa's	P	2.7 NW;RR SSW	960	1	22-S3	F1	Rgt tfc E. No storage.
Palmyra	L	1 N; canal S	460	1	23-(S5)	(F1)	
(PC) Penn Yan	P	1.1 S; lk W	850	2	23-S5	F1	N blkd.
(PC)Perry-Warsaw	P	3.0 WNW;hwy N	1555	2	21-B-S3	F3	NNE blkd.
Pine City, Windy Smith	L	0.7 ENE;hwy NW	980	1	16		P-line SW.
← Pittsford, Brizee-Harmon	P	2 E; RR N	422	2	25-S3	F1	P-lines SSW, Trees NW, SE
(PC)PLATTSBURGH	P	3.4 WSW;hwy N	371	3	h50-BL4-S1-U	F4	
Portville, Lee's	L	2 S;RR E;riv W	1430	1	30-(S1)	(F1)	Closed winters. SW blkd; p-line NE.
Potsdam, Damon	L	1.5 E; hwy S	460	1	20		Closed-wet, holes.
(P)POUGHKEEPSIE, Dutchess County	P	5.5 S; crk NW	166	2	h34-BL2,4-S5-U-W	F4	Arwy bcn 0.5 mi NE.
Red Creek	L	0.8 SSE	355	2	15-(S3)	(F1)	Atnd wk-ends. No storage.
Rexford, Long Meadow	L	1.5 NE;hwy S	380	1	17		NNE blkd; p-line E. Closed winters.
← Ripley	P	1.4 WNW;lk NW	650	3	22-S1	F1	P-line NNW.
(P)ROCHESTER-Monroe Co.	P	3.7 SW;riv SE	560	5	h50-BL4,6-S5-W	F4	ARPT OF ENTRY. 2-way rdo rqrd.
" Ridgeway	L	3.7 W;canal SW	530	1	18		P-line NE. Ruf, very soft
Round Lake	L	1.5 ESE;lk NW	175	1	17-S5		Comb. with seaplane base.
(PC)SARANAC LAKE	P	5.3 NW;RR NW	1654	3	h40-BL4-S1-W	F4	
(NG)Schenectady-County	P	3.0 N; RR SE	378	3	h70-BL4,6-S3	F5	Sod areas unsafe. Rdo rcvr rqrd.
Schuylerville, Garnsey's	P	2.1 S; riv E	100	1	31-S3	F1	No storage. S blkd. Comb opern with seaplane base

F - fuel octane. ← - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NEW YORK							
Scotia, Gay Valley	P	4.0 W	255	1	18-S5	F1	
Seneca Falls	L	2.2 SSE; rd W	490	3	28		Soft when wet.
Shelter Island, Westmoreland Farm	L	1.0 WSW	20	2	21		
Sherrill	L	1.0 N; crk S	540	1	22		CLOSED.
Sidney	P	1.0 WSW;RR S,SE	1012	2	31-*L4-S1-U	F2	Mtns S; hill SW
Slingerlands, Tri-Village	P	1.4 NNW;crk N	215	1	17-S5	F1	
Spring Valley, County	P	1.0 E; RR S	420	2	22-*L4-S5-U	F3	FEE when no gas purchased. Fld surd by mtns. Use rnwys.
Star Lake	L	0.7 S; lk NW	1490	2	16		NNE blkd.
Stormville	P	1 ENE;hwy N	350	2	28-S5	F1	
(AFNG)SYRACUSE, Hancock	P	5 NNE;rd N	421	3	h80-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Ticonderoga	L	2.7 NNE;rd E	236	2	32		Ruf. Mtn W to NW.
Troy	P	2 SSE; hwy W	333	3	29-B*L2-S5	F4	Brush ENE.
Tupper Lake, O.W.D.	L	1 NNE;RR NW	1560	1	27		Ctn-chimney W.
Utica	P	7.8 NW; hwy SW	540	aw	31-S5	F1	P-line SW.
(PC) " ONEIDA COUNTY	P	8W NW;RR NE,NW	742	2	h50-BL4,6-S1-W	F3	
" Smithport	L	3.6 SSE;hwy S	1150	1	h27	(F3)	
Valhalla, Reynolds Central	L	1.8 N	565	4	26		CLOSED.P-line W. Break on N,S strip.
Walden, Newburg-Walden	P	2.2 SSW;riv W	404	2	30-*L2-S3	F3	WNW blkd.FEE. No services Mondays.
Wallington-Sodus-Wallington	L	0.2 NNW	405	4	21		INACTIVE. E,NE,S,SE,W,NW blkd. Ruf.
Warwick	P	4.5 NE; RR NW	540	2	24-S5	F1	
(P)WATERTOWN	P	5.9 WNW;hwy N	325	3	h50-BL4-S5-W	F4	ARPT OF ENTRY. Use rnwys.
Weedsport, Whitford's	P	2.4 NNE; RR W	390	2	20-S3	F1	S blkd.
Wellsville, Crowner	L	1 W; Riv E, NE	1506	2	23-(S3)	(F1)	Skis winter.
Westport	L	2 S; hwy E	277	3	18-S1		NE,SW strip closed.Unattended.
(NG)WHITE PLAINS, Westchester County	P	4 NE; lk W	441	3	h65-BL4,5,6-S5-W	F4	2-way rdo rqrd.
Williamsville, Sheridan	P	2.5 NE;hwy SE	640	3	24-S3	F1	Rough.
Wurtsboro- Mamakating	P	2 NE; RR SE	560	4	32-S5-U	F1	N, NW blkd; mtns E,S, SE.
NEW AIRPORTS (or airports out of alphabetical order)							
Calverton-Peconic River	L	2.0 W	75		h100-BL6		Restricted to Factory use. Hrs of opern 0800-2400E, Mon-Sat only.
Westville, Cooperstown-Westville	P	1 W	1230	1	21-*L4-S5-U	F2	200' over-run S end Rgt tfc N.
Skaneateles, Skan-Air-Park	P	2 E;hwy NE	995	1	20-S3	F1	
Cohoes, Loudon	P	1 NW	280	2	22-S5	80	P-lines S,W. Ditch N.
NORTH CAROLINA							
Aberdeen	L	1.2W;pond NE	415	2	24		E,SE,W blkd;p-line NW. Rolling.
Ahoskie, Jernigan	L	1 S	125	1	21	(F1)	50' wires both ends of strip. Fuel-call 3106. Unattended Sept-June. N,S blkd.
Albemarle	P	1.5ESE;RR SW	565	1	37-*L1-S3	F2	Rgt tfc NE.
Andrews, Murphy	P	2.2W;hwy W	1696	1	47-S1	F3	Rgt tfc NE.
(P)ASHEVILLE, Hendersonville	P	11.5SSE;RR WNW	2103	3	h41-B*L4-S3-W	F4	Rgt tfc S,SW.
" Owen's	L	2.3 SSW;riv SE	1979	1	30		Rgt tfc E. E,W blkd.
(PC)BEAUFORT-Morehead City	P	1 N;riv N,W	13	3	h42	F3	
(PC)Burlington	P	4 SW	638	3	h37-L4-S5	F3	S blkd. N/S strip soft-wet.
" Fairchild	P	1.5;hwy N,E	640	1	h36-S3	F1	
Candor	L	1.1E;hwy N	710	1	21-(S3)	(F1)	
(PC) Chapel Hill, Williams	P	1.3NNW;lk NE	502	3	49	F1	Ctn-ruf.
Charlotte, Brockenbrough	P	6.4 N	800	2	34-S5-U	F2	P-line SSE.
(NG)CHARLOTTE, Douglas	P	5.5W;hwy N	748	3	h75-BL4,5,6-S5-W	F2	Unlgtd trees in apch zone. Rnwy 11-29 perm unlgtd & clsd to acft over 30,000 gross weight.
China Grove	L	2.5;hwy NE	750	1	21-S1		
Clinton	P	2 N;hwy E	160	1	24-S5	F1	P-lines N,S.
Concord	L	4.5 ESE;hwy SW	700	2	19-(S1)	(F3)	P-line NE. Ruf.
Draper, Tri-City	L	1.2W	560	1	26		ENE blkd. Rolling
Elizabeth City	P	4 SW	15	3	28-S3	F1	Caution in lndg-ruf. Vehicular tfc across S end N/S rnwy.
Elizabethtown, Fisher	L	2 SE;hwy N	120	2	34-(S1)	(91)	
Erwin	P	1 SW;riv W	195	1	30	F1	Rough
(PC)FAYETTEVILLE, Grannis	P	4S;riv 2 E	188	3	h48-BL4-S5-U	F3	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH CAROLINA							
Gastonia	P	4.5 SSE;hwy SW	800	2	h30-L4-S5	F3	P-line SE.
Gibsonville, McLean Bros.	P	0.5 SW	723	1	22-S5	F1	ENE blkd. Ruf.
Greensboro, Air Harbor	P	7 N;lk S	822	1	26-S5	F1	Ditch E.
(A) " -HIGH POINT	P	8 WNW;hwy SW	923	2	h55-BL4,6,7-S5-W	F4	
(PC)Greenville, Pitt-Greenville	P	1.8NNW;riv W	25	3	h50-S1	F3	Ctn-pilot trng.
Hendersonville	P	1.5 ESE;crk NE	2084	1	30-S5	F3	SE blkd.
Hertford, Woodville	L	1 mi W;hwy S	15	1	18		Closed - private use only
(P)HICKORY	P	2.2W;riv N	1167	3	h44-BL4-S5-W	F4	
Huntersville, Cross	L	1 S;RR W	755	1	12		(HAZARDOUS-DANGER SHORT FLD.
Jacksonville	P	3.7 NE;RR SE	51	1	h14-S5	F1	2800 foot strip available.
Kings Mountain, Bridges	L	1 SW	930	1	25-(S3)	(F3)	Caution-narrow strip
(P)Kinston, STALLINGS FLD	P	4.2 NNW	93	3	h50-B*L4		
Kinston, Jackson	P	3.7 SW;crk W	40	2	25	F1	Rough - caution.
Lexington	P	2.3 SW;RR W	735	1	34-(S5)	F1	
Lillington	P	1 NNE;hwy W	210	2	20	F1	E,NW blkd.
Louisburg, Franklin	P	2 WSW;RR S	290	2	21-S3	F1	S blkd. N/S strip short, ruf.
(P)LUMBERTON	P	3 WSW;hwy NW	126	3	h50-BL2-S5-W	F4	
(PC)Manteo	P	1.3 NW;sound E	12	3	h33-BL4-S5-U	F3	
Marion	L	2.3N;riv N	1211	1	36		
Mayodan, Mayo	P	0.8 W;hwy SW	900	1	23	F1	E end soft. Golf driving range WSW.
Monroe, Shute	P	2 NNW;hwy SW	680	3	28-S4	F3	P-lines S,SE,W.
" Riverside	L	2 W;riv NE	1020	1	22		E blkd.
Mt. Airy	P	2.2 SW	1050	1	22-S5	F1	S blkd. Ruf.
Mt Holly Flying Service	P	2.8NW;RR E	850	1	20	(F1)	Attnd Sats,Suns,Evenings only.
(P)NEW BERN, Simmons-Nott	P	2.5SSE;riv N	18	2	h48-BL4-S5-W	F4	
North Wilkesboro	P	1.3WSW;riv S	970	1	23-S1	F1	Rgt tfc ESE.
Oxford, Young	L	1.8 SW;hwy E	475	1	18-*L4		Rolling
Raleigh	P	3.3 SSW	364	3	h28-S3	F2	P-lines SE,W. Ctn-ruf.
(P) " -DURHAM	P	10.5NW;hwy NE	435	3	h55-BL4,6,7-S5-W	F4	Use rnwy and taxi strips only.
Red Springs, Brooks	L	1.2 N	208	1	28		INACTIVE. SW blkd. Ruf.
Reidsville	P	3.0 SE	822	3	25-(S5)	F1	P-line SE.
" Warf	P	3.8SW;hwy W	820	1	23-S1	F1	SSE blkd;p-line NNW. Rolling.
(PC)Roanoke Rapids, Halifax Co.	P	3 SW;hwy N	250	3	32-B*L4-S3-U	F1	Lndg areas only 3030' ngts.
Robersonville	L	0.5 E	20	1	23	F1	Inactive. Rnwy ruf-not usable after rain.
(PC)Rockingham-Hamlet	P	3.5 S;RR E	358	2	45-S5	F1	
(P)ROCKY MOUNT	P	2.3N;RR E	97	2	h40-BL4-S5-W	F4	P-line SSE.Ctc Rocky Mt Rdo for arpt info prior lndg.
Salisbury, Rowan County	P	3 SW;RR E	764	2	27-BL2-S5-U	F2	WNW blkd.
Selma, Myrtle	P	0.5 E;RR W	150	1	25-S1	F1	P-lines SW & NE. NE rnwy ext soft after rain.
Shelby, Bridges	P	3.3 NE;lk W	975	1	18-S5	F1	
Siler City, Gilmore	L	4.1 SE;crk S	550	1	22		P-line S. Cattle on fld.
(PC)SOUTHERN PINES, Pinehurst-Southern Pines	P	4.5N;hwy W	465	2	45-BL4-S5-U	F4	FEE for multi-eng acft less than min of sveg.
Spindale, Mills	L	8.5SE	1000	1	h29	F1	
" Rutherford	L	1.5SSE;hwy N	1012	1	17		Road crosses strip. Ctn-ruf.
(PC)Statesville	P	3.6WSW;RR ESE	991	2	37-B-L4-S5	F3	
Wallace, Pen Lin	L	1 SW	31	1	20		
(PC)Washington	L	1.8N;RR SW	38	3	h50	(F1)	Rgt tfc rnwys 23,29,35.
(P)WILMINGTON, New Hanover County	P	2.8 NNE;crk S	31	3	h80-BL4,6-S5-W	F4	Use rnwys.
(PC)Wilson	P	4.2NW;hwy E	161	3	h45-*L4-S5	F3	Bcn prior req.
(P)WINSTON-SALEM, Smith Reynolds	P	2.8NNE;hwy W	969	3	h66-BL4, 6-S5-W	F4	N/S rnwy perm clsd.
Yanceyville, Caswell	L	3.2W;hwy E	640	1	20-(S1)	(F1)	
Zebulon	P	3.5NW;hwy E	324	1	21-S1	F1	Ruf. Rolling.
NEW AIRPORTS (or airports out of alphabetical order)							
Laurinburg-Maxton	L	3.0 NW; RR S	210	1	35		Use rnwy only

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
NORTH DAKOTA							
Alamo	L	0.5SE;lk NE	2140	2	21-*L	(F2)	Hills S.
Ashley	L	1 SE	2030	2	40-L2	(F2)	
Backoo, Hornbaker	L	2 ENE	900	1	26-S1	(F2)	
Beach	L	0.8NNW	2814	2	30	(F2)	ENE blkd.P-line SE. Hill WSW.
Beulah	L	2.3 WSW	1800	3	23	(F2)	
Bisbee, Lyster	L	0.6 N	1600	3	22-(S1)		W blkd; p-line S,SE.
(P)BISMARCK	P	2.5SSE;RR ENE	1653	4	h52-BL4,5,6-S5-W	F4	NE blkd.N/S rnwy clsd ngt operns.
Bowman	P	1.5 W	3000	4	40-S5	F2	P-line N.
" Miller	P	1.2 SE	3000	3	30-S3	F2	P-line N.
Brantford, Linderman	L	0.5 E;RR S	1510	2	20		N,S blkd.
(PC)Cando	L	1.5 WSW;hwy N	1482	3	27-*L1		N,E,SE blkd;p-line NW. Use strips.
(PC)Carrington, Matheny	P	1.3 W;RR N	1610	2	29-S5	F2	Ruf. Holes.
(PC)Cavalier	L	0.7SSW;hwy E	889	1	21		300' SE end unusable. Caution-ruf & poorly
(PC)Columbus	L	0.7 SW	1930	3	26-B	(F2)	E blkd. mrkd, Emerg only.
Cooperstown	P	1.5SE;RR W	1428	3	26-S5	F2	Bcn prior req.
Coteau, Melby	L	2.2NNW;hwy E	1940	3	20		Ruf.
(PC)Crosby	L	0.5 N	1962	4	34-B-(S1)	(F2)	Rolling.
(PC)Devils Lake	P	2.5 W	1450	3	h43-BL4	F2	P-line SW.
(P)DICKINSON	P	5.8 S	2589	2	h54-BL4-S5-U-W	F3	Ditch W.
(PC)Drake	L	0.6 NNW	1674	1	26		
Dunseith	L	1.5 S	1685	3	27		
Ellendale	L	1 NNE;hwy W	1450	3	26		SW blkd: p-line NW
Enderlin, Oehlke	L	1 NW;hwy N	1135	2	24-S1	80	
(NG)FARGO, Hector	P	2.9 NNW	900	3	h71-BL4,6,7b-S5-W-X	F4	1000' overrun N end 17-35. Apch tgts 1500' long.
(PC)Finley	L	0.7 E	1400	2	32-(S1)		
Flora, Gilbertson	L	1.7 SE	1550	2	24		E/W strip rolling.W blkd; p-line N.
Glen Ullin	L	1.5 WSW	2084	3	28-B*L2		E,NE blkd; trees SE.
Golva, 43, HLN-MSP	P	1.5 E	2781	2	34-BL2		
(PC)Grafton	P	1.9ESE;RR W	820	2	25-S5	F2	
(P)GRAND FORKS INTN'L	P	2.5WNW;RR S	836	3	h49-RL2,4-S5-W	(F1)	ARPT OF ENTRY.
Hankinson	L	1.2NNE;RR S	1055	4	26-(S1)		NE,E,SE,NW blkd. P-line S.
Harvey	L	1.6 N	1605	4	27	(F2)	P-lines W,SW,NW. Use strips.
Hebron	L	1.9 ENE	2180	2	21	F2	P-lines NW,SE.
Hensel	L	1.5 W;RR E	940	2	18-(S3)		
Hettinger	P	1.2 NW;RR S	2675	3	35-*L4-S5	F2	Hill S. Ruf, Use strips. Caution-
							apch from N,NE, NW.
Inkster	L	1.5 SW;RR SE	1055	3	26-(S1)		
(P)JAMESTOWN	P	1.9 NE	1498	4	h57-BL2,6-S5-W	F3	
Killdeer	L	0.1 S;hwy S,E	2210	2	17-(S3)		P-line WNW Caution - very ruf & unrmkd.
Kindred, Hamry	L	0.4 E	940	1	18	(F2)	Emerg only.
Langdon	P	1 W	1608	2	22-L4	F2	P-line NW. Hangar E.
(PC)Lansford	L	0.3 SW;RR NNE	1611	1	19		
Larimore, Sky Club	L	0.8 NW	1130	2	26	(F2)	P-line N.
(PC)Leeds	L	0.5 SE	1508	1	21	(F2)	
(PC)Linton	L	3.4 S;hwy E	1770	1	20	(F2)	Rolling-soft.
Lisbon	L	2.2 W;riv NE	1230	3	20	(F2)	SE blkd. Rolling.
(PC)Mandan	L	4 S;hwy W	1948	3	26		Rolling. Unattended.
(PC)Mayville	L	1.4 S	975	3	25-B*L3-(S3)	(F2)	
McVille	L	0.8 NW;hwy E	1480	3	30		E,SE blkd.
Medora, Buddy Ranch	L	0.4 NE;hwy SW	2600	2	24	(F2)	Cattle on fld. Ruf.
Michigan, Wright	L	0.8 NW;RR S	1520	4	22		W,NW blkd.
Minot, Flying S Ranch	P	5.5WSW	1840	2	34	F2	
(P)MINOT INTNL	P	1.6 NNE	1723	3	h58-BL4, 6,8 5-W	F4	ARPT OF ENTRY.
Monall	L	0.8 WNW;RR E	1650	3	26	(F2)	P-line S, SE.
Mott, Wyman	L	0.8 S; hwy NW	2495	3	28-(S1)	(F2)	P-lines SE,W,NW. Ruf.
Neche, Bonaime	L	4.2SE;RR SW	800	2	25-(S1)	(F2)	Trees N, E.
(PC)New Rockford, Tomlinson	P	1.3N;RR W	1533	3	37-BL4-S5	F2	N,NE blkd; p-line SE.
New Town	L	Adj S	1920	1	26	(F2)	
Noonan	P	0.5 SE	1980	3	20	F2	NE,W,NW blkd. Caution-weeds. Use strips.
Northwood, Vince	P	1 SW;hwy N	1120	1	19-S5	F1	
Oakes	L	0.8W;RR S,E	1310	3	20		E/W strip short. Trees N. Caution - ruf &
							Emerg only.
(PC)Parshall, Hankins	L	1.2 SSW;hwy E	2032	3	21-BL4	(F2)	Use strips.
(PC)Pembina	P	1 S;RR W	792	2	30-L2-S1	F2	P-line E. Ruf. ARPT OF ENTRY.
Ray	L	0.7NNE;lk E	2160	2	21		
Reeder	L	Adj S	2950	2	25		
(PC)Rolla	P	1.5N;RR SW	1818	2	26-B*L4-S1	F2	S end N/S rnwy ruf. Caution.
(PC)Rugby	P	1.9NW;RR SW	1547	3	27-BL4-S5	F2	
Ryder	L	0.5NNE;hwy S	2109	2	20	(F2)	
Sarles, Olson	L	3.3SSW	1700	2	22-*L		P-line W, hangar N.
Sherwood	L	2 N;hwy E	1650	4	24		P-lines E, NE. Use strips.
(PC)Stanley	L	1 SE	2220	1	21-B		
Towner	L	1 NE;RR S	1482	4	31-(S3)	(F2)	Ruf.
Upham, Lower Souris Refuge	L	2 NNE; lk E	1450	2	20-*L		For offical government use only.
(PC)Valley City	P	1.5 NW;RR ESE	1399	4	h38-BL4-S3	F2	4600' strip avail. Unlgtd fence SE; p-line S.
(PC)Wahpeton	P	1 S; RR W	966	2	27-S5-U	F2	P-line NE. No storage.
(PC)Walhalla	P	1 NE; hwy W	952	3	26-S1	F2	P-line NW.
Washburn, 4, BIS-MOT	P	5.1 N	1906	2	40-BL2-S5	F2	P-line W.
Watford City	L	1.2 ENE	2051	3	26-(S1)	(F2)	
Westhope	L	0.5 W; riv E	1494	3	20		Use strips.
Wildrose	L	0.3 S	2200	1	23		P-line WNW.
Williston, Chandler	P	3 W; RR SE	1910	2	27-S3	F2	
(PC) " SLOULIN	P	2.3 NNW	1942	4	h40-BL4-S5-U	F3	5300' strip avail. Rgt tfc S, SE, E, NE.
" Wright	P	2.8 N	1910	4	25-S5-U	F2	Use strips. SW blkd.
(PC)Wishek	L	1.2 SE; lk SW	2035	2	34		W blkd; p-line NW.
NEW AIRPORTS (or airports out of alphabetical order)							
OHIO							
Aberdeen, Tyler	L	1.2 NW;riv W	500	1	22-S1	F2	
Ada	L	1.5 NNW;hwy E	945	1	20-(S3)	(F1)	Atnd-evenings, week-ends. Use strip. Soft-wet.
(PC)Akron	P	3.4 SE;RR W	1059	5	h55-BL4-S5	F4	Hills SE. ARPT OF ENTRY. 18-36 at own risk.
(NG) " CANTON	P	11 SSE; RR E	1228	3	h56-BL4, 5-S5-W	F4	Use rnwys
" Wingfoot Lake	L	9 SE;RR W	1164	3	32		
Alliance, Barber	P	3.7 N;rsvr W	1062	2	26-S5	F2	N, S, W blkd.
" Miller	P	5.5 NNE;RR SE	1070	3	h23-*L4-S3-U	F2	P-lines E, SW.Rolling.Bcn prior req.
Archbold	L	3.5 NNW;riv W	716	1	19		Lnd at own risk.
Ashland	L	1.8 N;hwy W	1079	2	22	F1	P-line W. Rolling, ruf. Use at own risk.
(PC) Athens, Ohio University	P	1.5 E;riv S	636	1	40-*L4-S3-U	F2	W blkd.
Avon	L	3.5ESE;rd NE	700	2	25		Unattended
" Bosworth	L	2.6 SE;crk S	700	2	16		
Barnesville, Bradfield	P	1.3 NW;rd E	1300	1	22-*L3, 4-S5	F1	Knoll E, W
(PC)Bellefontaine, Tanger	L	0.6 W;RR S	1190	1	19		Unattended. FEE. Ruf
Birmingham, Ortner	P	2.5 SSW;riv W	830	2	21-S5	F2	P-line E. Rolling.
Bluffton	P	1.3 ESE;hwyN, E,	845	4	27-*L4-S1-U	F1	
(PC)Bowling Green, University	P	1 NE;RR W	675	3	h30-S5	F2	S, SW blkd.P-lines E, NE. Use rnwys.Rgt tfc take-off;Ind;S, SW. Rgt tfc take-off N, W, SW.
Bryan	L	3 N;hwy W	820	1	39		W blkd.
Bucyrus, Port Bucyrus	L	2 S;RR W	1000	3	26	F2	NE blkd; p-line W.
Cadiz, Tappan	L	6.5 WNW	920	1	21-(S1)	(F1)	Hills E, W
Cambridge	L	2 N;hwy E	807	2	26-*L2-(S1)	(F3)	Rolling. Unattended.
Cardington, Spring Valley	L	1.5 ENE	1030	1	27	F2	P-lines W. Not usable when wet
Carroll, Shady Spring	L	1 SW	904	1	22-*L4		P-line W
Carrollton	L	1.0 SE	1120	1	15	(F1)	Unattended. Emerg only.
Celina, Lakefield	L	5.5;hwy N	895	3	33-(S5)	(F1)	P-line N, W. Rolling
Chagrin Falls	P	3.E; hwy W	1220	4	26-S5	F2	N, NE, E, W, NW, S blkd. Rolling. Clsd on Fri.
(PC)Chardon	P	2.8 S;lk E	1244	3	24-L4-S5-U	F3	Use strips. p-line N. trees SE.
Chesapeake, Huntington	P	2.WSW;riv S	560	1	h28-*L4-S5-W	F4	Stacks W.
Chillicothe, Jones	L	7.2 SE;RR SW	720	2	24-*L1-S1		
" Scioto Trails	L	8.8 SSE	640	1	24		WSW blkd-hills. Tk-offs to WSW dangerous to students & during high winds. Soft-wet.
" Sky Park	P	2.2 N;bridge E	639	2	29-S5	F2	S, SW blkd.
Cincinnati	P	10.5 NE	863	3	37-S5	F3	NE blkd;p-line N. Rgt tfc W, S, SW.
(P) " GREATER CINCINNATI	P	10.5W; riv 2 SSW	890	4	h55-BL4,5,6-S5-W	F4	Use rnwys. 2-way rdo rqrd.
(P) " Lunken	P	4.3 SE;riv SSW	488	4	h52-BL4-S5-X	F4	E, W blkd. Use rnwys only
" Mun.(Blue Ash Field)	P	9 NE	870	3	26	80	Use E/W strip when wet, E blkd.Rgt tfc E, NE, SE.
Circleville, Elsea	P	1.6 N;RR W	707	1	24-S5	F2	P-line S, SE. N/S rnwy clsd.
(P)CLEVELAND-HOPKINS	P	8.5 SW;riv W	789	6	h64-BL3,4,6,7a-S5-W	F3	ARPT OF ENTRY. 2 way rdo required.
" Brooklyn	P	5.5 SW	780	3	26-S1	F2	NE, W blkd;p-line E
(PC) " Lakefront	P	1 N	584	1	h36-S3-U	F3	FEE.Avoid stadium.Call CLE rdo for tfc pat.22' unlgtd embank on E end of strip.
(PC) " Cuyahoga County	P	11.1 ENE;hwy W	855	3	30-S3-U	F3	SE, SW blkd;p-line NW.Call CLE rdo for tfc pat.
Columbia Station, Columbia	P	2.0 SW	810	1	26-S3	F2	Lnd & taxi on rnwys only.
Columbus, Clickenger	P	6.2 SSE;RR E	752	2	27-S3-U	F2	P-lines N,NW. Ruf
" Darby Dan	L	11.3 W	935	1	h49-*L4		Use rnwy.
" Northway	P	7.5 NNE	895	3	33-*L3-S1	F3	P-lines N, NE, NW, N/S strip clsd.
(PC) " OhioState University	P	8 NNW;riv W	900	4	h22-B*L4-S5-U	F2	Use strips.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
(N)COLUMBUS,PORT COLUMBUS	P	7 E;RR S	816	4	h80-B-L4,6,7a-S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Price	P	6 SE;bet RR's	762	3	21-S?-U	F1	Ruf off strips. Use rnwys.
← " Sullivant Avenue	P	6 WSW	860	1	h32-L4-S5-U	F3	N blkd. Use lgts NE end, Ctn
Copley, Gibson	P	1.5 S;hwy E	1000	2	24	F2	P-line E;windmill SE. Rolling.
Crooksville	L	2.5 S;bet hwy, crk	760	1	13		N blkd
←(P)DAYTON	P	9.5 N;hwy E	1008	3	h70-BL4,6,7a-S5-W	F4	Rdo rcvr rqrd. No grass opern. P-line SE.
← Dayton, Dahlo	P	8.5 W;hwy S	925	3	h26-L4-S3-U	F3	S, SW, W blkd.
" Neff	L	6 SW	720	3	17		
" Montgomery Co.	L	11 S	960	2	h50-BL4-U-W	F4	Acft with Unicom only. Trees W.
(PC)Defiance, Bryan-Defiance Memorial	P	5.2 NW;riv E	707	1	h37-B*L4-S5-U	F4	4000' strip avail. S blkd.
← Delaware	P	2.6 SW;RR N	960	2	h21-S1-U	F2	2500' strip avail. P-line S. Ditches. Use strips.
Delta	L	1 ESE;RR N	711	1	26-(S5)	(F1)	P-line W. Soft when wet.
East Liverpool, Leslie	L	7.5 NNW;crk S	990	1	22-S3		
" Swaney	L	4.9 NW;hwy N	1170	2	28		W end soft when wet.
Eaton	L	2.6 WNW; RR N	1100	1	26		Lnd at own risk. N blkd. Rolling.
Elmore, Haar	L	2.2 SE;RR SW	615	2	26-(S1)	(F1)	Atnd wk-ends only. P-lines E, W.
Findlay	P	1.5 SSW;hwy NW	800	2	h55-BL4-S5-W	F4	Rgt tfc E. Use rnwys & taxistrips only.
Fostoria, Snyder	P	1.5 ENE;RR S	760	2	24-*L4-S3	F2	W blkd. Soft when wet.
← Fremont, Jenkins	P	2 S; RR N	650	1	18	F1	
Galion	L	1.5 WNW;hwy S	1155	2	18	(F1)	SSW blkd. Ruf, rolling.
(PC) " Crestline	P	3.4 ENE;RR SE	1220	2	h20-*L4-S5	F3	Soft when wet. Use rnwys.
Galloway, Cardosi	P	1.3 W;RR SSE	920	1	28-*L4-S1	F1	ENE blkd.
Gambier, Port Kenyon	L	0.5 SSE;RR N	940	4	24		(CLOSED-NOT MAINTAINED).
Green Springs, Weiker	L	2.1 SE;crk N	740	1	16		Ctn-ruts. Use strip.
Greenville, Lansdowne	L	2 ESE;RR N	1028	2	18		CLOSED. P-line N. Ruf.
" Treaty City	P	1.5 NNE;bet hwys	1081	4	28-*L1-S5-U	F1	W blkd. Rolling. 2800' E/W strip under construction, usable-dry. E blkd.
Grove City, Reaver	L	1 NE;RR NW	830	2	28-(S1)	(F1)	W blkd.
Grover Hill, Tri-County	P	4.3 SE	729	1	23-S1	F1	E blkd. Use strips. Soft when wet.
Hamilton	P	2.5 SE; RR S	631	2	h28-L4-S5-U	F4	P-lines S, NW
Harrison	L	2 ESE;hwy SW	582	2	26-L-(S1)	F1	S blkd.
Hiram, Farview	L	1.3 SW;RR S	1300	1	18-(S5)		No storage. Acft rprs only. Rolling.
Hunting Valley, Ingalls	L	0.5 N; riv E	760	1	26		NNW blkd; hill SSE.
Jackson Center, Korn	P	2.4 SW	1040	2	24-*L4-S1	F1	P-line N.
Jefferson	P	0.5 N, RR E	900	2	26-*L4-S1-U	F2	Use strips. E blkd.
Kelleys Island	L	1.2 ENE	595	2	19		S blkd.
" Fenwick	L	1.3 NE;bay NW	600	2	18		W blkd. Rgt tfc S. Ruf. FEE.
Kent-State	P	2.8 W; hwy S	1120	3	33-S5-U	F3	S, W blkd. Rolling.
Lagrange,Meadow Aire Farm	L	2.3 S	843	1	27	F1	Ruf shoulders, 5500 lbs gross weight.
← Lancaster, Anchor Hocking	P	3.0 NW hwy W	850	1	h35-*L4-S5-U	F4	Use rnwys.
Lenox	P	7. S Jefferson	940	1	22	F2	E & W blkd. only
← LeRoy, Westfield	P	1.2 SSE;RR SW	1044	1	25-S3	F1	Soft when wet. Land at own risk. Minor acft repairs
Lima	P	4 WNW; RR NE	827	2	h35-BL4-S3-U	91	N blkd; p-line S. Strip soft-wet.
Lodi	P	2.2 NE;hwy W	1135	1	26	F2	
Lorain	P	2 WSW;RR N	610	2	29-S3	F1	NE, SE blkd.
Lore City	P	0.3 NW; RR S	834	1	20-S1	F1	Soft when wet.
Louisville, Yoder	P	1 NE; RR N	1160	1	22-S5	F2	ENE blkd.
Macedonia, Miller	L	2 NNE; RR E	1152	aw	26		SE, NW blkd;p-line SW. Rolling.
Magnolia	P	0.5NW;hwys E,N	970	1	22-S1	F1	P-line WNW
(NG)MANSFIELD	P	4 N;RR E	1296	4	h67-BL4, 6-S5-W	F4	Rgt tfc rnwy 9. Use rnwys, strip. 2-way rdo rqrd
← Maplewood, Shaw	L	5 W	980	2	21	F1	Bldg S. } durg darkness.
(PC)MARION	P	4 ENE; RR S	991	3	h43-BL4-S5-U	F3	Use rnwys.
" County	P	5.6 NE; hwy E	1000	2	35-*L3-S5-U	F2	N, NE blkd. Lnd SW only at ngt. S end rolling.
" Millers	L	3.5 SSE; RR W	960	1	20		Use at own risk.
Marysville	L	2.9 NNE;crk S	990	1	31	(F1)	Soft-wet.
McComb	L	0.8 SSW; RR N	780	1	16-(S1)		
Medina,	P	3 WNW;hwy N	1060	2	26	F2	Unattended Mondays. Soft - wet. Rolling.
Middle Bass Island, Middle Bass island	L	NE neck of	580	1	24		E, W blkd. Ruf.
(PC)Middletown	P	1.5 N; riv N	647	3	46-B-L4-S5-U	F4	Rgt tfc S, SW, W. Ben, lgts prior req after 2400.
Millersburg, Briar Hill	L	1 S; RR W	810	1	21		Rgt tfc S. Unusable when wet. Hill S, p-line N.
← Minford, Knore	L	2 SE; riv S	670	2	24-S5	F1	P-line N, S. Rolling.
							Unsafe for acft
← (PC)Mt. Vernon, Wynkoop	P	1.4 SSW; hwy E	1050	2	34-*L-S3	F3	W blkd. Rolling. Auto race strip .5 mi NW.
Napoleon	L	1 N; RR SW	680	1	19	(F1)	W blkd; p-line E. Rgt tfc W. Open Sundays.
" Winters	L	1.4 NW; RR W	682	1	30-U		Company use only. NW blkd. Soft-wet.
Nelsonville, Elm Rock	L	3.3 SE	670	1	14		Rolling.
Nevada, Coons	L	0.6 NNE;RR S	940	1	19-(S1)	(F1)	
Newark	L	3.5 SW;RR NW	880	2	23-(S1)	(F1)	Lgts, fld attnd wk-ends only. S blkd.
New Holland, Tri-County	L	3 ESE; RR N	850	2	18		Rolling.
New Lexington	P	1.6 S	1052	2	18-S3	F2	Narrow at intxn of strips.
(PC)NEW PHILADELPHIA	P	2.5 SE;riv SW	895	3	h39-BL4-S5-W	F3	P-lines N, NW, S, WNW.
Newton Falls	L	2 SW; RR E	950	1	22	(F1)	Rolling.
North Bass Island-Isle of St. George	L	NW corner of island	590	2	26		E blkd. FEE.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OHIO							
Northfield-Sky Haven	L	1.9 SSE; hwy W	985	2	24		Unattended.
" Welcome	L	2.5 SSE;hwy W	1040	4	24	F1	
North Kingsville, Gardner	P	1 E;bet RR's	710	3	30-*L4-S3-U	(F2)	N, SE, SW blkd.
← North Lima, Elser	P	1.2 NW;hwy E, S	1060	1	40-S1	F3	Soft when wet. Use strip.
" Paradise	L	2.8 WNW	1165	2	23-S1	F1	N, SSE, blkd.
North Madison, Tuttle	L	2.2 NW;lk N	625	2	20		E, W blkd.
Oak Hill,Swann Fld	L	1.2 ENE; RR W	800	2	20-S3	F1	Rolling.
Oberlin	P	4 W;RR S	845	2	21-S3	F2	N blkd. Soft when wet.
(PC)Oxford, Miami University	P	2.2 WSW	1040	3	40-S1	F3	N, S, SW blkd. Ctn - wet. Lgt acft only.
Pandora, Sky Rider's	L	0.7 W;RR S	770	1	18	F1	S blkd. Soft-wet.
Paulding	P	2.3 NE;crk S	720	2	23-S3	F1	S blkd. Soft-wet. Ctn - cultivation.
Phalanx Station, Skeets	P	6 WNW;hwy 1 NE	910	1	26-S1	F1	N blkd.
Piqua	P	4 WNW;hwy S	1000	2	26-BL4-S5	F2	Rolling. Lgts dusk - 2300.
Plain City	L	0.5 WSW;RR N	935	1	21-*L4-(S1)	(F1)	P-line W
(PC)Port Clinton	P	3.5 E;hwy N	587	2	h22-BL2, 4-S1-U	F2	3600' strip avail. E blkd; p-line N.
Portsmouth, SCIOTO CO.	P	11 NE;RR S	664	1	h42-BL4		
Put-In-Bay	L	1.2SSW;SE of isl	590	2	15		NW blkd, NE end soft-wet. FEE all acft. ARPT
Reynoldsburg, Snook	P	1.4 NE;hwy S	1010	2	31-S5	F1	Rolling. OF ENTRY.
Richmond, Sunset	P	2.1 W;hwy N	1280	2	16-S3	F2	
Richwood, Grindell	L	3.5 W;hwy S	985	1	17-(S1)	(F3)	
Roundhead, Indian Lake	P	2 mi W		1	22	F1	
Rushsylvania, Port Core	L	1.7 SSW;RR NW	1250	1	16-(S1)	(F1)	N blkd. Soft when wet.
← Sabina	P	2.9 E;hwy N	1030	3	27-S5	F2	E, N blkd.
St. Clairsville, Alderman	P	3.6 WSW;hwy N	1195	2	h30-BL4-S3-U	F3	
Salem, H-B	P	3.3 N;hwy E	1160	1	20	F1	E blkd.
" Koons	P	0.7 mi S	1300	1	19	F1	P-lines E.
Sandusky, Griffing	P	3.9 SSE; RR W	620	2	27-S5-U	F2	SW, E, W blkd.
" Inc,	P	2.8 E;RR S	574	3	30-S5	F3	P-line S. ARPT OF ENTRY.
Shalersville, Mills	P	6 N Ravenna	1050	1	19	F1	
← Shelby, American Tower Co.	P	2 W; RR SW	1120	2	22-S1	F2	N, NE blkd.
Solon	P	1.1 SSE	1034	5	30-S5-U	F2	SE, SW, W, NW blkd.
(NG) Springfield	P	5.5 S; bet hwys	1049	3	h70-BL4-S5-U	F3	Use rnwys.
← Steubenville-Pier	P	4.5 W;hwy N	1200	2	h32-*L4-S5	F3	NW blkd Ctn-loose slag.Use strips
Stockport, Ervin	L	0.7 NE;riv E	680	1	19		Hill NE. Use strip.
Strongsville	P	1.0 W	840	3	19-S3-U	F2	E blkd.
Tallmadge, Willow Creek	L	1.1 WSW;RR S	1020	1	19-(S5)	(F1)	
Tiffin	P	1.9N; hwy E	754	1	26	F2	E blkd.
Tiffin, Circle	P	3 SW	775	1	26-*L1	F2	
Tiltonsville, Scott	P	1.5 SSW;riv S	650	1	27-S3	F2	
(NG) Toledo Mun	P	8.2 SSE;RR NE	622	3	h42-S5-U	F4	P-line SW, W;chimney SE. Use rnwys only.
(P) " EXPRESS	P	15WSW;RR NNW	684	2	h52-BL4,6-S5-W	F4	Use rnwys.
" National	P	4.1 NNE	595	3	38-S5	F2	E, NE, S, SW, W blkd.
Toronto, Dyer	L	1.5 NW	1080	2	22		NE/SW strip clsd-stumps. Rolling.
Troy, Waco-Troy	L	1.8 SW;RR E	870	5	31		P-lines N, SE, S, NW.
Upper Sandusky	P	1.8 N	845	2	20-S5	F2	W and S ends strips low.
" " Lovell	P	1.5 NW	816	2	24	F1	
(PC)Urbana, Grimes	P	1.5N; RR W	1055	3	h26-BL4-S5-U	F2	3500' strip avail.
(PC) Van Wert	P	1 WSW; hwy S	788	2	h20-S5	F4	4000' strip avail. Caution, soft when wet
Warren, Hall	L	3.5 ENE	913	1	26		CLOSED. E blkd.
" Lyon	P	2.3 N; RR W	935	1	26-S1	F1	P-line W.
Wauseon, Grieser	P	2.5 E; RR N	750	1	20-S5	F2	
Waynesville, Sky Center	P	2.5 SW;riv E	925	2	23-S1	F1	E blkd. P-line NW.
Willard	P	1.2 S;hwy N	967	2	22-S3	F2	P-lines W.
Willoughby, Lost Nation	P	3 N;lk NW	626	4	h50-B*L4-S5-U	F4	S, SW, W blkd. FEE. NW/SE rnwy clsd.
Woodsfield	L	1 W;hwy E	1220	1	20	(F1)	Atnd wk-ends. Soft-wet. Ruf.
Woodstock, Davisson	L	2 NNE	1025	2	20		P-lines SW, NW.
(PC)Wooster	P	3 NNE;hwy SE	1150	4	32-S5-U	F2	P-lines N, S, SE. Rolling.
" State Experimental Station	L	1.3 SSE;RR	WNW 1050	1	19		N blkd;p-line S.
Xenia, Port Xenia	L	3.5 E;RR S	1050	1	20	(F1)	P-line E
(AF)YOUNGSTOWN	P	11.1 N;hwy E, S	1196	4	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd Use rnwys & taxiways only
" Austintown	P	5.7WSW;hwy N	1175	2	h20-*L4-S5-U	F3	3100' strip avail. Rolling. Ruf E, W blkd.
" Bird	P	2.6 NE;RR W	1057	3	23-S5	F1	NE, W blkd;p-line E. Ruf. Rolling.
← " Southern Airways	P	5 SSW;hwy N	1072	2	25-S5	F2	No take-off E. Soft when wet. W end E/W strip ruf
" Watson	L	3.8 E;lk S	1092	3	32	F2	P-line W. Rolling. Rgt tfc W. INACTIVE.
Zaleski-State Forest	L	1 SSW;RR NNW	705	1	22		Hill SW.
(P)ZANESVILLE	P	6.2 E;hwy N	900	3	h50-BL4-S5-W-U	F4	Use rnwys and taxiways only.
NEW AIRPORTS (or airports out of alphabetical order)							
← Alliance	P	1.0 ESE	1077	1	23	F2	P-line S
Lebanon, J & J	P	3 NW;RR SW	880	1	21	F1	S blkd. Right tfc N.
Beach City, Ames	P	1 E; RR W	1000	1	18	F2	
Painesville, Concord	P	4 SE	1020	2	24-S3	F2	E blkd;p-line S.
Wellston, Winters	P	1 SW	720	1	20-S1	F1	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OKLAHOMA							
(PC)ADA	P	2N;hwy W	1008	3	h50-BL4-S1	F3	
Afton, Monkey Island	P	7.8 SE;lk E	750	1	26-S1	F1	
Altus	P	4.2N; RR W	1426	3	31-B*L4-S1	F2	P-line SE, SW. Soft-wet.
(PC)Alva	P	1.8 SSW;hwy E	1470	2	h24-BL4-S5	F2	
Anadarko	L	1.5 SW;hwy N	1286	1	38-(S5)	(F1)	
Ardmore	P	9.2N	875	4	h40-BL2-S5-U	F4	Caution-heavy acft, soft.
(PC) " Lake Murray State Park	L	1.2 mi SE	840	1	26		Rough
Bartlesville, Hi-Way	P	3 NE;RR SE	680	4	28-S5	F2	E,NE,NNE,NW,SE, SSW blkd.
(PC) " PHILLIPS	P	1.7WNW;hwy S	715	2	h46-BL4-S1	F4	
Beaver City	L	1 SSW;hwy E	2500	3	25		P-lines SE,Ruf, Rd on strips. Soft-wet.
Blackwell	P	1.7 W;hwy N	1056	3	31-BL2	F1	P-lines N, NE.
" Mauk's	P	2.7S;hwy E	1005	2	24-*L2-4-S5	91	W blkd; p-line E.
Buffalo	P	0.6 NW	1965	3	22-S3	F1	P-lines N,S,SE. Restricted. Land at own risk.
(PC)Canton	L	2.3WNW;lk E,N	1660	1	24		
(PC)Chickasha	P	4NNW;riv S	1146	1	h36-S5	F2	Use rnwy when wet. All way turf area 2000'x 3000'.
Claremore, Will Rogers	L	1.5 NE;RR NW	660	3	29-BL2-(S1)	(F3)	P-line W.
(PC)Clinton	P	2.7NE;RR W	1615	3	h32-*L4-S5	F1	
(PC)Cordell	P	1 E;hwy S	1580	3	22-S1	F1	
(PC)Cushing	P	2S;RR E	913	4	h52-BL4-S5-U	F2	
Davis, Jolly Aero-Auto Court	L	3 S;hwy W	800	1	17		Rd across strip. P-line NNW. Ruf.
(PC)DUNCAN, Halliburton	P	2 S;RR E	1125	3	h40-BL4-S1	F4	SW blkd;p-line NE,NW. Use N/S Rnwy when wet. (6500' st rip avail)
(PC)Durant, Baker	P	3.2SSW;RR 1 E	703	3	h50-B*L4-S1	F3	
(PC)Elk City	L	1.5 NE;hwy S	1981	3	h23		
El Reno	P	2 mi SW	1395	2	26	80	E blkd.
" Mustang	L	5.3 SSW	1408	2	39		Unattended. E/W Strip ruf
Enid, North	P	3.8 N;hwy W	1282	1	24-S5	87	
(N) " WOODRING	P	5 ESE;RR N	1172	3	h65-BL4-S5	F3	Exten student trng 0700-2300 daily. (Vance Aux)
Erick, Haddock	L	1.4 SW;RR N	2097	4	25		P-line N. Ruf. Soft-wet
Fairview, Fair-View	P	1.3 NNE;RR W	1300	2	25-BL4-S5	F1	P-line W.
(PC)Frederick	P	2.5 SSE;RR N	1233	4	h60-S5	F3	
(P)GAGE, 13, AMA-MKC	P	1.8 SW;RR NW	2223	1	h54-BL4-S1-W	F4	Clsd acft over 15,000 lbs wheel load. NE/SW rnwy open to lgt acft, days only
(PC)Grandfield	L	3 W;hwy S	1128	3	h45		
(PC)Guthrie	P	2 SSE;hwy W	1074	2	28-B*L4-S5	F1	
(PC)Guymon	P	1.5 W	3128	2	h43-BL4-S5	F3	
			650				
(P)Hobart	P	3.5 SE;hwy W	1562	3	h53-L1-S3-W	F3	
" Hunter's	L	0.8 SSW;hwy N	1530	2	22-(S3)	(F1)	P-line N. E/W strip soft-wet. Cattle on fld.
(PC)Holdenville	P	1.2WNW;hwy S	864	2	h32-BL4-S1	F2	Use rnwys.
Idabel	L	1.3NW;RR E	500	2	32		Unattended.
Jefferson, Kittenbrink	L	1.8 E	1100	1	23		P-line N.
Ketchum-Port Ketchum	L	0.8 S;RR NW	765	1	18		
Kingfisher	P	1.3 NW;RR E	1067	1	26-*L4-S5	F1	P-line S.
Kingston, Caney Creek	L	4.3 SSE;lk S	661	1	21		Soft when wet.
Langley, Treco	L	1.9N;hwy W	820	1	21		P-line SSW.
(PC)LAWTON	P	2.3SSW;hwy E	1108	3	h47-BL4-S?-U	F4	
(PC) " Lake Lawtonka	L	11.5NNW;lk W	1360	1	23		Ruf. Mtn S.
(P)McALESTER, (New)	P	4 SSW;RR W	770	1	h40-BL4-S3-W	F2	Lgts on req. after 2100. Use rnwys.
(PC)Medford	P	1.2SW;RR SE	1094	3	24-S5	F2	No storage
(PC)Miami	P	2.2NNW;RR E	811	2	h40-BL4-S5-U	F4	Use rnwys.
Moore, Southside	L	1 NE	1273	1	h24		P-line S.
(A?)MUSKOGEE, Davis	P	6.4S;hwy W	610	2	h57-BL4	F4	
(PC) " Hatbox	P	2.7W;RR S	623	2	h38-BL4-S5-U	F4	
Norman, Goldsby	L	4.5SSW;hwy W	1165	aw	h18		
(N) " Westheimer	P	2.7NW;RR E	1178	4	h58-B*L4-S5	F4	Lgtg arrangements prior 1630
Nowata	L	1.8 NE	600	2	28		Soft when wet
(PC)Okeene	P	0.7SE;hwy N	1205	1	22	F1	Soft-wet.
Oklahoma City, Downtown	P	2 SW;hwy E	1180	2	h34-L4-S5-U-W	F4	Lgts prior req after 2200.
" Country Club	P	7.3S;hwy W	1278	2	24-*L3	F1	
(NG) " WILL ROGERS FLD	P	7 SW;hwy E	1284	3	h74-BL4,6,7-S3-W	F4	Rnwy 08-26 perm clsd.
(PC) " Tulakes	P	8 WNW	1302	3	h45-BL4-S5-U	F4	
(PC)Okmulgee	P	3.NNE;hwy W	715	3	h43-B-S3	F3	
(PC)Olustee	L	2.3 S	1370	3	h45		Use at own risk.
(PC)Pauls Valley	P	2.1 S;hwy E	967	2	h35-B-S5	F1	Use rnwys.
Pawhuska	P	3.8W;hwy S	1000	3	41-S1-U	F2	P-line S, SE.
(P)PONCA CITY	P	2 NNW;RR S	1014	1	h48-BL4-S5-W	F4	
(PC)Pond Creek	L	0.5 SW;hwy N	1061	1	23-(S1)	(F1)	P-line N.
Pryor, Long	L	2 NNE;RR W	650	2	25-S3		Soft-wet. Cattle on fld.
Renfrow, Smrcka	L	6.7 NW	1200	2	20-S3	F1	
Sand Springs, Sims	P	5 NW;lk NE	750	1	27	F2	P-line S.
Sapulpa	L	1.5ENE;RR N	730	1	18		S blkd. Rd crosses strip.
(PC)Sayre	L	8.5 SSW;hwy E	1937	1	h50		
" Archer	L	2.3 N;hwy W	1962	3	24-S3	90	No storage. Rolling.
(PC)Seminole	P	3.4N;hwy E	1024	3	35-S5	F1	SSW blkd.
(PC)Shawnee	P	2 NW;RR SW	1080	3	h42-BL4-S5-U	F3	Rgt tfc rnwys 13,17,21. Lgts until 2400.
South Coffeyville, Jensen	L	0.5 W;twrs E	735	3	33		P-line N.
Stigler	L	3.5 E		2	20		
(PC)STILLWATER, Searcy	P	3.2NNW;lk WSW	985	3	h50-BL4-S3-U	F4	Rnwy lgts req only.
Stroud	P	3 N;hwy W	883	2	26-BL2		W blkd. Ruf. Fuel-call 96 Stroud.
Sulphur Turner Ranch	L	6.5 E;hwy SW	1200	1	20		
(PC)Tahlequah	P	2 WNW;hwy S	870	2	h22-B*L4-S1-U	F2	
(NG)TULSA	P	6.2NE;RR S	674	5	h100-BL4,6,7-S5-W	F4	Overrun lgts.
" Brown	P	6 SE;hwy S	755	4	28-L4-S5	F3	
" Stebbins	P	6 N;lk SE	650	4	22-S3-U	F2	P-line NNE.
" -North	P	4.5NNW;RR E	725	1	h30-S5	F2	P-lines S,SE,SW. Only N/S rnwy avail.
" Young	P	8.8 E;hwy N	750	4	24-L2-S5	F2	Bndry lgts N/S rnwy dusk-midnight.
Watonga	P	1.2 NW;hwy S	1550	2	26-S5	F1	
Waynoka, Kelsey	L	3.4 NNE; RRSE	1500	1	17		Cattle on fld. Caution when wet. Unattended.
Webbers Falls, Horne	L	0.7 SSE	510	1	12	F1	
Wilburton	L	2.5 WSW;RR S	675	1	23		P-line SSW.
(PC)Woodward, W. WOODWARD	P	7 W;hwy SE	2187	3	h55-S1	F1	Ngt operns to 2330. Bcn prior req.
Yukon, Lakeview	L	2.7 E;hwy S	1275	2	20	F1	P-line S. Rolling. Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
Tulsa, Western Village	P	6.5E;hwy N	675	1	17-U	F2	Rgt tfc N.
OREGON							
Adams, Rothrock	L	4.0 SW	1520	1	21	F1	Unattended. P-line SW.
(PC)Albany	P	2.5 E;hwy NW	220	2	23-S5	F2	Trees S,N, NE. P-line SW.
Apiary, Benson	L	4.6 W	1400	1	15		Use strip with extreme caution.
Arago	L	0.3 N; riv SE	80	1	14		Cattle on fld. Fence W & E side.
Ashland	L	2.8 E; hwy S	1895	1	26-(S5)	(F2)	Ctn-vegetation. Use strip. P-line SE.
(PC)ASTORIA, CLATSOP CO.	P	3 SW; riv E	11	3	h58-BL4-S5-W	F3	Use rnwys.
(PC)Aurora Flight Strip	L	1.6 NNW;hwy W	195	1	h41		
(P)BAKER	P	4.3 NNE;hwy W	3368	3	h48-BL4-S3-W	F2	91/98 oct avail. on 2 hr notice.
-Skycourt	P	4.8NW;hwy WSW	3350	2	23	F2	Slick when wet. Hwy adj S.
Bandon	L	0.8 SW	60	1	16		INACTIVE.
Beatty	L	0.3 S; RR N	4350	1	12		(DANGER-SHORT FLD) Holes.
Beaver Marsh, 73, RIV-TDL	P	1 SSW;hwy E	4630	1	54-BL2		Clsd winter mos.
Beaverton, Bernard	P	1 NW; hwy E	208	1	15-S5-U	F2	SSW end ruf.
(PC)Bend	P	5.5 ENE;rd N	3453	2	h38-*L4-S3	F3	NW end NW/SE strip ruf.
Bend, Stearns	L	15.8 SSW	4170	1	33		
Big Lake	L	18 WNW Sisters	4690	1	30		Ruf.
Brookings, Crissey State Line	L	5 SE;ocean W	16	1	18		
(PC)Burns	P	5.' E; rd S	4141	2	h51	F2	

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
OREGON							
(PC)Cascade Locks-Stevenson	L	0.7 NE;hwy S	158	1	h18		Rgt tfc WSW. Fence W end of strip.
(PC)Cave Junction, Illinois Valley USFS	L	4.3 SSW;hwy ESE	1388	1	h42		Open July - Oct 1.
Chiloquin	L	0.8 W	4218	1	36		P-line N. Soft when wet. Use with ctn at own risk.
(PC)CORVALLIS	P	4.9 SSW;hwy E	245	3	h52-BL4-S5-U	F3	Use rnwys.
Cove, Red's Wallowa Horse Ranch	L	10 ENE	3600	1	25		Use cool mornings & evenings only.
Crescent Lake-Junction	L	2.2 NNE;hwy E	4845	1	h17	F1	3900' strip avail.
Denio		SEE Denio Airport, Nevada					
(PC)Denmark, Curry County	L	3.8 WSW;ocean W	214	1	h51		
Enterprise	P	0.6 N; hwy SW	3800	1	25-S5	F2	Soft when wet. Ruf.
(P)EUGENE, Mahlon-Sweet	P	8 NW;hwy E	365	3	h55-BL4, 5-S5-W	F4	
Florence	L	0.8 N	12	1	18-(S1)	(F2)	Ruf and soft.
Gates, Davis	L	1 SSW; riv N	1000	1	20	(F2)	E end ruf.
Gold Beach, Leith	P	0.4 W;riv N	16	1	21-S1	F2	Use strip.
Grants Pass	P	1.6 N; hwy E	1156	1	27-S1	F2	Lnd to N;tk-off S. P-line N. Soft-wet.
Harper	L	1.5 WNW	3000	1	32		Ruf. Soft when wet.
Harrisburg	L	2 NNE; RR SE	300	2	26-S1	F2	Use N/S strip in wet weather.
Hermiston	P	1.7 SE;hwy W	635	1	26-S1	F2	
Hillsboro	P	2.4 ENE;hwy S	204	2	h40-BL4-S5	F3	
(PC)Hood River-County	P	2.8 SSW;riv E	651	1	19-S5	F2	No storage.
Idanha, Stantiam Junction	L	21.5 SSE;hwyN	3748	1	29		E blkd. Lnd to E;tke-off to W. Ruf.
John Day	L	0.6 W;hwys SW	3075	1	25		CLOSED.
" Alternate	P	1 SSW;hwy E	3690	2	45		Use at own risk. Cattle on fld. Soft-wet. P-line S.
(PC)Joseph	L	1.2 W; RR NE	4130	1	33		Deer on fld. Soft when wet.
Juntura, Allen	L	1 S; riv SE	2970	2	22		Mtns S, SE. Cattle-fld. Soft-wet. 400' NW end NW, SE strip. Ruf.
Klamath Agency, Rayenouf	L	1.5 S; riv W	4159	1	27-*L2		Clsd winters. Ctn-dangerous when wet. Soft. Ruf.
(AF) Klamath Falls, KINGSLEY FLD.	P	4.9 SSE; RR NE	4088	3	h103-BL4, 5, 6-S5-W	F4	Asphalt paving plant & p-line 950' S rnwy 7-25 & 800' E of S end rnwy 18-36, max height 45'.
(P)LA GRANDE	P	5.5 SE; RR SW	2713	3	h47-BL4, 6-S5-W	F3	Ruf. Use rnwys.
Lake O'Woods	L	0.5 NNE	4960	1	30		CLOSED WINTERS. Soft, unusable-wet.
Lakeside	L	0.3 NW; RR S	20	1	32	F2)	
(PC)Lakeview	P	3.5 SW	4728	2	h53-BL4-S3-U	F2	
Lapine	L	2.5 SSW;hwy ESE	4250	1	25		P-line N.
Lebanon	P	1.3 SW;rd N	340	1	35-S1	F2	N blkd. Soft when wet.
Lexington	P	0.7 N;hwy E	1650	2	28-S1	F2	Soft when wet.
Lord Flat-Lndg Strip USFS	L	11.5 NE Imnaha	5700	1	22		
(PC)Madras, City-County	P	2.0 NW	2432	4	h88-B*L1-S5	F2	
Malin	L	1 SE; RR W	4050	3	30		S, SSE blkd; p-line SSW. Use at own risk.
McKenzie Bridge, McKenzie	L	3.5 E; riv N	1620	1	26		Hill ENE. Lnd from W; tk-off to W.
(PC)McMinnville	P	3.1 ESE;rd SE	156	2	h50-BL4-S5	F2	Use rnwys.
(P)MEDFORD	P	3.5 N; RR E	1330	2	h54-BL4-S5-W	F4	No maint Mil acft. Use rnwys.
Memaloose USFS	L	11.2 SE Imnaha	6790	1	34		N end soft when wet.
Millican	L	0.2 SE; hwy N	4252	1	21		Use at own risk. Soft, ruf.
Milton, Oregon Sky Ranch	L	3.7 SSW; RR E	1300	1	13		Use at own risk. Ruf.
Milwaukie, Wells	P	1.3 NE	158	1	17-S1	F2	P-line W.
Mulino	L	0.3 SW; hwy E	250	2	23-*L4-(S1)	(F2)	Atnd wek-ends. SW blkd; p-line NE. Ruf.
Newberg, Sportsman	P	1 ESE;riv SW	173	1	22-*L1-U	F2	Rgt tfc N.
(PC)Newport	P	4 S; hwy W	160	2	h51-*L4-S1	F2	Ctn-elec. fence W edge NE/SW rnwy and S side S taxiway. Stock on fld. Rgt tfc rnwy 16 & 20.
(P)NORTH BEND	P	1.5 NW;bay N	14	3	h50-BL4-S5-W	F3	
(P)ONTARIO	P	2.5 W;hwy E	2189	2	h45-BL2,4-S5-W	F3	
Pacific City	P	0.2 S	5	1	h18-S5	F1	
(P)PENDLETON	P	2.9 WNW; RR S	1493	4	h63-BL4,6-S5-W	F4	Rnwy 25L-7R for lgt acft. Ctn-fence E.
" -Airways	L	3.8 ESE; RR N	1200	1	26		INACTIVE. Use at own risk. Cattle on fld.
Pinehurst	L	1.0 SW	3800	1	h17		4000' strip avail.
Portland, Dwyer	L	5.8 SE; RR NW	200	1	16		P-line NE, SW. Ctn-floods. Ditch side of strip.
(AF, NG) " -INTERNATIONAL	P	4.5 NNE;riv N	23	3	h88-BL4,6,7,-S5-W	F4	2-way rdo rqrd or by prior req. 7-25 perm clsd
" Trohs Skyport	P	6.3 ESE	250	2	h9-*L1-S5-U	F2	P-line NNW. Caution-25'NE end, NE/SW strip unusable -rocks. 2600' strip avail.
Prineville	P	2.9 SW;hwy SE	3237	2	36-L1-S5	F2	
(P)REDMOND, Roberts	P	1.5 SE; hwy NE	3077	2	h70-BL4-S5-W	F3	
(PC)Rome Flight Strip	L	23.9 SW;hwy E	4010	1	h60		
(PC)ROSEBURG	P	1.5 NNW;RR E	525	1	h46-BL4-S5-W	F2	Unlgtd pole SE; hill N; p-line S. Avoid hospital SW.
" Felt	P	3 WNW;riv SE	500	1	19-S1	F2	
(N)SALEM-McNary	P	2.2 SSE;RR SW	207	2	h55-BL4,6-S5-U-W	F4	AB. Industrial acft operg from sod area W of rnwy 16-34 these acft use rgt pat when tfc S, left pat when N.
Scappoose, Columbia County	L	1.1 NE;RR,hwy W	55	1	h40-(S1)	(F3)	Svcg, fuel by prior req wk-days.
Shady Cove, Rogue-Air	L	1.1 SW;riv E	1450	1	22		P-lines N, S. Soft when wet.
Sisters	L	1 NE;hwy S	3198	2	37		Ridges E, NE.
(PC)Springfield	P	1.6 ENE;hwy S	460	1	h20-*L4-S5-U	F4	
➸ Sutherlin-Valley	P	1.0 SW	501	1	22-(S1)	(F2)	Use rnwy mrkd with white flag. Soft off gravel when wet.
Sweet Home, Langmack	P	2 E; RR, hwy N	650	1	25-S3	F2	W blkd.
(P)THE DALLES	P	1.7 ENE; riv S	243	3	h51-BL2,4-S5-W	F3	No storage.
(N)Tillamook-Coastway #2	L	3 SE; riv N mond Lk	35	2	h50		CIVIL FAC ONLY. Use at own risk. Water drains adj all rnwys - hazardous.
Troutdale	P	1 NW; riv E	36	1	h46-BL2-S5-U	F4	Use rnwys, taxiwys only-sink holes in grass area.
(PC)Wagontire, Alkali Lake Flight Strip	L	12.3 SSW;hwy E	4313	1	h61		Rolling.
Wallowa, Sasser Flight Strip	L	1.4 S; RR NE	3200	1	23		
Wasco	L	0.4 E; RR SW	1420	1	22		Lnd E, tk-off W-grade. Dangerous, ruf, weeds.
Woodburn	L	2.8 WNW; RR E	200				CLOSED-CONSTRUCTION.
Worden, Tulana	L	1 S; RR NW	4080	2	39		P-lines NNE, WNW. Use at own risk. Soft-wet Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
➸ Silver Lake	L	2.5 SW	4475	1	32		Fence each end rnwy
PENNSYLVANIA							
Aliquippa, Hopewell	P	2 SW	1150	2	20-S5	F1	
(P)ALLENTOWN, Bethlehem-Easton	P	4.6 NNE;RR W	392	3	h50-BL3,4,6-S5-W	F4	Use rnwys.
" Convair	L	2.3 SSW	398	2	h39		Mtn SE.
ALTOONA, Blair County	P	15 SSE	1493	2	h44-BL2-S5-W	F4	Use rnwys.
" Peterson	P	10.7 NNE;RR NW	970	1	25-*L3-S5-U	F3	
Andreas, East Penn	P	1.5 NE;crk S	885	3	14-S3	F2	Hill N.
Annville, Millard	P	1.5 SW;hwy N	480	2	h31-S5-U	F1	
Beaver Falls, Beaver Co.	P	4 NW	1247	2	h20-S5-U	F2	3800' strip avail.
Beaver Meadows, Green Acres	P	2.2 S	1315	4	20-*L2-S3	F1	SE, SW blkd; p-line E.
Bedford	P	5.3 N;RR N	1100	2	18-S5	F2	
Berwick	P	2.2 ENE	620	1	21-S3-U	F2	E blkd.
Bethel, Grimes	P	1.7 ENE;hwy S	582	1	30-S3-U	F1	
Blairsville	L	1.7 NW	1020	1	22		(CLOSED-NOT MAINTAINED). P-line NE.
(PC)Bloomsburg	P	0.8 ESE;riv S	478	1	33-S5-U	F3	E, W blkd. Bcn prior req.
Bradford, Harri-Emery	P	2.3 WSW;hwy N	1490	1	20-S5	F2	
(PC) " -McKEAN COUNTY	P	11 S;RR SW	2142	2	h45-BL4, 6-S3	F3	Use rnwys.
Bristol, 3 M	P	2 N;riv SE	35	2	h38-*L1-S4-U	F3	PERM DISCONTD
Butler	P	2.8 WNW;hwy adj	1340	2	27-S5	F3	P-line SE. Rolling. W wind use rgt tfc and avoid Hospital
(PC) " Graham	P	6.2 SSW;crk NW	1248	2	h40-BL4-S5-U	F4	Lgts prior req after 2400 thru PIT rdo.
Campbelltown, Reigle	P	1 N;hwy S	475	2	18-S3	F1	N/S Strip clsd.
Clearfield	L	1.5 WSW;RR SE	1220	2	21-(S3)	(F1)	E blkd. P-line NE. Rgt tfc E, NE, SE. Ruf.
➸ Coatesville	P	2.4 W;RR S	623	2	25-B-S1	F1	E, NW, SE blkd. Soft-wet
Collegeville, Perkiomen Valley	P	1.5 NE	280	2	27-S5	F1	E, NE blkd.
➸ Columbia, McGinness	P	1 SE	334	2	18-S3	F1	W, SE blkd. High tension lines SE.
(PC)Connellsville	P	5.2 SW;hwy E	1250	3	h34-BL4-S5	F2	
Conway, Pittsburgh	P	0.4 NE;RR W	950	3	19-S5	F2	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
Corry, Port Lawrence	L	1.2S;RR N	1745	3	22-(S1)	(F1)	
Coudersport, Potato City	P	7.5ESE;hwy N	2480	2	34-S3	91	
Cresson	L	1 NE;RR,hwy S	2240	2	22-(S1)	F1	
Culmerville	P	0.7 NNW	1220	2	18-S3	F2	SSE blkd.
← Danville	P	2.2SW;riv N	480	3	22-S5	F1	Mtn NW, Hills SE, SW.
Doylestown	L	1.5 NNE	400	1	32-S3	F1	P-line NE.
" Warrington	P	3.5 SSW	385	2	25-S3	F2	SW blkd.
← DuBois	P	1.7ESE; RR NE	1575	3	29	F1	
Duncannon, Hackenberger	P	3NNE;riv W	500	2	22-S1	F1	Use strips.
(PC) Eagles Mere	P	1.9SW;lk SW	1908	1	22		Emerg use only.
Easton	P	3.8NNW;hwy E	380	4	22-*L4-S5-U	F3	SE blkd.
" Bethlehem-Easton	P	4.7SW;hwy N	360	2	26-S5-U	F1	E blkd;p-line NE.
Ebensburg	P	2.7SW;hwy SE	2100	2	22-S3	F1	P-line SSW.
Eddington, Buehl	P	0.8NW;hwy W	100	2	21-S5-U	F3	NE,WSW blkd.Mrkd terrace WSW end of ENE/WSW strip. Use sod areas only.
(PC) Emlenton	L	2.2 NE	1452	2	24-(S5)	(F1)	
← Emporium, Keystone Park	L	0.5 SW	1210	1	16		W blkd;mtns,p-lines,tank surd fld. Emerg only
(P) ERIE, PORT ERIE	P	6WSW;hwy SW	732	3	h50-BL4-6-S5-W-U	F4	N,S blkd;p-lines E,NE.
Finleyville	P	0.7SW;RR NE	1240	1	29-S3-U	F2	
(PC) FRANKLIN, Chess Lamberton	P	1.8SW;hwy NE	1540	2	h37-BL4,6-S5	F3	Trees ESE.
Fredericksburg, Farmers Pride	P	0.3 W	470	2	28-S3	F3	Apch from E poor. Acft maj rprs only.
Freeport, McVille	L	7 SW	1090	2	15	F2	
Gettysburg	P	2.8NW;twr E	600	3	21-S1	F1	Rgt tfc rnwy 19.
Gordon	P	2 WSW	960	4	24	F1	Mtn S,SE. Rgt tfc strip 31.
Granville, Cargill	P	1.5SW;riv SW	490	1	21-S1	F1	
Greenville	L	3 N	1197	2	27-S3-U	F1	Intsxns. Soft-wet.
Hallstead	L	1 SSE;crk W	880	1	20		
(PC) Hanover, Devener	P	2 NNE;hwy W	590	2	32-*L2-S5-U	F3	
(P) HARRISBURG-State	P	3.5 S;riv N	347	3	h50-BL4,6-S5-W	F4	
" Skyport	P	5 W;crk N	420	3	22-S5	F1	
(PC) Hazleton	P	1.5 N	1600	2	h39-BL4-S3-U	F3	NE/SW soft-wet;SW 600' ruf. Unattended ngts
Hershey	P	1.1 NNW	415	1	21-S3	F1	Hill WSW.
Honesdale	P	2 SE;hwy N	920	1	30-S5	F1	Hills E,W.
(PC) Indiana, Jimmy Stewart Fld	P	3 ENE	1407	2	32-S5	F2	
Jersey Shore	P	2.2 E;riv N	540	2	28	F1	
(PC) JOHNSTOWN	P	4.7 E;hwy N	2284	3	h45-BL4-S5-U	F3	
← Kutztown	P	1 SSW;hwy N	400	2	25-L4-S5-U	F3	P-lines E, NNW.
Kylertown	L	0.6 WNW	1660	1			INACTIVE.
Lancaster, Garden Spot	P	5 W;hwy N	423	2	25-S5	F1	W,WSW blkd.
(PC) LANCASTER	P	5.5N;hwy W	401	2	h41-BL4-S3	F4	Use rnwys.
Langhorne, Old Star	P	2.4 E	180	2	20-S5	F1	E,ESE blkd.
Latrobe	P	2.4SSW;hwy N	1144	2	h22-S3	F2	
Leechburg	P	1.6 SE	960	2	20-S5	F3	E blkd.
Lehighton	P	0.9 WSW	502	2	18-S5	F1	
← Lewisburg	P	1 WNW	480	1	32-S5	F1	
Lewistown	P	4 SW;riv SE	560	2	19-S5	F1	P-line NW; hill W.
(PC) LOCK HAVEN	P	1.2 E;RR S	555	1	h33-BL4-S5	F3	Mtn N,S.
Matamoras	P	0.5 SSE	450	2	h17-*L2,3-S5-U	F1	3200' strip available. Rgt tfc N, NE.
(PC) Meadville, Port Meadville	P	3.4W;hwy S	1400	2	h32-*L3-S5	F1	SE blkd.
Milton	P	0.8S;RR,hwy W	450	3	25-S3	F1	NW,SW blkd.
Monongahela, Thompson	P	5 E;hwy N	1240	2	17	F2	SW blkd.
← Montgomeryville	P	0.7 SE	460	3	27-S5	F1	P-lines SSW.Soft-wet.
Morrisville	P	1.6 W	100	1	21-S5	F1	E,NW,SE blkd.
Mount Joy, Donegal	P	4 WSW	459	1	17-S3	F1	
Mount Pleasant-Scottdale	P	2.8 S	1160	2	19-L4-S5-U	F2	Gulley NW. Rolling.
← Mount Pocono	P	1.5NW;RR W	1925	2	h26-B*L4-S3	F4	3200' strip avail. Soft-wet. Summers, 91 octane avail. Soft-wet.
← Mount Union	P	4 S;hwy E	560	3	28-S3	F1	Mtn W Soft-wet. Caution-ditch. Use strips.
New Castle	P	4 WNW;hwy SE	1072	2	h29-S3	F2	
New Hanover	P	0.5 W	300	1	19-S5	F1	SE blkd.
New Holland	P	1.3E;RR NW	460	2	21-S3	F1	
← New Kingstown, Taylor	P	0.5 SE;RR S	440	1	26-*L4-S5	F3	
New Milford, Tyler	P	4 N	1380	1	18	F1	
Norristown, Valley Forge	P	4 WNW;riv 1 S	250	1	23-*L-S5		E tk-off & lndg-rgt tfc. TV antenna W.
Oil City, Splane Memorial	P	4.1NNW;hwy E	1560	2	h22-S3	F2	Ruf.
Osceola Mills	L	0.5 NE;hwy N	1640	2	14		CLOSED.
Oxford	P	3.5SSW;hwy W	520	2	21-S3	F1	NW blkd;p-line SW.
(P) Philadelphia, North Philadelphia	P	12.2 NE	120	3	h50-BL4-S4-W	F4	Use rnwys.
(NG) " -INTERNATIONAL	P	6.5SW;riv SSW	11	3	h73-BL4,7-S5-W	F4	Rnwy 9 designated calm wind Rnwy. 2-way rdo rqrd. Use rnwys. Rnwy 12-30 perm clsd.

h-paved rnwys, B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
PENNSYLVANIA							
PHILIPSBURG	P	7 E;hwy N	1933	2	h50-BL2	F3	
Pine Grove, Swatara Valley	P	4.3 WSW	480	1	22-S3-U	F1	
← Pitcairn, East Pittsburgh	P	1 W	1150	2	23-S3	F2	
(PC) Pittsburgh, Allegheny Co.	P	5.3 S	1252	3	h58-BL2,6,7-S5-W-X	F5	Rdo rcvr req.
(AF) "GREATER PITTSBURGH	P	14.3 WNW	1168	3	h75-BL4,6,7	F4	FEE. Exten jet flying.
Pottstown	P	4.5 E;riv SW	311	2	32-BL4-S3-U	F1	Soft when wet.Rnwy lgts oper for 3 hr after sundown and on req.
(PC) " Municipal	P	1.7 NW;rsvr W	255	2	27-L4-S5-U	F1	
Pottsville, Schuylkill	P	8 ESE;lk SE	510	2	28	F3	Hills SW.
Prospectville, Turner	P	1 NW	375	3	23-*L4-S5-U	F2	S blkd.
Punxsutawney	L	3 NE;hwy S	1470	2	22		WNW/SSE Strip ruf.
Quakertown	P	2 W	520	2	18-*L4-S1	F1	P-line N.
Reading, Berks	P	4.5 NW	360	1	27-S3-U	F1	W blkd. Rgt tfc S,W.
(NG) " GENERAL SPAATZ	P	3 NW;riv NE	343	3	h51-BL4-6-S5-W	F4	CIVIL FACS ONLY.
" Madeira	P	3 N;RR SW	360	2	20-S3	F1	NW/SE strip clsd. Rolling. NE blkd.
Red Lion, Warners	P	1.2 WSW;RR N	940	2	19	F1	
← Reedsville, Mifflin County	P	2.7N;hwy W	830	1	30-S5	F1	
Ridgeway, King's	L	4 NW;hwy 1 E	1720	2	21-*L1-(S1)	(F1)	
Rushland, Evoy	L	1 WNW	210	2	18		
(PC) St. Mary's	P	3.1 ESE;RR W	1911	1	h24-*L4-S5-U	F2	3500' strip avail.
← Sayre, Blue Swan	P	2.7WNW;riv E	800	1	27-S1	F1	Mtn W. 2000' overrun on W end. Rgt tfc W.
Scranton	P	7.2WNW;Rt 3 NE	1179	2	h24-*L2-S5-U	F3	Bcn prior req.
Selinsgrove, Penn Valley	P	1 N	444	1	39-S3-W	F1	NW blkd.
Seneca	P	0.9 SW;hwy E	1490	2	24-S3	F2	
Shamokin	P	3.5N;hwy E,S	900	2	18-S3	F3	
← Sharon	P	3.2 ESE	1140	3	24-BL6-S1-U	F2	
Sharpsville	L	3 ENE;rd SW	1110	2	18		
Shippensburg	L	3.1 E;RR S	760	2	18-S1		
(PC) Somerset-County	P	4 NE;rd N	2274	2	37-*L4-S5	F1	
State College	P	2 SW	1200	3	42-L4-S3-U	F4	FEE.
← Stroudsburg-Hamlen	P	3 NNE;hwy S	480	1	22-S1-U	F1	
(PC) Sunbury	P	2NNE on island	443	1	30-S3	F1	
Tarentum, Allegheny Valley	P	4.2W;RR W	1125	2	24-S5	F2	
Thomasville, York	P	8 WSW	480	2	h42-L4-S5-U	F4	Shoulders soft. Use hard surface.
Tionesta	L	2 S	1600	1	22	F1	
Titusville	P	3.7 WSW	1600	2	23-S5	F2	
(PC) Towanda	P	1.5 SSE	700	1	h25-S5	F2	
Trexlertown	P	0.7 E;hwy N	400	2	20-S5-U	F2	
Tunkhannock, Skyhaven	P	0.8S;riv N,E	639	1	20-S1-U	F3	Mtn S NE/SW.
Vandergrift	L	2 WNW	1000	2	23	F2	E blkd. P-line NW.
Warren	P	2 WSW;riv S	1100	2	h22-S3-U	F1	Mtn NE,SW. FEE.
Washington	P	3.2 SW	1183	2	h30-S5-U	F3	Hill NW. Use rnwys only.
← Waynesburg, Greene County	P	2.7 E	1100	3	30-L4-S5-U	F2	Hills E, NE, SE.
Wellsboro, Grand Canyon	P	5.2 WSW	1900	3	33-S3	F1	
West Chester	P	2.5 NE	470	2	26-S5-U	F1	S side of W apch blkd. P-line E.
(P) West Middlesex	P	2.8W;hwy N	1090	2	27-S3	F2	SE blkd.
(P) WILKES-BARRE-Scranton	P	10 NE;riv 1 N	956	3	h52-BL4,6-W	F4	1st 1000' rnwy 28 not visible from ctl twr.Rgt tfc.
" -Wyoming Valley	P	3.5 NNE;riv SE	546	3	h34-BL2-S5-U	F3	Dike E. S blkd.
Wilkinsburg-Pittsburgh	P	6 E;hwy S	1180	1	h22-S3-W	F2	Rgt tfc S,W.
Williamsburg	L	1.8 W	1140	2	29		CLSD, W end ESE/WNW ruf, NE blkd;p-line WNW
Youngsville, Brokenstraw	P	2.6 W;RR S	1230	2	20-(S3)	(F2)	P-line SW;hill NE. Soft-wet.
NEW AIRPORTS (or airports out of alphabetical order)							
(P) WILLIAMSPORT-LYCOMING CO.	P	5.1E;RR N	528	4	h43-BL4,6-S5-W	F4	NW blkd;p-line WNW.Rgt tfc on W apch.
Philadelphia, Wings	P	12 NW	320	3	h26-*L6-S5-U	F4	P-lines SE.
Gettysburg, Doersom's	L	2 NW	590	2	30-S5	F2	Rgt tfc rnwy 5.
Conneaut Lake	L	2 SW	1250	2	18-(S3)		SE blkd.
Shippenville, Rhea	P	2 W	1450	1	22-S5-U	80	35' twr ENE. 85' water tank SW.
← New Alexandria	P	2.0 NE	1200	2	18-S5	80	
← Slatington Mun	L	1.0 N	200	1	23-S3	F1	Trees N.

F - fuel octane, ← - new or revised data, UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page).

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
RHODE ISLAND							
Block Island-State	L	1 WSW; rd W	105	1	h20-BL4		
Coventry	P	2.8 ESE;hwy S	260	3	30-S3	F1	SSW, W blkd. Use rnwys.
Greene, Riconn	L	1.8 WNW;RR S	390	2	17	(F1)	Atnd wk-ends only. SE blkd. Ruf.
→ Newport	P	3.5 NNE	160	2	h23-S5-U	F4	3800' strip avail.
(NG) PROVIDENCE, Green	P	7.3 S; hwy W	56	4	h54-BL4,6-S5-W	F4	Rdo rcvr rqrd days. 2-way rdo rqrd ngts. Use rnwys.
SMITHFIELD, No. Central State	P	3.1 E	429	1	h50-BL6-S5-U	F1	Use rnwys. Turf area closed. Lgts dusk-2400.
(PC) Westerly-State	P	2.4 SSE;riv E	81	2	h40-BL4-S3-U	80	
NEW AIRPORTS (or airports out of alphabetical order)							
→ Woonsocket	P	2 E; RR N	400	3	19-S5	F2	E, NE, S blkd. P-line N. Ruf-Rolling.
SOUTH CAROLINA							
Abbeville, Davis	P	2 SSE;rd adj	550	2	21-S1	F1	P-line WSW. Use strip. Ruf.
(PC) Aiken	P	6.8 N; hwy E	530	3	h50-BL4-S5	F4	
(P) ANDERSON	P	3.2 WSW;hwys N, S	783	2	h50-BL4-S3-W	F4	Use rnwys.
" , Lazy Acres	L			1	14		Private-short fld.
Andrews, Overton	L	2.0 SW	34	3	32-(S2)	(F3)	Ctn-ditches. P-line N.
Bamberg, Carlisle	P	4 ESE;riv 2.5 NE	140	2	28-S5	F2	No storage.
(PC) Barnwell-County	P	1 WNW;hwy NE	235	3	h53-*L-S3	F1	No storage.
Bennettsville, Rowe	P	1.5 NE;bet RR, hwy	190	3	46-B-S3-W	F1	SE blkd. N 2684' N/S rnwy lgtd.
Bishopville	L	1.8 NNE;hwy SSW	220	2	18		Holes E end E W strip-hazardous.
(PC) Camden, Woodward	P	2.9 NE; RR W	300	2	h30-S5	F1	
(AF) CHARLESTON AFB/Mun	P	9.8 NW;hwy NE	45	2	h70-BL4-6-S5-W	F4	Open to civil acft. 2-way rdo rqrd.
" Carolina Skyways	P	6 SSW;riv W	10	3	29-S5	F1	NW blkd.
(PC) " John's Island	P	7 SSW;riv E	16	3	h50-S5	F1	No storage. Use rnwys.
(PC) Chester	L	6 N; hwy W	709	3	h50-*L1		
Clio, Lamar	L	2.3 NE	172	2	20-S1	F1	
(P) COLUMBIA	P	6.5 SW;RR SE	244	3	h52-BL4,6-S5-W	F4	Use rnwys.
" Ft. Jackson		6.5 ENE	275	2	25		CLOSED.
(P) " Owens	P	2.5 SE; RR SW	203	2	h36	80	Rgt tfc SE, NE. Obstns sur fld. Use rnwys.
(PC) Crescent Beach, Ocean Drive Flight Strip	L	1.3 WNW;hwy SE	33	1	h60		
(PC) Darlington-Co.	P	10 N;bet hwys	190	3	h50-S5	F1	
Estill	L	2.5 SSW	130	2	25		INACTIVE. WNW blkd.
" Harper's	P	0.8 ENE;RR W	111	1	24	F1	P-line SSW. Unattended.
(P) FLORENCE	P	3 ESE;bet RR, hwy	146	3	h60-BL4,6-S1-W	F4	Trucks on fld-days.
(PC) Georgetown County	P	4 S; hwy NW	39	3	h50	F2	
(P) GREENVILLE	P	3.2 E	1047	3	h54-BL4,6-S1-W	F4	Rnwy 15-33 clsd. Use rnwys. Rgt tfc rnwys 18, 27, 23.
(PC) GREENWOOD-County	P	3.8 N	629	3	h52-BL4-S5	F1	
Hartsville	P	2.1 NE;hwy S	230	2	24	F1	Rgt tfc WSW. Ruf. Trees W. Unattended.
Honea Path, Ashley	L	1.5 E	780	2	21-*L1-S1	F1	
Isle of Palms	L	1.3 NE ocean ESE	8	1	18		
Kershaw	L	4 S;hwy W	475	2	26		P-line WNW.
Kline, Walkers	P	2.3 S;hwy ENE	280	2	23	F1	NE blkd.
Lake City, Brown	L	1.7 SSW;hwy E	75	2	23	(F1)	Atnd Wed, Sat only. P-line SSE.
Lancaster, Coulbourn	L	2 SSW;hwy N	560	2	32-*L1		Soft when wet.
Lane, 24, JXE-RIC	P	3.0 S	72	2	34-BL2		E, ESE blkd. Ctn-low spot.
Moncks Corner	L	1.3 WSW	70	2	22	(F1)	rdo rqrd.
(AF) MYRTLE BEACH AFB/Mun	P	3 WSW;hwy N	25	2	h95-BL4,6-S1-W	F3	Equip on fld intermit. Rnwys usable-ctn. 2-way rdo rqrd.
Newberry	P	2.3 NNW;RR NE	565	2	22-*L4-S1	F1	Use strips. Ruf.
Nichols	P	0.5 SSE;riv S	70	2	30-S1	F1	
(PC) Orangeburg	P	2.3 S	190	2	32-BL4-S5	F2	Rgt tfc E, S.
Ridgeland	P	1.3 NW;hwy E	78	4	25		All apchs blkd xcpt SE. Unattended.
(P) SPARTANBURG, Memorial	P	2.5 SW;hwy SE	818	3	h52-BL4,6-S5-W	F4	
Summerton, Grayson	L	0.7 ENE;hwy SE	138	1	13		
Sumter	P	3.0 NNW	180	1	32-BL4-S5	F1	Use rnwy, taxiway & ramp only.
Timmonsville, Huggins	P	1 ENE;hwy N	149	2	19-S5	F3	
(PC) Walterboro Municipal	P	1.3 NE	93	3	h58-BL4	F1	
Whitmire	L	2 SW;hwy adj	500	1	24		INACTIVE. N end ruf.
NEW AIRPORTS (or airports out of alphabetical order)							

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
SOUTH DAKOTA							
(P) ABERDEEN, Saunders	P	2.9 E;hwy N	1301	2	h49-BL4,6-S5-W	F3	Use rnwys.
Belle Fourche, Bus	P	1 NW;RR S	3140	2	30-S5-U	F1	P-line NE,RR SW. Use strips. Soft-wet.
(PC) Bison-Perkins Co.	L	0.3 SW	2782	2	26	(F1)	Use strips. Soft when wet.
(PC) Bowdle	L	1.0 NW	1963	1	23		Soft when wet. Not attended.
(PC) Britton	P	2 N; RR W	1310	3	24-BL4-S5	F2	W blkd. Use strips.
(PC) BROOKINGS	P	1.2 SW;RR N	1637	3	h40-BL4-S5-W	F1	Soft when wet.
(PC) Buffalo, Harding County	L	0.5 E; riv S	2890	3	30-B	F1	Use strips.
Canton	L	1.8 E; hwy N	1262	2	21		Lgt acft only. Hills SE. Rolling, ruf. Use strips.
Chamberlain	L	1.3 SSE;hwy E	1740	2	25-(S5)	(F1)	S blkd;screen SE. Soft-wet. Use strips.
(PC) Dupree Mun	P	0.6 WSW	2340	1	24	F1	
" , Eulberg	L	3.3 NE	2410	2	24-S1	F1	Lgt acft only. Use strips. Soft-wet.
Edgemont	P	1.1 SW	3608	4	31-S3	F2	
Estelline	L	0.5 SW;hwy N	1659	2	26-L4-(S1)	(F1)	P-line N, SE. Use strips. Cattle-fld.
Eureka	L	2.2 NNW;RR E	1910	3	23		Use strips.
(PC) Fairburn, Custer State Park	L	7.2 WNW;crk S	4000	1	28	(F1)	Custer State Game Lodge 2 NNW. Use strip. Lgts oper by electric eye.
(PC) Faith	L	0.4 N	2572	1	25-BL4		
Faulkton	L	1.5 E		1	25-*L4	F1	P-line N.
Flandreau	L	3 S; hwy N, E	1575	2	26-*L1		N, NE, NW blkd. Use strips.
(PC) Gregory	P	1.6 ESE;RR S	2200	3	28-S5	F2	Use strips.
(PC) Harrold	L	0.9 NNW;RR S	1780	1	22		P-line S.
(PC) Hayes	L	1.0 NE	1986	1	23		Soft when wet. Unattended.
(PC) Herreid	L	1.0 N	1725	1	22		Unattended.
Highmore	L	1.4 N; rd E	1850	2	27		P-line E. Ruf. Use strips.
(PC) HOT SPRINGS	P	6.2 SE;hwy S, W	3148	2	h45-BL4-S3-W	F3	
Howard	L	1.7 NNW;rd E	1570	2	31		Caution-not maintained. Use strips.
(P) HURON, Howes	P	1.3 NW;RR SE	1287	3	h51-BL2,6-W	F4	
(PC) Isabel	L	0.5 SW;RR N	2398	1	24		Use strip. Caution-when wet.
Lake Andes	P	1 WSW;lk 1.4 E	1466	2	26-S1	F2	P-lines N, NW.
(PC) Lemmon	P	3 SE; hwy N	2518	3	26-B-S3	F2	Use strips.
Lennox, Skie	P	4.1 SE;hwy W	1325	2	26-*L4-S1	F2	Use strips.
Madison	L	3.7 ENE;hwy S	1688	3	22-(S5)	(F1)	P-line NW. Use strips. Rolling.
(PC) McIntosh	L	1.0 SE	2251	1	24		Unattended.
(PC) Milbank	L	3.8 ENE	1150	2	32-(S3)	(F1)	P-line NE. Use strips.
Miller	P	1.5 E;hwy S	1585	2	28-BL4-S5	F2	S blkd. Soft-wet. Use strips.
(PC) MITCHELL	P	4.3 N; lk S	1293	2	h67-B*L4-S5-W	F1	Use rnwys.
(PC) Mobridge	P	1.2 NW	1674	3	31-B-S5	F2	P-lines NE, SE.
Murdo	L	WSW; hwy N	2300	2	22-(S1)	(F1)	E blkd. Rolling. Use strips. Caution.
Newell, City of Newell	P	0.2 S	2825	2	27-BL4-S1	F2	P-lines N, NW.
North Sioux City, Rickenbacker	P	1 N; riv E	1106	3	53-BL4-S5-U	F3	Rgt tfc S. P-line S, W. Use Strips.
Onida	L	2.0 W;hwy 1 E	1889	4	34		Ctn-not maintd. P-line N. Use strips. Ruf.
Parker	P	1 NE;hwy E, S	1340	2	25-S1	F2	Use strips. Soft - wet. P-lines SE, SW.
Parkston, Cliff's	P	1.1 SSE;hwy adj	1310	1	13-S5	F2	Caution short strip. Lgt acft only.
Philip, 31, CYS-HON	P	3.6 E;hwy N	2210	2	40-BL2-S5-W	F2	N, NE blkd.
(P) PIERRE	P	3 ENE;hwy N	1742	3	h72-BL4,6-S5-W	F4	Use rnwys.
Platte	L	1.2 NE;hwy W	1618	4	28	(F1)	E, S, SE blkd;p-lines N, NE. N end ruf.
(P) RAPID CITY	P	8.7 ESE	3172	3	h52-BL6-S5-W	F4	Use strips, rnwy.
" Halley	P	1.5 NNE	3300	3	37-S5-U	F3	
Redfield	L	1 SSW;hwy E	1300	3	35	(F3)	Use strips.
" Deiter	L	6 E;bet RR, hwy	1300	4	24-(S1)	(F1)	P-lines N, NE, S, SE, SW.
Reliance, Fletcher	L	2 SE;hwy SW	1800	3	20-(S1)	(F1)	Use strips. Ruf.
Selby, Rebenberg	L	2 S;hwy W	1790	3	30		Use strips. Ruf.
(NG) SIOUX FALLS, Foss Fld	P	2.6 NNW;riv W	1426	3	h71-BL4,6-S5-W	F4	Use rnwys.
(PC) Sisseton	P	2.9 ENE	1170	3	30-L		Use strips.
(PC) SPEARFISH, Black Hills	P	4.0 E	3929	4	51-BL1-S5-W	F3	Use strips.
(PC) Timber Lake	L	1 SSW;Rd E	2162	3	26-(S3)	(F1)	Caution-ruf. Rolling. No storage.
Vermillion	P	1 S; riv S	1140	2	26-S3	F2	
(PC) Wagner	P	1.3 S; RR N	1464	3	32-BL4-S5	F2	Use strips. Unmrkd p-line on 140' twrs 0.5 mi S.
Wall	L	0.5 NW; RR S	2800	3	23		Ruf-Unattended.
(PC) Wasta	L	1.0 NW	2612	1	24		Unattended.
(P) WATERTOWN	P	2.3 NW;lk NW	1747	2	h69-BL4,6-S5-W	F4	Use rnwys.
(PC) Webster	P	2.8 S; hwy W	1848	2	28-B	F2	
(PC) Winner	P	1.3 NE;hwy S	2038	4	28-BL4-S5	F2	Use mowed strips. P-line S.
(PC) Yankton	P	2.7 N	1282	2	39-B-*L4-S5	F2	Soft-wet. Use strips. Twr 2.9 mi E.
NEW AIRPORTS (or airports out of alphabetical order)							
Martin	P	0.5 SE; riv S	3293	1	24		Unattended.
→ Rosholt, Hahn's	P	NE	1050	2	16-S3	F2	Use skis in winter. Use strips.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TENNESSEE							
(PC)Athens, McMinn County	L	4 SSE	817	1	21		Erosion on strip edges.
(P)BRISTOL, TRI-CITY	P	14.5 SW;rd W	1524	2	h44-BL2,5,6-S5-W	F4	Max gross limit 30,000 lbs. Rnwy 9-27 slippery when wet.
(P)CHATTANOOGA, Lovell	P	5.5E;RR E	682	2	h62-BL4,6,-S1-W	F4	Use rnwys.
(PC)CLARKSVILLE, OUTLAW	P	7 NNW;RR W	544	2	h41-B*L4-S5-U-W	F3	
(PC)Cleveland	L	6NNE;hwy E	685	1	22-(S1)	(F1)	
Clifton	L	1.4 E;lk W	402	2	27-(S1)	(F1)	
Cookeville, Putnam Co.	P	2.2 NNE	1104	2	27-S5	F1	
(PC)Crossville, 9A, BNA-DCA	P	3.3 WNW;hwy N	1862	2	28-BL2-W	(90)	P-lines SE, W, NW.
Dayton, Shaver	P	5.8 ENE;rd N	700	2	18-S1	F1	
(P)Dyersburg	P	2 SSW;riv W	337	2	h40-BL4-S3-W	F1	NE blkd. Use rnwys.
Fayetteville, Wilks	L	2.5 NNW;hwy E	697	1	26-(S3)	(F1)	
Franklin	L	1.3 WSW	693	1	18		E blkd.
(PC)Greeneville, Tusculum	L	4.5 E;hwy E	1477	1	h27-(S3)	(F1)	
(PC)Hohenwald, Baker	L	2.5 W	973	1	23		Caution-ruf.
(PC)Humboldt, Warmath	L	2.8 ESE;hwy SW	380	2	h24		
Jacks Creek, 53, DAL-LOU		2 N;hwy SE	414	2	h35-BL4-S5-W	F4	Perm. discontinued
(P)JACKSON, McKellar	P	5.8WSW;RR SE	414	2	h35-BL4-S5-W	F4	Use rnwys.
JOHNSTON, TRI-CITY (See Bristol, Tri-City)							
Johnson City, Carson B.Baker, Sr.	L	3.8 NE	1543	1	23-S3		Soft - wet. Ruf.
KINGSPORT, TRI-CITY (See Bristol, Tri-City)							
Knoxville, Cox Sky Ranch	L	6SSW;RR, hwy E	822	1	29-S3	80	Rolling, Ruf, tall weeds.
" Island	P	3 E	832	1	42-*L2-S5-U	F3	Rgt tfc W.
(AF) " McGHEE-TYSON	P	12SSW;hwy E	989	3	h75-BL4,6,7-S5-W	F4	2-way rdo rqrd ngts, rcvr days. Use rnwys. Rgt tfc rnwys 4R & 22R
Lawrenceburg, Fleeman	L	3.5E;hwy S	890	1	19		Closed, unsafe.
" Robinson	L	4 NNE	925	2	17-S1		P-line NW.
Lebanon	P	1.8SW;hwy S	580	3	26-S3	F1	
(PC)Lexington, Franklin-Wilkins	P	0.5E;RR W	516	2	20-BL4-S5	F1	
Martin, Gill-Dove	P	2.7S;hwy E	425	2	36-S1	F1	
(PC)McMinnville, Warren County, 16A, ATL-BNA	P	3.8WNW;hwy N	965	2	32-BL4-S3	F1	
(AF,NG)MEMPHIS	P	5.9SSE;RR2NE	291	4	h89-BL4,5,6-S5-W	F4	All rnwys rstd to 100,000 lbs gross wt, 2-way rdo rqrd. Rnwy 14-32 clsd ngt operns. Use rnwys.
" Martin	P	6 ENE	258	2	24-S5	F2	P-line S. Rgt tfc E,S.
" -Flying Service	P	11 SE	286	1	28-S5	F3	Rgt tfc N,NW. P-line S.
" Wilson	P	12.5 SE	359	3	27-*L-S5	F3	
Milan	L	3NNE;canal N	378	1	26-(S5)	(F1)	
(PC)Morristown, Murrell	P	4.8SW;hwy NW	1295	1	34-BL4-U	F2	
(PC) Murfreesboro	P	2 N;hwy W	615	1	27-S5-U	F3	
(NG)NASHVILLE, Berry	P	6 SE;hwy S	606	4	h70-BL4,6,7-S5-W	F4	Use rnwys. 2-way rdo rqrd.
" Cornelia Fort	P	6 ENE;riv E	420	2	30-S5-U	F1	Rgt tfc N, NW, NE.
" Cumberland	P	3 NNW	404	1	33-S5	F1	
(PC)Paris, Henry County	P	4.3NW;hwy N	571	2	h25-B*L4-S5-U	F1	
(PC)Pulaski, Abernathy	L	3.6SSW;RR E	659	3	31-(S3)	(F1)	Holes on E/W and N/S strips.
(PC)Sewanee, Univ of the South	P	3 E	1950	1	h28		Caution - rough.
Shelbyville, Bomar	P	5 N;hwy W	825	3	21-S5	F2	W blkd.
(AF)Tullahoma, Northern	P	1.5NW;hwy E	1081	3	h50-BL4-S1	F4	
(PC) Union City, STEWART	P	5 ESE;hwy NE	340	1	h40-BL4-S5-U	F3	
Waverly, Humphreys County, 44, TUL-BNA	P	3.7 W;hwy S	454	1	31-BL4	F1	
White Pine	L	0.5 S;hwy E	1120	1	19		

NEW AIRPORTS (or airports out of alphabetical order)

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
(P)ABILENE MUN	P	3 SE; hwy N	1778	2	h54-BL4, 6-S5-W-X	F4	
Albany, Taylor	P	1 N; hwy E	1429	2	h26-S1	F1	S blkd. 3190' strip avail
(P)Alice	P	3.3 ESE;hwy NW	178	3	h47-BL4-S5-W	F3	Use rnwys.
Alpine: O - Two Ranch	L	36 SSW; crk W	3780	3	52		Soft when wet. Windmill NE.
" Starns	P	2.1 NW, RR E	4500	4	42-L4-S5	F3	P-line N, NE. Fld surd by mtns.
(AF)AMARILLO-Air Terminal	P	9 ENE;hwy N, S	3604	2	h60-BL4-S5-W	F4	Use rnwys.
" -Palo Duro	P	4.0 S	3636	2	h31-S5	F1	Fence SW.
" Tradewind	P	2.5 S;RR NNW	3636	3	h32-BL4-S5-U	F3	Rgt tfc strip 35. Use strip, rnwy.
(PC)Anahuac, Chambers County	P	1.5 E;hwy N	21	2	24-*L4	F2	
Andrews-County	P	0.8 ENE;hwy W	3176	3	h28-S3	F4	Ctn-floodlgts around arena. Use rnwys.
Arlington, Lucas	P	3 SW; hwy 2 N	611	3	25-S5	F3	N,S, W,NW blkd Ctn-wet
(PC)Atlanta	L	2 WSW;hwy N	276	2	21		
Austin, Aero-Tel	L	7.5 N	720	1	22		P-line SE. Cattle on fld.
(P) " MUELLER	P	3.5 NE;hwy SE	631	5	h52-BL2-5-S5-W	F4	Rgt tfc rnwys 30R, 34R. Unlgtd trees, pole apch end rnwy 16R. Use rnwys, taxiways.
Austwell, Heard	L	0.5 SSW;RR E,	23	3	43		P-lines SE, SSE. Slick when wet.
Azle, Atwood	P	3.5 WNW	800	1	21	80	N blkd. Ruf.
Bakersfield, Wilson Ranch	L	12 ESE;hwy S	3000	2	30		Center of NNE/SSW strip used as road.
Ballinger, Bruce	P	4.5 SSW;RR NW	1731	4	h23	F1	Caution-weeds. Use rnwys.
Balmorhea	L	1.5 WNW	3300	3	47	F3	E/W, NE/SW strips used only case of strong wind.
Bandera, Flying L Ranch	L	1.7 SE; riv N	1264	2	h26-U		N blkd; p-line E.
" Mayan Ranch	L	0.7 W; riv N	1247	2	24		Stock on field.
" Purple Sage	L	3.5 NE; lk SE	1358	1	36		
Bay City	L	1.3 ESE	55	3	25-(S5)	(F1)	N, NE blkd. Rgt tfc strips 14, 17, 26.
" Mangum	L	3 E; hwy NW	39	2	25		Right traffic
Baytown	L	3.7 NE; RR E	26	2	23-S3	F1	P-line SE. Cattle-fld. Unattended. No storage
Beaumont	P	6.8 W;hwy S	31	3	34-S3-U	F2	Use strips.
(P) " JEFFERSON COUNTY (Port Arthur)	P	9.8 SSE;hwy SE	15	3	h57-BL4,6-S3-W	F4	Sod area hazardous. Use rnwys.
" Mitchell	L	7 W; RR S	29	1	25	91	P-line S. Rgt tfc S takeoffs.
Beeville, Trayland	P	2 NW; RR E	290	2	27-S5	F2	P-line NE, SSE. Cattle-fld ngts. Use strips.
Belton	P	2 WSW	674	2	21	F1	P-line NE.
Big Lake	L	0.6 NW;hwy S	2700	3	h31	F1	P-line SE.
Big Spring, Hamilton	P	1.5 N; hwy S, W	2520	4	32-*L4-S5	F1	E blkd; p-line N, NE. Use strips.
Boerne	L	3.5 NW;hwy NE	1564	1	18		
Bonham, Jones	L	2 N; hwy E	616	1	h30		
Booker	L	0.8 SSE;hwyN	2850	2	25-(S1)	(F1)	N blkd, p-line NE. Soft-wet. Use strips.
(PC) BORGER, Hutchinson Co.	P	2 N; hwy S	3052	3	h41-BL4-S5-U	F4	
Brackettville, Ft. Clark Ranch	L	2.4 SW;hwy N	1105	3	53		
" Frerick Ranch	L	16 SW; rd N	995	3	15		Use strips.
" Rio Nueces Hunting Lodge	L	15.5 NNE;rivE	1390	1	33		
(PC)BRADY, Curtis	P	3 N; hwy SE	1830	2	h40-BL4-S3	F2	Use rnwy. E/W strip ruf.
" Curtis Ranch	L	13.5 NNE	1640	1	37		
(PC)BRECKENRIDGE, Stephens	P	2.5 S; hwy W	1282	3	h38-BL4-S5-U	F4	Use rnwys.
Bremond	L	1S; RR, hwy W	460	1	21		Cattle on fld.
(PC)Brenham	P	1 ESE; RR NNE	342	3	32-*L4-S1		
Brownfield, Terry Co.	P	5.0 E	3314	3	50-S5	80	Strips rough.
(P) BROWNSVILLE, Rio Grande Valley International	P	4.5 E; hwy N	22	6	h37-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rnwy 4-22 rstd to acft 10,000 lbs or less. Use rnwys. Rnwy lgts on req after 2300.
" Mauldin	P	4.4 NNW; RR W	22	3	35-S5	F1	P-lines E, NE, W. Use strips. Cattle on fld. Soft-wet.
(PC)BROWNWOOD	P	6.3 NNE;hwy E	1391	4	h50-BL4-S3-U	F3	Rnwys 8-26, 3-21 clsd.
Bryan, Coulter	P	4 NE; hwy N	360	3	27-B-S3	F2	Use strips.
Buda, Rutherford Ranch	L	7.2 W	1000	1	43		S blkd. Cattle on fld.
Butler, Prewitt	L	0.3 NE; RR SW	495	1	26		P-line S.

F - fuel octane. → = new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Cameron	P	1.7 N;hwy W	402	1	28-S1	F2	SE blkd;p-line NW.
Campbellton, Harrison	L	6 N;hwy E	400	1	25		Soft when wet.
Candelaria, Howard	L	0.7 N;riv W	2950	1	21		Mountains N, NE, SE, E.
Carbondale, Ashford	L	0.2 NW;RR S	350	1	20		P-line NNW. Cattle on fld. Use strip.
Carrizo Spgs, Dimmitt Co.	L	2.8 E; hwy N	612	1	h36	(F1)	
Carthage	L	1.3 W; hwy N	310	2	23		W blkd;p-line NE. 85'ant. N end NE/SW strip. Dip 200' from W end E/W strip.
Castroville	L	1.8 ESE	740	3	h50		
Chapel Hill, Felder Ranch	L	4.5 NE	200	2	32		P-line NW, N, E. Cattle on fld. Use at own risk.
Chester, Bar C Ranch	L	1.5 NW	265	1	35		SE blkd. Cattle on fld.
(F)Childress	P	5.2 W;hwy N	1952	4	h60-BL4-S5-W	F3	Use rnwys.
Chillicothe, Minter Ranch	L	7 NNE;riv N	1400	2	15		
Christoval, Edwards	L	2.4 N; riv W	2000	1	15		Antenna S. Soft when wet.
" Hunt	L	2 W; RR N	3395	2	22		SSW blkd. Cattle on fld.
(PC)COLEMAN	P	1.7 NE;hwy NW	1697	3	h39-*L4-S1	F1	Rnwy rstd to 15,000 lbs or less. Use rnwys. Bcn prior request.
(P)COLLEGE STATION Easterwood	P	2.8 SW	319	3	h51-BL4-S3-W	F4	
Columbus	L	2.2 NW;riv S	200	1	29-(S1)	(F1)	P-line NW.
" 2 G Ranch	L	4.5 SSW	230	2	28		W blkd. Cattle on fld.
Comanche	L	4.2 WSW	1650	4	26		P-lines N, NNE, NW. Stock on fld.
Comfort	L	1.0 N	1450	2	20		
Conlen	L	0.5NE;RR,S	3800	2	32		Ruf. Elevator SW. Use strips.
(PC)Conroe, Montgomery County, 4 HOU-TUL	P	3.5 NE;hwy W	236	3	h46-BL4-S3	F4	Use rnwys.
Converse, Hedrick	P	8.0 NE San Antonio	750	1	21-S5	F3	Fence across N end.
(P)CORPUS CHRISTI, Cliff Maus	P	2.5 SW;hwy N	42	3	h45-BL4-W	F4	2-way rdo rqrd.Operg area mrkd. Rnwy 8 clsd for take-offs. Rnwy 26 clsd for lndgs.
(N) " Cuddihy	P	7.8SW;crk S	39	4	h50-BL4-S5-U	F4	CIVIL FACS ONLY. Ruf.
(PC)Corsicana	P	5.6 SE;RR E	440	3	h20-S5-U	F1	P-line NE 3700'strip avail.
" Allison Ranch	P	3.0 NW	410	4	h35-L4-S3-U	F4	5250' strip avail.
" "75"	P	1.8N;hwy E	480	2	h20-S1	F2	P-line N; twr SE. Rolling.
(P)Cotulla, 6, LRD-SAT	P	1.2NNE;hwy SE	471	2	41-BL4-W	F1	
Crane-County "	L	1 NNW;hwy E	2580	3	15-S3		Use strips.
Crosbyton, Paudler	L	1.5 E; hwy N	3017	1	h25-*L3-(S2)	(F1)	Low p-line N. Use rnwy.
(PC)Crystal City Mun	P	1.5 NE	610	1	h35-BL4-S5	F3	
Cuero	L	1.5 ESE;hwy N	210	1	25		
(P)Dalhart	P	3.6 SSW;RR NW	3985	3	h90-BL4-S5-W	F4	Use rnwys. Only rnwys 17-35, 3-21 lgtd.
" Rita Blanca	L	3.4 SE; lk W	3980	2	39-(S5)	(F1)	Cattle on fld.
← Dallas, Addison	P		637	2	h45-BL4-S5-U-W	F4	
Dallas-Flyers	P	10SW	404	3	37-L4-S5	F2	P-lines N, NW
Dallas-Garland	P	9.6 NE;hwy S	614	2	h34-S5-U	F4	Major acft rprs only. Use rnwys.
" Highland Park	P	9 N; rd E	524	2	h24-L4-S3	F4	Use rnwys & taxiways. Lgtd p-line N of N/S rnwy.
" Hi-Way 77	P	10.4 S; hwy E	665	5	40-*L4-S3	F1	S end of W N/S strip blkd.P-lines SE, W.
" Park Cities	P	10 NW;RR W	483	2	24-S5	F2	P-line NW.
(P) " LOVE	P	5.7 NNW;hwy W	485	2	h77-BL4,6,7-S5-W	F4	Use rnwys. P-line S.
" Redbird	P	7 SSW;hwy SE	642	2	h45-BL4-S5-U-W	F4	Use rnwys.
" White Rock	P	6.7 ENE;hwy E	543	2	h16-L4-S5	F3	2550'strip avail. Ctn-fire break SW.
Decatur	P	1.5 N; rd SW	1059	4	28-S5-B	F4	E,W, blkd, P-line SW. Use strips
Delaware Springs, 11-ELP-FTW	P	0.5 ENE	3955	2	39-BL2		P-line SE. Rolling,ruf. Unattended.
Dell City, Lynch Ranch	L	4.3 SSW	3778	1	22		Windmill W.
← Del Rio	P	1.5 WNW, RR S	1017	2	35-L4-S5-U	F2	P-line N. Rnwy lgts 13-31 opts sunset-2400 and on prior req.Rgt tfc strips 13 & 17

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Del Rio, Horn Ranch	L	21 NE; rd W	1290	4	21		Hill NNE. Soft when wet.
(AF) " Val Verde County	L	4.5 ENE; RR S	1094	3	h49-B		Prior approval rqrd from Laughlin AFB Operns to land.
← Denison, Grandpappy Point	L	8.7 NW; lk E	694	1	15		Rolling.
(PC)Denton	P	4 WSW	652	4	h41-S5	F2	P-lines E,SE. Use rnwy when wet.
							unusable
Dilley	L	0.5 SW; Rit E	550	1	26		NW blkd.
Donna, Woods	P	0.9 E; RR S	88	3	25-S3	F1	SE, WSW blkd, p-line W.
Dryden, 29, ELP-BRO	P	5.7 W; hwy N	2323	2	h45-BL4		(EMERGENCY ONLY)
" Prosser Ranch	L	21.4 N	2400	1	26		Cattle on fld.
Dumas	P	2.0 W	3650	2	h44	F2	
Eagle Lake	L	0.5 NE	165	2	35-(S3)	(F1)	SE blkd. Use strips.
Eagle Pass	P	1.3 E; hwy N	774	3	30-*L-S5	F1	WNW blkd,p-line NW. ARPT OF ENTRY.
" Barnard Ranch	L	5.0E;hwy S	865	2	h35		INACTIVE. Cattle on fld.
Eastland	L	1.0 NE;RR S	1400	1	30		
Edcouch, Walker	P	0.6 NE	70	1	31-S5	F3	
← Edinburg	P	2.8 W;hwy W	90	3	h28-BL4-S3	F3	E,W blkd, 3100' strip avail
" Clay Dusting Service	P	1.4 N;hwy W	90	1	18-S3	F1	W blkd; p-line E.
El Campo, Hefner	P	1.5 WSW;hwy SE	104	2	37-S5-U	F2	No storage.P-lines NNE, SE, SSW.
Eldorado, Bruton	L	11.3 WNW	2500	3	40		
Electra	L	3.6 WNW;Rit S	1229	3	26		
El Indio	L	0.5 S		1	19		P-line N.
EL PASO-International	P	4.8 ENE	3936	4	h90-BL4,5,6-S5-W	F4	ARPT OF ENTRY. Rdo rcvr rqrd. Use rnwys. No acft in excess 120,000 lbs gear load permitted to land.
Esperanza, McCoy	L	0.5 NE;riv 1 S	3500	1	16		
Fabens	L	0.7 NNE;RR S	3660	4	40-(S3)	(F3)	Rough. ESE blkd.
Falfurrias, Brook County	P	1.5 SE;hwy W	115	2	h28-BL4	F1	
Floydada	P	1.2NNW;Rit W	3167	4	27	F1	P-lines W, SSW.
Ft. McKavett, C-B Ranch	L	2.6 W; rd S	2150	2	32	(F1)	Unattended. Livestock on field.
" Deervale Ranch	L	11.8 N	2300	2	33		Stock on fld.
Ft. Stockton, Bryan Ranch	L	28.8 ESE;rd SW	3400	3	34		
" Henderson Two	L	19 SSE;hwy 2 E	3500	2	26		Rolling. Cattle on fld.
(PC) " PECOS COUNTY	P	2.7 NW;hwy SW	3010	4	h42-BL4-S1	F4	
" Skevington	L	36 S	3820	2	30		
(PC)Ft. Worth, CARTER	P	17.5 ENE;hwy N	568	3	h64-BL4,6,7-W	F4	NE, SW rnwy clsd. Use rnwys.
(P) " MEACHAM	P	5.5 NNW;RR NE	692	3	h52-BL2,4,5-S5-W	F4	P-line SE. Use rnwys.
" Pop's	L	7.7 N	670	1	17		P-line N. Soft when wet.
" Ritchey	L	7 N;hwy W	655	2	25-(S5)	(F1)	Rgt tfc strip 35. Cattle on fld.
" Russell	P	7 SSE;hwy NW	710	4	31-S5	F3	NE,SE blkd.
" Saginaw	P	8.5 NNW	770	2	26-S5	F3	P-lines S , SE. Rgt tfc strips 12, 18.
(PC)Fredericksburg, Gillespie County	L	3.1 SW;hwy SE	1694	3	h30-BL4-(S1)	(F1)	Attended Sundays only.
Freer, Duval Ranch	L	10.6 SSW	600	1	25		
Friona, Benger	P	1.8 NE;RR S	4000	3	26-S5	F1	
(PC)Gainesville	P	3.8 WNW;RR S	833	4	h47-B*L4-S5-U	F4	Use rnwys.
" Whaley	L	5.7 WSW;riv NW	884	1	20		P-line N. Cattle on fld. S end ruf.
(P)GALVESTON	P	3.5 WSW	7	3	h60-BL4-S5-W	F4	
Genoa	P	1 NE;RR,hwy S	46	3	17-L4-S5	F2	Rgt tfc strips 11, 14, 20 NE blkd.
(PC)Georgetown	P	3.3 N;hwy W	784	2	h41-*L4-S5	F2	ENE/WSW strip clsd. Bcn prior req.
Giddings	P	0.8 S; RR W	480	3	27-B*L	F3	Rolling. Ctn-high weeds, grass.
Gladewater	L	2 WSW; hwy S	296	2	23		
Glen Rose, Lane	P	6.5 E	820	2	22	F1	P-line NW. Stock on fld.
Gonzales	P	0.5 NE	350	1	33-S3	F1	Caution-when wet.
Graham	P	2 ENE;hwy N	1120	4	h34-B*L4-S3-U	F1	NW,SW blkd; hill N. Caution on turf strips.
(P)Greenville, Majors	P	6 SSE;RR NE	544	4	h55-B-S5	F4	

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
					TEXAS		
Greggton, Skyranger	L	1.4 SW;RR N	360	1	h34-L4		P-line N.
Guthrie, 6666 Ranch	L	2 NW;hwy S	1760	1	h40		
Harlingen, Elliott	P	5.5 NNW	40	2	22-S5	F3	P-lines W,WSW.Soft -wet.No storage.
" -Harvey Richards	P	4.0 W	43	3	h36-BL4-S1	F3	P-line W.
Harwood Gottwald	L	0.5 S	468	1	20	F2	Unattended. P-line NW, fence SE. Fuel avail emerg only.
Haskell Paint Creek Plant	L	10.8 ESE	1440	1	18		Use strips.
(PC)Henderson, Rusk County	P	3 WSW	440	2	h30-B*L4-S1	F1	
Hereford, Paetzold Air Service	P	2 SE	3808	2	35-S3	F3	P-line N.
Hillsboro, Triplett Ranch	L	5.5 SW	650	3	26	(F1)	S,SSE blkd;p-line ESE. Rolling, Cattle on fld. Use strips.
(P)Hondo Air Base	L	2.1 W;RR S	929	6	h61-BL4		AF primary contract school. CLOSED civil acft xcpt on ofl bus. or prior approval.
" Holloway Farm	L	5 S;hwy E	800	1	14		(PRIVATE)
Hooks, Cranfill	L	3.3 N; lk N	332	1	22		Rolling, ruf. Bank along edges. Use strip
(P)HOUSTON, INTN'L	P	9 SSE; hwy W	50	3	h65-BL4, h-65-W	F5	Rnwy 8-26 clsd. Tk-off to E only. 70'mrkd twr center S edge of fld.Unlgtd 38'p-line parallel to and 1000' E of E bndry.115 & 145 oct avail.Use rnwys-shoulders soft.
" Andrau	P	12 WSW;rd W	80	2	h50-BL4-S5-U-W	F4	P-line S.
" Clover	P	19.5 SSE	43	3	h40-B*L4-S5-U	F4	P-line E. E/W strip soft-wet.
" Bealine	P	12 N	82	1	41-BL-S5-U	F3	Use strips.
Hovey, Cartledge	L	9 NNW; rd E	3750	2	33		Use strips.
Hunt, Rancho Hamaris	L	18 W	1500	1	40		
(PC)Huntsville	P	2.5 NW;hwy S	366	3	h25-L4-S3	F2	2900'strip avail. Lgts until 2130.
Hutchins, Dufek	L	2 SSE; rd W	550	1	16		P-line N. Cattle on fld.
Iraan	L	0.5 SE; hwy W	2200	3	33		P-lines N,E,SE,S,W,NW;dikes NW,SE,N.
Irving, Jap Lee	P	3.0 N	520	3	38-*L-S3	F1	
Jacksboro, Pursley	L	3.8 WNW;Rd E	1100	2	31		P-line SSE.
Jasper-County	P	2.9 SW; rd W	222	2	h26-BL4-S3-U	F3	2800' strip avail.
(PC)Jefferson, Cypress River	L	2.8ESE;RR N	221	3	24		Caution-weeds.
" Voyles Lazy V Ranch	L	10 ENE;riv S	1100	1	18		Road crosses strip.
(P)JUNCTION, Kimble County	P	1.5 NNE	1729	2	h33-L4-S1-W	F3	Hills NW,NE,SE. E/W strip not maint.
Juno, Taylor Ranch	L	9 E; rd S	1800	4	22		Hill W. Use strips.
" W.W. West Ranch	L	8.8 NW;rd W	1833	1	27		
Keene	L	2.0 NNW	800	1	17		Cattle on fld.
Kendalia	L	2.5 W	1350	1	21		Cattle on fld.
Kenedy, Evanston	L	1.4 NW	270	1	18		
Kerens	L	2.3 N	450	1	h15		
Kermit, Robinson	L	1.3 E;hwy S	2840	5	h32		P-line SW. WNW/ESE strip ruf.
Kerrick, Perkins-Brothro	L	8.3 W; 1 N of State Line	4000	1	26		Cattle on fld.
(PC)KERRVILLE	P	5.8 SE; RR SW	1590	2	44-BL4-S5-U	F4	Ditches both sides strips.
Killeen, Youngblood Ranch	L	12.3 SSW;riv N	900	1	18		N blkd. Cattle on fld.
La Grange, Guenther	P	1.5 W; hwy N	340	2	26-S3	F2	NNE,SSW,NNW blkd;p-line SSE. Hill SW end NNW/SSE rnwy.
Lake Whitney, Cedar Creek	L	3.1 WNW; lk W	590	1	30		P-line N. Loose rocks S end.
Langley, Treco	L	1.9 N; lk adj E	820	1	20		Ruf.
(PC)LaPorte	P	2.5 WNW;rd S	30	3	40-B-S5-U	F4	Bcn operd sunset-0100
Laredo	P	6.3 N	508	1	h30-S5	F2	ARPT OF ENTRY.
Leakey, Lewis Ranch	L	6 NNW;rd E	1730	1	28		Cattle on fld. Soft-wet.
Levelland	P	2 S;hwy W	3525	4	h26-L4	F1	P-lines SW. Use strips. Soft when wet. 3000'strip avail.
Liberty, Darrell	P	4.3 SSE;RR N	70	1	28-L4-S5-U	F2	P-line NW. Use strips. Soft when wet.Bcn on req.
Littlefield, Duggan	P	1.2 S; hwy E	3558	4	36-L4	F1	E blkd;p-lines N,NE,SE, NW. Lgts SS-2430.
Lockhart	P	2.8 S; hwy E	529	2	28		
Lometa	L	3.5 WNW	1500	1	21		Cattle on fld.
Loma Alta, Davis Ranch	L	4 W; riv W	1630	2	21		
Longview, East Side	L	2.4 NE;hwy S	352	2	25-(S5)	(F1)	P-line SE. Avoid wash-out N of intsxn on W end NW/SE strip. Use strips.
(P) " GREGG COUNTY	P	7.3 SSE;hwy N	365	3	h52-BL4,6-S5-W	F4	Use rnwys. wind conditions.
(P)LUBBOCK	P	5 NNE;RR W	3256	4	h85-BL4, 6-S5-W	F4	Use rnwys.E/W rnwy restricted to day and high
(P)LUFKIN, Angelina County	P	7.8 SSW;hwy W	290	1	h36-BL4-S3-W	F3	N/S rnwy rstd to 30,000 lbs. Use rnwy. Ruf.
(PC)Luling Memorial	P	3.5 N; hwy E	480	2	28	F3	
Marathon, Dove Mountain	L	38.4 SE	2525	2	23		Mtn NE. Use strips.
" Gage Ranch	L	5.2 E; RR N	4170	2	34		
" Towle Hq	L	34 SE	2750	2	21		Use strips.
(PC)MARFA, Alpine	P	9 ESE; RR N	4885	6	h75-*L4-S1-W	F3	Use rnwys. Bcn prior req.
(PC)MARSHALL, Harrison Co.	P	3.9 SE; hwy N	357	2	h35-BL4-S3	F3	Bcn,lgts prior req aft 2400;no ngt operns NE/SW rnwy.
" Beer's Caddo Lake	L	18 NE;lk E	180	1	48-S1	87	Trees SE, NW.
Marynel, Lazy HS Ranch	L	1.3 SE; rd W	2500	3	17		Use strips.
(PC)Mason-County	L	3.2 ESE;hwy N	1500	2	36		
(PC)McALLEN, Miller Intnl	P	1.8 S;hwy E	102	3	h41-BL4-S5-U	F4	ARPT OF ENTRY.
(PC)McCamey, Upton County	P	0.8 SW; RR N	2439	3	h44-BL4-S5	F1	P-line SSE. Use rnwy, strips.
McKinney, Flying M Ranch	L	5.9 W	760	1	25		Rolling. Church N.
Medina, A Bar A Ranch	P	1 mi SW	1450	1	40	F1	Cliff E.
" B Lazy 2 Ranch	P	2 NW	1500	1	23	F1	Road crosses strip.
(PC)Memphis	L	1.4 NNE;RR SW	2082	3	38		E,SW blkd. Soft-wet. Use rnwys.
Menard, VD-Half Ranch	L	5.3 N; hwy W	2025	3	23		Loose rock on NW/SE strip.
Mercedes, Central Valley	P	3 NE; RR S	60	1	h31-S5	F3	Use rnwy.
Mesquite	L	1.5 S; rd S	490	2	24		S blkd.
" Cole	L	3 SE; rd SW	490	2	19		P-line S,W. Ruf.
Mexia	P	1.2 SE;rd N,NE,SW	516	2	23-S3	F1	P-line E. Rgt tfc E,N, E/W strip ruf.
(P)Midland-Arpk	P	3 NNW	2805	3	h64-S5	F4	
" AIR TERMINAL	P	9.5 WSW;RR S	2867	4	h66-BL4,5,6-S5-W	F5	Use rnwys, taxiways.
" Glass Hq Ranch	L	10 N	2820	2	23		Use strips.
(P)MINERAL WELLS	P	3.6 ESE;hwy N	964	2	h42-BL4-S5	F4	
Mission - Aero	L	2.5 WSW;RR N	135	2	16		P-line SE. Use strip.
(PC)Monahans, Hurd Memorial	P	1.2 SW; RR N	2614	2	h36-S5	F3	Water twr in tfc pat. Use rnwys.
(PC)Morton, Cochran County	L	1.5 E	3750	3	29		Caution-ruf, Unattended. P-line W.
Mount Pleasant	P	2 SSW;RR E	416	2	h33-S5	F2	Use strips. Ditch S.
(PC)Muleshoe, Warren	P	1 ENE; hwy N	3800	4	43-L4-S3	F2	P-lines N,NW,W, WSW.
Munday, Leflar	P	0.7 E; RR N	1483	1	21-S1	80	N blkd. Muddy when wet.
(PC)Nacogdoches, Del Rentzel	P	4 WSW	372	4	h36-BL4-S1-U	F4	4300'strip avail.
(N,NG)Newark, Eagle Mtn Lake	L	1 SSE; RR N	706	3	h60		OFL BUS. ONLY. OLF to Dallas NAS. Use rnwys. Cattle on fld intermittently.
Odessa, Ector County	P	5NNW; hwy W	2979	4	h43-*L4-S5	F3	5300'strip avail.

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CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
O'Donnell, Gary	L	4 SW; hwy E	3050	2	13		
(PC)Olney	L	4 WSW	1274	3	h55		Use rnwys. Unattended. 80oct prior req by phone.
► Orange, Brown	P	3.6WSW;hwy SE	14	4	50-*L4-U	F3	P-line SE. Use strips. FEE.
► Ozona	P	1.0 N	2330	1	h39-BL4-S3-U	F3	
" Childress Ranch	L	8.8 N	2536	3	26	(F1)	P-line S. Use strips.
Paducah, Triangle Ranch	L	13.7 E;lks N,S	1740	1	h38		Caution-draws.
(P)Palacios	P	2.5 NW	13	3	h50-S5-W	F3	
" Matagordo Club	L	6.5 E Pt. O' Connor	9	5	h43		CLOSED.
(PC)Palestine	P	4.5 WNW;hwy N	422	2	h40-BL4	F3	Use rnwys.
Pampa, Lefors	P	5.8 NNW;rd E	3275	3	h45-BL4-S5-U	F4	Use rnwys.
Pandale, Mills Ranch	L	9.5 NE;rd SW	1950	2	18-S3		Surd by mtns.
Panhandle, Vance	L	4.5 NW;RR SW	3475	4	29		Unattended. Emerg only.
PARIS, Cox	P	6.6 ESE; RR N	547	3	h46-BL4-S1	F2	Use rnwys.
► Pearland	P	0.3 S; hwy W	51	5	32-S5	F2	E, NE blkd. P-line S, SW, W.
Pearsall, Dalehite Ranch	L	25 W	500	1	34		
(PC)PECOS	P	2.2 SSW;RR W	2617	3	h72-BL4-S5	F3	
(PC)Perryton	P	3 ENE;RR NW	2915	4	30-S5	F1	P-line E, SE.
" Harbaugh	L	22.2 S;riv S	3000	4	41		
" Urban	L	19.5 SSW	3000	2	17		
" Wermske	L	17.9 SSW; lk N	3000	4	19		P-line W.
Placedo Junction	L	0.5 NE; RR N	12	2	20		
(PC)Plains, Yoakum County	L	1.2 NNW	3600	2	30		P-line NW. Use strips.
			3350				
(PC)PLAINVIEW Hale County	P	1.6 S; hwy E	3372	3	h52-BL4-S5-U	F3	Use rnwy, strips. Elev. NE; rdo twr NW.
Pleasanton, Haverlah	L	1.0 N; riv E.	374	1	18		NW blkd.
Port Arthur, Parker	P	4 NW; hwy SW	6	4	33-S3	F3	
Portland, Hunt	P	2 WNW;bay S	35	1	15-S3	F1	
Port Lavaca, Tanner	P	3 S; hwy int S	15	3	23-S5	F2	S blkd;p-line N, W, NW.
" " Pelkert	L	1.5 SW	17	2	18		
Port O'Connor, Fisher	L	1.5 W; hwy N	10	1	18		P-line N. Cattle on fld.
► Pottsboro, Loe's Highport Resort	L	4.7 NNW;lk adj	735	1	18		Use strip. Ditches adj strip.
Premont	L	0.9 ENE;RR W	130	1	23		Use strip.
(PC)Quanah	P	2 SW; hwy 1 E	1602	3 1	h24-S1	80	Operated seasonly.
Ranger	P	1.5 SSW;hwy W	1468	4	24-S5	F2	NNE, NNW blkd. P-line W.
Raymondville, Fox	P	1 WSW, RR S	33	2	26-S3	F2	P-lines W, SE.
" St. John	L	4.3 SW	40	1	30		
Red Springs, Arledge Rch	L	2.8 NW;hwy S	1400	1	21		Cattle on fld.
► Refugio, Rooke	P	3.2 WSW	54	4	29-S3	F1	P-line N, NE, NW. Use strips. Dangerous when wet.
► Rio Grande Farm Service	P	1 E; RR S	166	2	23-S3	F2	Fence, bldg S. Ctn-low duster flying.
" Continental Oil Co.	L	17.5 NE	450	3	25		
Roaring Springs, Buzz	P	2.3 NNE;hwy W	2800	2	26	F1	P-line SW. Rolling. Ctn-Golf course side rnwys.
Robstown, Nueces County	P	1.0 SW	77	4	h16-S3	F2	Asphalt broken ruf.
(N)Rockport, Aransas County	P	4.3 N; bay W	25	3	h45-BL4-S5-U	F3	WNW blkd. Wire gap across NNE/SSW strip.
Ropesville, McNabb Farm	L	4.4 E; hwy N	3300	2	28		Use strips. Caution-ditches.
Rosenburg, Lane	P	2.5 SE;hwy W	106	3	24-S3	F1	Use strips.
Rotan, Phillips	L	9 W; riv 1.5 NW	2150	2	21		
Sabinal, McCullough	L	14.2 NNW;hwy E	1400	1	42		P-line NNW.
Salt Flat, SA - ELP-FTW	P	80 E El Paso	3771	3	30-BL2		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
(P)SAN ANGELO, Mathis	P	8 SSW;lk N	1915	4	h59-BL6-S5-W	F4	Use rnwys.
(P)SAN ANTONIO, Intn'l	P	7.8 N;RR SE	800	4	h54-BL4,S6-S5-W	F4	2-way rdo rqrd ngts.
" Lakefield	P	10 S;lk E,S,N	550	2	27-S5	F1	
(P) " Stinson	P	6.2 SSE;hwy W	567	4	h49-BL4-S5	F4	Rgt tfc rnwys 9, 14, 17, 22. Tfc 600' above terrain 1167'ASL. P-line NW.
► San Augustine, Fairway Club	L	5.0 ESE	380	1	h38		Caution in lndg - rnwy soft.
San Benito	P	1.5 E;RR SW	31	2	26-B-S3	81	P-line S. Use strips.
San Marcos	P	3.0 S	630	2	34-S5	F2	Irregularly attended.
Santa Elena, Diamond O Rnch	L	5.5 SW;hwy E	420	1	36		1000' overruns each end.
Santa Rosa, Zacaweista	L	4 NE;hwy E	1200	2	32		
► Seguin	P	3.3 WSW;riv E	400	2	32-L4-S5	F1	
(PC)Shamrock	P	1.3 SSE;hwy W	2323	2	26-BL4	F1	
Sherman	P	1.4 SSE;hwy N	749	1	h40-BL4-S3	F1	Rgt tfc N, NE. Ruf.
Sinton Mun	P	2 W; rd N	49	2	h45-S3	F2	SSE blkd. Cattle on fld. No storage.
Skellytown	L	0.1 E; RR W	3240	1	21		Emerg fuel.
Smithfield, Mangham	P	1.0 SE	600	3	35	F2	N, NE blkd. P-lines S, SW.
Snyder, Diamond M Ranch	L	10.7 WSW	2400	1	14-*L4		
(PC) " Winston	P	2.5 SW;hwy N	2427	3	h48-BL4-S3-U	F3	W, E, SW, NE, SE blkd.
Sonora, Copeland Ranch	L	15.7 NE	2360	2	31		Unattended.
" Halbert Ranch	L	4.4 NW;hwy N	2310	4	36		Soft-wet. Cattle-fld.
Spearman	L	0.8 NW;RR SE	3104	1	28		SW blkd.
" Greever	L	7.0E; rd N	3075	4	22		P-lines N, NE, WNW.
Spofford, Anacacho Ranch	P	8.1 ENE;rd N	1080	2	66		
" Jameson Ranch	L	10 WSW; rd E	956	3	18		Use strips.
Stamford, Arledge	P	5.0 SE; hwy W	1545	4	h23-*L-S5-W	F1	3900' strip avail. Use strips only. Bcn prior req.
Stephenville	P	1.5 E ; hwy W	1310	3	30-*L4-S5	F2	Ruf.
► Sugar Land, Hull	P	1.0 NW	99	1	51-BL4-S5	F4	
Sulphur Springs	P	1.9 NW; RR S	472	2	35-B	F2	
Sutherland Springs Higgins Grass Farm	L	0.7 NNW;RR NE	450	3	20		P-line NE. Soft when wet.
(AF)SWEETWATER	P	3.5 W; RR S	2386	3	h62-BL4-S5-U	F4	
Taft, Worsham	P	0.8 ENE;hwy S	54	3	19-S3	F1	E, W, NW blkd.
Teague, Gage	L	1 N;RR;hwy SW	506	1	18-S3	F1	Unattended.
(PC)TEMPLE, Draughon-Miller	P	5.5 NW;hwy SW	698	3	h50-BL4-S5	F4	Use rnwys.
Terlingua	L	2 E; hwy S	2700	1	36		
" Maravillas Canyon	L	53 ENE	2000	2	13		ENE, NW blkd.N/S strip ruf-short
(PC)Terrell	P	1.5 SSE; RR W	479	2	h30-S1	87	Use rnwys.
" Wallace	P	2 W;hwy S	500	1	23	F1	P-line SSE.
Texas City, Gulf Coast	P	2.8 WNW; lk N	7	3	23-S5	F1	N blkd. Use strips.
Tilden, Arrow Head Ranch	L	13.8 S; hwy E	300	2	74		
Truscott, 7 L Ranch	L	19.4 WSW	1760	3	30		Cattle on fld. Use strips.
Tulia, Cowan Farm	L	4.6 SW; hwy E	3530	1	30		P-line E, NE. Emerg only. E blkd.
Tulia, Vaughn Farm #1	L	4 WSW;hwy N	3440	4	36		N blkd; p-line NW.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
TEXAS							
Tulia, Vaughn Farm #2	L	18 SW	3540	4	40		Cattle on fld. }-very ruf. Use at own risk.
Turkey	L	2.7 SSW;hwy E	2350	2	27		Unattended. Rnwys covered with tall grass & weeds
(P)TYLER, Pounds	P	5.5 W; hwy N	544	3	h51-BL4.6-S5-W	F4	Acft above 50,000 lbs rstd to rnwys 4-22. Use rnwys.
(PC)Uvalde, Garner	P	2.7 E;hwy NW	940	3	h37-BL4-S5-U	F3	Ruf.
Valentine, Henderson Three Ranch	L	13.5 SSW;mtn W	4700	1	26	(F2)	Cattle on fld. Unattended.
Vanderpool, Haby Ranch	L	8.0 N	2000	1	23		Rocky, ruf. Deer on fld.
(PC)Van Horn, Culberson County, 10, ELP-CTX	P	3.5 ENE;RR S	3955	3	h60-BL2	F2	Use rnwys. Pilots circle town for service.
Vernon, Wilbarger County	P	5 N; hwy E	1261	2	h43-S5	F3	Use rnwys.
Victoria, Ball	L	6.0 N	107	3	33-S5	F1	Cattle on fld.
(PC) " COUNTY	P	5.5 WSW;hwy S	121	4	h56-BL4-S5-W-U	F4	
(P) WACO	P	6 NW;lk S	515	3	h57-BL4-S4-W	F4	Use rnwys.
Waelder, Benham Flying B Ranch	L	8.2 NW	500	2	20		SW blkd. Cattle on fld.
Walnut Springs, Flat Top	L	3.2 WNW;lk W	950	1	30		Cattle on fld. Gulley S.
Weatherford, Gaare	L	3.2 SSE;RR NW	1122	2	23		Ruf. only N,S strip when wet.
Weslaco, Mid Valley	P	1.7 NE; RR W	70	3	h25-S3	F3	Embank N,E,S. No storage.
Wheeler, Holt	L	1.5 NE;hwy S	2480	3	25		Cattle on fld. Rolling, Ruf.
Wichita Falls, Gilchrist	P	7 WNW;RR S	1020	4	26-*L4-S5-U	F1	P-lines N,E,S,SW. Use strips.
" Kickapoo	P	3.1 SSE;hwy W	985	2	h20-L4-S5-U	F3	3200' strip avail.
(AF) " (SHEPPARD AFB)	P	5.8 N;hwy W	1029	2	h70-BL4,6-S5-W	F4	3200' SE end rnwy 12-30 perm clsd. 3300' NW end. rnwy 12-30 usable lgt acft. Rgt tfc rnwys 35R,30 indic by amber lgt mrkrs,2-way rdo rqrd
Wimberley, Eagle Rock Ranch	P	2.4 NNW	1000	1	h26	F1	
(P)Wink, 18, ELP-FTW	P	3.6 WNW	2824	3	h70-BL4-S3-W	F3	Rnwys 17-35 & 4-22 clsd ngts. Rnwy 13-31 only lgtd
Winnsboro, Mulinax	L	1.3 SE	517	1	25		P-line N. Cattle on fld. Ruf. rnwy.
Winters	L	2 NW;hwy E	1860	3	29		P-lines SSE. Cattle on fld.
Wolfe City, Fulks	L	1.2 NNW	720	1	19		NNE blkd.
" Henington	L	1.2 NW	680	1	22		SE blkd. Clsd during wet wea.
NEW AIRPORTS (or airports out of alphabetical order)							
Bastrop Mun	L	2 mi S	372	2	40	(F1)	Cattle on fld.
(A)Grand Prairie	P	0.2 mi S	550	1	h28-*L4-S3	F4	P-lines N,NE,SW. Bldgs NW.
Boerne, Ammann	L	8 NE	1350	1	27		Unattended.
Sabinal, Wieboldt Strip #2	P	1 N	940	1	25	80	P-line N, trees S.
Nixon	L	1.4 E;RR NE	380	2	26		Soft-wet.
Denton, Hartlee Field	L	5 NE	588	2	26	F3	Private use only.
Bowie Mun	L	1 NE	800	3	25		P-line E. Hill W. Use strips. Cattle on fld.N ruf.
Munday, Petty	P	1 NE	1480	1	26-S3	80	Caution-loose sand on rnwy.
Angleton, Bailes	P	2 E;RR N.	40	1	50-S3	F2	N blkd-P-line.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
UTAH							
(PC)Beaver	L	3.2 SSW	5853	2	47		
Blanding	P	2.9 S;hwy E, S	5750	1	h47		
Bonanza	L	3.5 N; rd W	5368	2	42		
Bountiful-Sky Haven	P	2.6 WSW	4234	2	h24-S5	F2	3600' strip avail.
(PC)Brigham City	P	3 NW;RR S	4220	3	52-BL2-S5	F2	Clr-mtn E. Soft-wet. No storage.
Bryce Canyon 45, LAX-DEN	P	5 N; rd S	7586	2	h74-BL4-S1-W		Strip-ruf.
Camp Williams	L	0.4 SW;hwy E	4860	1	31		
(P)CEDAR CITY	P	2.3 NW;RR S	5622	2	h55-BL4-S5-W	F4	Rgt tfc S,W. Use rnwys.
(P)Delta	P	4.3 NE;hwy NW	4755	2	h60-BL4-S1-W	F3	Use rnwys.
Draper, Carter Sky Ranch	P	1.5 NE	4750	3	48-S5	F2	
Duchesne Mun	L	2.2 mi NNE	5833	3	51	F2	
Enterprise, 39, LAX-SLC		8 NNE; hwy N					Perm. Closed.
(PC)Fillmore	L	2 WSW;hwy SE	4988	2	60		Cattle on fld.
Goulding Trading Post, Mounment Valley	P	0.5 N	5155	2	30-S3	F1	SSW,S blkd. Tk-off N, land S. Use at own risk.
Hanksville 54, LAX-DEN	P	3.7 NNE;riv S	4480	2	63-BL4-W		N,S strip ruf. N end soft when wet.
Huntington	L	3.5 NE;hwy NW	5900	1 2	40		P-line NW. Cattle on fld.
(PC)Junction	P	1 NNW;hwy E	6074	1	38		
(PC)Kanab	P	2.6 S;hwy E	4856	2	h53	F2	Caution-strip soft.
Logan, Hillcrest	P	2.6 NE	4780	2	26-S3	F2	Mtns S,E.
(PC) " -CACHE	P	4 NNW;Rt E	4454	3	h52-BL4-S5	F3	
Lucin, 52, SFO-SLC	P	3.5 E; RR S	4414	2	50-BL2		E/W strip rolling, ruf.
Manti-Ephraim	P	5 N ; RR SE	5535	1	h35		
Mexican Hat	L	0.5 NNW	4250	2	21		Use at own risk.
(P)Milford, 45, LAX-SLC	P	2.3 NNW;hwy E	5040	1	h50-BL4-W	F2	Fld unsuitable acft over 12,500 lbs.
(PC)Moab, Grand County	P	7.7 SE;hwy W	4934	1	h50-S5-U	F4	
(PC)Nephi	L	2.5 NW; RR E	5010	2	h47		Caution-loose gravel.
(P)OGDEN	P	3.5 SW;hwy W	4455	3	h56-BL4-S5-W	F4	
Oljato	P	In town	4838	1	26	F2	
Parowan	L	1.8 NNE	6000	1	33		Ruf. Soft when wet.
(PC)Price, Carbon County	P	2.8 ENE	5892	3	h57-B*L4-S3-U	F2	
Promontory Point, 3, SLC-PDT	P	0.3 NW;RR E, S, W	4280	1	30-BL2		
(PC)Provo	P	3.5 WSW;lk W	4490	3	h71-BL4-S5	F3	
Richfield	P	1.8 SSW; RR E	5277	1	36-S5	F2	Rgt tfc NNE.
(PC)Roosevelt	L	2 NNE;hwy S	5109	2	h36-S1	F3	Unattended.
(PC)St. George	P	1 SSW;riv SSE	2936	2	36	F3	
" 36, LAX-DEN	P	6.0 SE	2887	2	h50-BL2,4		
(NG) SALT LAKE CITY #1	P	5 WNW;hwy S	4222	4	h83-BL4-7,S5-W	F4	
" #2	L	10.5 SSW;RR W	4608	3	h56		Caution-unattended. Use rnwys.
" Utah Central	P	4 SW, hwy N	4243	3	42-S5	F2	P-lines N, NNW.
(PC)Spanish Fork-Springville	P	2.5 NNW;RR E,S	4529	2	h33-S5	F2	Use rnwy, strip only. Strip soft when wet. Tfc on rnwy intsxn.
Tooele	L	1.4 WSW;RR W	4983	1	52		
(PC)Tremonton	P	1 WNW;hwy S	4332	1	h37-S1	F2	
(PC)VERNAL	P	1 SSE;hwy N,E	5277	2	h49-BL4-S5-W	F4	Fences adj ends of strip, rnwy. E/W strip ruf.
Vernon	L	10 NNE;RR E	5511	1	32		Ruf.Lnd N fence line. S end of strip fenced.
White Canyon, Hite-Parker	L	1.5 NNE;riv W	3549	1	35		Unattended.
NEW AIRPORTS (or airports out of alphabetical order)							
VERMONT							
(P)BARRE-Montpelier	P	3 W, pond 15 SW	1162	2	h47-BL4-W-U	F3	P-lines SSE,SW. Use rnwys.
(PC)Bennington	P	2.5 WNW;riv N	813	2	20-S3	F1	Grass areas soft-use gravel rnwys. Trees NE.
Bristol	P	0.7 W; riv SE	570	2	21-S5	F2	SE blkd. Mtn range E to S.
(AF,NG)BURLINGTON	P	3 E;riv 1 NE	335	2	h80-BL4,5,6-W	F4	2-way rdo rqrd. ARPT OF ENTRY. Antenna SW.
Canaan, Bunnell Farm	L	5 S; riv E	1020	1	20-(S1)	(F1)	Mtns S. Rgt tfc lndg N.
Colchester, Champlain	P	6.3 W; RR W	120	2	19-S1-U	F2	N,W blkd.; p-line E.
East Berkshire	L	1.0 S	410	1	18		
Fair Haven	L	1.5 NNW;riv W	370	1	18		P-line S. Use gravel strip. Grass soft when wet.
Manchester, Equinox	P	1.5 ESE; RR N	700	2	18-S3	F1	Use ENE/WSW strip emerg only. Mtns ENE, WSW.
Middlebury	P	4.3 SE;ridge E	490	1	22-S5-U	F2	S blkd.
(PC)Newport	P	3 SSW;lk NE	930	2	h40-S5-U	F2	
Post Mills	P	4.7 NNW;lk NE	700	1	23-S5-U	F3	P-line NE.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VERMONT							
(PC)RUTLAND	P	5.8 SSE;riv S	487	2	h40-BL4-S5-U	F3	Use N, S rnwy when calm winds. Rgt tfc rnwy 19. Wind tee tied to rnwy to be used by airlines-may be cross-wind those times. Auto tfc WNW.
(PC)St. Johnsbury	L	5.2 N; riv E	814	2	20-S1	F1	N apch narrow between hills.
(PC)Springfield, Hartness	P	3.8 NNW;riv E	575	2	h29-BL1-S5-U	F4	
← Swanton, Austin	P	1.7 NE	235	2	21-S5	F1	
Waitsfield, Estey	L	2.8 NNE;riv SE	710	1	24		Mtns ESE.
Waterbury	L	3 NNE;riv W	675	1	15		NNE blkd.
Worcester, Maxham-McAlpin	L	0.5 N; riv E	770	1	17		Soft when wet.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGINIA							
Alexandria, Beacon	P	3 SSW;hwy E	246	2	h23-B*L3,4,6-S5-W	F3	P-lines S, SE, NW. Rgt tfc SW, NW
← " Washington-Virginia	P	4.5 NW;hwy NW	250	2	h28-B*L4-S5	F3	NNW blkd
Arcola, Glascock	L	1 SW;rdSW, SE	250	2	26		N, NE, S blkd. Soft when wet.
Atlantic	L	0.5 N;hwy N	35	2	18		SW blkd. Use at own risk.
(PC)Blacksburg, VPI	P	1.3 SSE;RR W	2100	1	h28-S5	F2	No operns Sun A.M.
Buckingham, Bradshaw's	P	6.0 NW	500	1	35	F1	
(PC Charlottesville,ALBEMARLE	P	7 N	639	1	h46-BL4-S3-U	F4	6000' strip avail.
(PC) " University of Virginia	P	5 ESE;riv E	300	1	33-S5-U	F4	
Chase City, Emilen	L	2.5 W	500	1	30-	F1	Soft when wet. P-line N.
Clifton Forge	P	3.5 WSW;RR S	1140	1	28	F1	
Clover	P	3.5 SSW;RR E	350	2	25-S3	F2	P-line SSE. Minor acft repairs only.
Coeburn	L	2.2WSW;RR N, S	2000	1	24		P-line E. Ctn when wet.
Covington	L	0.8 NE	1600	1	h17	(F1)	2300' strip avail. Use strip.
Crewe, Mount Hall	L	3.5 NE	300	1	16		Unattended
Culpeper	L	1SW;hwy S	400	2	23	(F1)	Attnd wk-ends. Antenna S apch. Soft-wet.
Dahlgren, Burgess	L	1.4 NW;crk E	20	2	28		SSE blkd.
(P)DANVILLE	P	3.4 ESE;hwy N	582	3	h50-BL4-S5-W	F4	
(PC)Emporia	P	3 E;hwy S	127	3	h50-S3	F2	
Falls Church	P	2 SW;hwy N	350	2	28-S5	F3	E blkd. Soft when wet.
← Farmville Mun	P	2.5 NW;RR S	325	2	20	80	N blkd.
Finchley, Clarksville-Finchley	P	1 NNE; RR S	450	1	22	F1	P-line SSW.
Fork Union	L	1WSW	480	1	26	(F1)	N, S blkd.
(PC)Franklin	P	2.3NE;RR hwy S	37	3	h41-B*L2-S3-U	F4	
← Fredericksburg, Shannon	P	3 S	50	2	h26-BL4-S5-U	F4	P-line SW. 3000' strip avail.
Front Royal, Stokes	P	3 W;riv S	735	2	31-S1	F1	P-line S. Use strips.
Galax	L	6.5S;hwy E	2575	2	22		INACTIVE. Ctn-wet. P-line E.
Gloucester, Evans	L	1.3 S	70	1	45		
Gordonsville	P	2.2 NE;RR S, SE	475	1	26-B*L2-S5-U	F1	
Greys Point, Hummel	L	2.8 N Hartfield	30	2	26		
Harcum	L	7 N Gloucester	85	1	38		
← Hopewell	P	3.3 E	20	3	h24-S5-U	F1	WSW blkd.
Hot Springs, Ingalls	P	3 S;hwy 3 W	3780	2	34-U	F4	Clsd Nov-April.
Independence, Cox	L	4.5 WSW;riv S	2459	1	26	(F1)	Hill E, W. Use strip.
Keysville	L	1 E	600	1	20		Contours rolling NW side. Lnd at own risk.
← Lawrenceville	P	3.8 ENE;RR N	317	2	24-*L2-S5		N blkd.
Leesburg	P	1 ESE	339	3	35-*L4-S5	F1	Soft-wet. Rolling. NE blkd.
Lexington	P	2.7 SW;hwy SW	1200	1	25-S5	F1	
Lively	L	3.4 WSW; riv W	15	2	33-*L2	F1	Use rnwys when wet. | landing.
Lynchburg, Falwell	P	2.6 SE; lk SE	850	1	32-U	F1	Ctn-lnd E to W, ctc LYH rdo for arpt ifn prior ↑
(P) " PRESTON GLENN	P	6.7 SSW; RR SE	942	3	h40-BL4-S5-W	F4	Ctc LYH rdo for arpt ifn svc prior lndg.
Manassas	P	2.7 NW; rd SW	250	2	22-S1	F1	SW blkd.
" Le Beau	L	1.5 SE; RR N	300	1	18		NW blkd. Rolling-ruf.
Martinsville	P	3.5 SSE;rd W	800	1	20-S4	F1	
Melfa, Hart	L	2.4 W;hwy 2 E	50	1	24		
Milford	L	1.5 S;RR W	134	2	21		SW blkd. Soft when wet.
Monterey, Hannah	P	1 SW;hwy E, NE	2950	1	26	F1	Clsd winter mos. Rgt tfc NE.
Montvale, Buford	L	0.5 S;hwy N	1000	1	29		CLOSED
(PC) NEWPORT NEWS, P. Henry	P	10.4 NNW	41	2	h50-BL4,6-S5	F4	
(P)NORFOLK	P	6 ENE; RR S,E	26	3	h50-BL4,5,6-S5-W	F4	S, SE blkd.
Onancock, Johnson	L	1 ESE;crk W	35	1	24		NW blkd.
(PC)Orange-County	L	3.5 E;RR S	453	2	h26		Unattended.
← Petersburg	P	6.2 WSW; riv N	190	3	h50-S3	F3	
Portsmouth	P	7.8 WSW;RR S	22	2	h21-S5	F1	3500' strip avail. Soft-wet. Use rnwys, S blkd.
Powhatan, Plainview	L	1.8 ESE;pond SE	400	1	16-S1	F1	Soft.
Pulaski, Loving 35A, BNA-DCA	P	2.8 N;hwy NE	2200	2	28-BL2		P-line E.
Reedville	L	1 S;bay E	10	1	22-*L4		NE, SW blkd. Soft when wet.
Richlands	P	2.6 WSW;RR N	1950	1	16	F1	Hill E. Ctn when wet.

b-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
VIRGINIA							
RICHMOND, Byrd	P	7.2 ESE; RR S	167	3	h51-BL4,5,6-S5W	F4	Rdo rqrd.FEE for multi-eng acft.
" Carrington	L	7 N;hwy W	197	1	21		Lnd N clockwise, Lnd S anti-clockwise.
" Northfield	P	6.5 N;riv NE	197	2	h24-*L4-S5-U	F2	3000' strip avail.
" Parnell	P	4.8 S;RR E	120	2	27-S5	F1	
" VirginiaStatePolice	P	4 SW;riv 2 NE	300	1	18	F1	SE blkd.
(P) ROANOKE, Mun (Woodrum Fld)	P	4.2 NNW;hwy E	1174	3	h43-BL4-S5-W	F4	2-way rdo rqrd.FEE for multi-eng acft.
Shenandoah	L	0.4 SW	950	2	20	F1	Rolling.
South Boston, Tuck	L	3.1 ENE;RR S	410	2	27-S3	F1	
South Hill	L	2.3 WSW; RR N	410	2	18		W blkd.
← South Norfolk	P	3.7 S;hwy NW	20	2	25-S5	F2	P-line W. Use strips.
(P)Suffolk	L	3.8 SSW	71	3	h50		
(PC) Tappahannock	L	0.8 SW;hwy S	30	1	h50		
Warrenton, Zieger	L	4.1S;rd E, NW	440	2	20		CLOSED
Waverly	L	2.5 NW;hwy S	115	2	35-(S3)	(F1)	NW blkd;brush on NE end strip.
Waynesboro, Valley	P	3.7 WNW;hwy N	1400	1	34-S5-U	F4	Soft when wet.
Weirwood, Kellam	P	1 W;RR ESE	15	2	21-S5	F1	
Wellville, Dalton	L	1.4 NE;RR S	400	1	19		
(PC)West Point	P	2.3 ESE;hwy N	24	3	h50		Unattended.
← Williamsburg, College	P	3 NNW;RR SW	105	2	42-S5	F2	ENE, WSW, WNW blkd.
" Scott	L	1.2 N;riv WSW	90	1	18		ESE blkd. Ctn - high weeds.
Winchester	P	3.4 SSE;rd E,S	700	2	30-S5	F1	Soft when wet.
Windsor, Garner	L	4.8 NNE;hwy W	80	1	25		
NEW AIRPORTS (or airports out of alphabetical order)							
← Colonial Beach, Reno Sky Park	P	3.0 W	45	1	35-BL2-S5	80	875' overrun NW end. 1000' SE end
WASHINGTON							
Almira, J-Z	L	0.8 N; Rt SW	1950	1	21		S 400' ruf.
" Mayberry's	L	7.3 S; rd NW	1850	1	21		Use at own risk.
Arlington	L	3 SW; RR E	136	3	h53		Ctn-gliders, especially wk-ends.
Auburn	P	1.8 ESE;lk NW	276	aw	24-S5	F2	Rolling.
" Evergreen	L	4 W; hwy E	380	1	21-(S1)		Ctn-calm winds tk-off SW.
← Bandera	P	0.1 S; riv S	1636	1	24		Clsd winters. Ctn-mountainous area.
Beebe	L	0.5 N; riv NW	750	1	21		Mtn SW.
Bellevue	P	4.1 ESE,hwy S	345	1	h22-BL4-S5	F3	Rgt tfc SW. Lgts on req after 2300.
(P)BELLINGHAM	P	3.6 NW;hwy NE	158	2	h50-BL4, 6-S4-W-U	F4	ARPT OF ENTRY.
Blaine	L	0.7 E; hwy W	66	1	15		Use exact center of strip. Ctn-ditches, p-line SSE. Soft when wet.
Blockhouse -Sky Park	L	0.5 NE; rd W	1610	2	19-*L1-(S1)	(F4)	Ctn-snow wint. E W strip ruf.
(N)Bremerton, Kitsap County	P	8 SW; hwy NE	462	2	h50-BL4-S5-U	F3	Rnwy 1-19 sinking near SW end.
" Leisureland	P	6.6 WNW;hwy S	430	1	25	F1	Lnd SE; tk-off NW - apch SE poor. Weeds on NW end. Use strip.
Buena	P	1.3 NW; RR S	830	1	20-S5	F2	Rgt tfc SE. Tk-off SE.Lnd NW when calm winds. P-line NW.
Camas, Grove's	P	2.8 N; lk SW	420	1	26-S3	F2	E blkd.
Cashmere-Dryden	L	1.1 SW; RR N	860	1	h18	(F1)	P-line E.
(PC)CHEHALIS, Co-City	P	0.6 NW;riv N	174	2	h50-L4-S3-W	F2	Code bcn. Twr NE. Use rnwys.
(PC)Chelan	L	4.7 NE;riv SE	1250	2	26		Ctn-Gun Club. P-line;hill SW. Tk-off; lndg rnwy 16. Cattle-fld.
Cheney, Savage	L	0.7 WSW;hwy SSE	2400	1	25		Use at own risk. Ruf. Cattle on fld.
(PC)Clarkston, Asotin County	P	0.5 N; riv N	760	1	36-BL4-S5	F3	Rgt tfc E.
Cle Elum	P	2.5 E; RR S	1930	1	25-(S3)	(F2)	
(PC)Colfax, Whitman County	L	3 SW; hwy NNW	2171	1	24-(S3)	(F2)	
College Place, Martin	P	1.1 W; RR N	750	1	26-S5-U	F2	
" Sky Ranch	L	1.0 E	850	1	30-S5	F2	WSW ruf. SW blkd.
(PC)Colville	L	0.8 E; RR W	1878	2	h24		NW, SE strip ruf, weeds.
(PC)Concrete	L	0.8 SW; riv S	260	1	21		Rgt tfc W. Mtns N, S.
Connell	L	0.8 SSW; Rt NW	870	1	22-*L2		Caution-not maintd. Ruf.
Davenport	L	0.9 WNW;hwy S	2425	2	28-(S3)	(F2)	NE end rolling.
(PC)Deer Park	L	2.6 ENE	2200	3	h61		Water twr WSW.
Easton, SB, SEA-HLN	P	1.7 NNW;hwy SW	2221	1	30		Closed winters-snow. Code Bcn.
Eatonville, Swanson	L	0.7 NE;RR E,W	950	1	22		
(P) ELLENSBURG MUN	P	2.5 NNE	1766	2	h58-BL4-S3-W	F4	
Enumclaw	L	1.4 WNW;hwy E	740	1	20-S1)	(F1)	P-line E. Ctn-mole holes.
EPHRATA	P	2 SE;hwy SW	1272	3	h73-BL4-S5-W	F2	
(AF)Everett, Paine	P	7.0 SW	603	3	h73-BL4,6-S5-W	F4	2-way rdo rqrd or prior clearance. No91 96 oct avail.

F - fuel octane. ← - new or revised data. UNICOM U - 122.8 mcs X - 123.0 mcs. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				WASHINGTON			
Ewan, Rock Lake	L	2.3 NW;rd W	1960	1	22		Use at own risk. Rolling.
(PC)Forks	P	1 SW; hwy S	295	1	26-*L2-U	(F2)	Rgt tfc WSW. Hills S.
Glenwood, Flying L Ranch	L	1.0 NE;rd W	1900	1	23 - (S1)		Stock on fld. Soft when wet. Lgt acft only.
Goyan, Douglas	L	7 NW; rd S	2350	1	16		Use at own risk.
" Sheffel's Ranch	L	5.5 NNE;hwy S	2100	1	18		Use at own risk. Cattle on fld.
" Williams Grove	L	4 NW;crk E	2050	1	19		Use at own risk. Cattle on fld.
(P)HOQUIAM, Bowerman	P	2 W;harbor S,NW	14	1	h50-BL4-S1-W	F2	
Hunts'ville, Touchet Valley	P	0.5 NE;hwy S	1325	1	26-S5	F2	
Hwaco	L	1.5 ENE;bay S	8	1	18		INACTIVE. Ctn-not maintd. Cattle-fld.
Ione	L	1.9 S; RR W	2107	1	27		
Kelso-Longview	P	1.8 SSE;RR SW	25	1	h29-BL2-S3-U	F3	
Kennewick, Vista	L	4.0 W; RR SE	521	2	h35-*L4		
Kiona, Gould's	L	6.5 SW; rd W	1351	1	16		Use at own risk.
" Henson's	L	4.4 SSE;rd W	1500	1	16		P-line NW,SW. Rd on strip. Use at own risk.
Kittitas, Cameron	P	0.5 N;hwy S	1669	1	26-*L1-(S1)	(F2)	Ctn - ruf.
Klipsan Beach, Ocean Park Sky Port	L	0.5 S; ocean W	10	1	21		P-line S. Trees N. Use at own risk.
Lacrosse	P	2 SW; RR NW	1491	2	17-S3)	(F2)	P-line NW. Soft-wet. Ruf.
(PC)Leavenworth, Lake Wenatchee	L	16 NNW; lk S	1916	1	25		Closed winters.
(PC)Lester	P	1.3 ENE;riv SE	1693	1	22		Clsd winters. Surd by mtns. Cattle on fld.
Lincoln-Lumber Acft	L	0.2 W; lk N	1440	2	22		WSW blkd. Rgt tfc WNW, WSW. Rolling.
Lind	L	1.3 NE; Rt S	1478	1	33-S1	F2	Use only WSW 2000' of strip. Ruf.
Longview	P	2 SSE; pond N	30	1	22-S5	F2	No storage. Rgt tfc to SE. Cattle on fld.
Mansfield	L	0.2 SE	2270	1	23		Ruf spots.
Mead	P	1.3 N; RR E	1935	2	29-(S1)	(F1)	P-line NE.
Metaline Falls, Sullivan Lake USFS	L	4 SE; lk S	2590	1	21		Mtns N, E, W.
Mineral	L	1.8 ENE;RR W	1400	1	14		Use at own risk. Rgt tfc SSW. Hill NNE, SSW.
Montesano, Summit	L	2.7 W; hwy S	145	1	22-(S1)	(F1)	Rgt tfc ENE. Rolling. Use strip.
Moses Lake	P	2.0 NE	1200	4	21-S3	F2	
➤ Mt Vernon, Barker	P	3 S; hwy W	11	1	12-*L1-S1	F2	
Naches, C. W. Guest Ranch	L	11.5 NNW	2300	1	26-S1	F1	Hill NNW. Cattle-fld. Lnd NNW; tk-off SSE. Rolling
(PC)Nason Creek, East Stevens Pass	L	0.2 SW;RR N	2170	1	21		Rgt tfc to W. Clsd winters.
Newport	L	1.0 W;RR hwy S	2150	1	29		NE blkd. Ruf. Rgt tfc E, NE.
North Bend, Snoqualmie Pass	L	4.2 SE;hwy S	660	1	21		Use at own risk. Rgt tfc SE. Mtns N, SE; p-line SE.
Northport, Lowry	L	1.0 N; riv SE	1457	1	25		Ctn-loose sand. Cattle on fld.
(PC)Okanogan-Legion	P	1.1 E; RR NW	1041	1	29-*L-S5	F2	Rgt tfc WSW. Hills SE.
(P)OLYMPIA	P	4.6 S;hwy NE	205	3	h50-BL4-S3-W	F4	
(PC)Omak	P	4.4 N; hwy E	1303	2	h46-*L-S5	F3	E, W strip ruf.
Orchards, Schell's	L	2 NE; hwy W	260	1	23	(F2)	P-line W. Use strip.
(PC)Oroville, Scott	L	2.0 NE	1063	1	49-*L		Rgt tfc S. ARPT OF ENTRY.
(PC)Othello	L	0.7 NE; RR W	1120	1	25		Ctn-gravel pit adj NE end of strip.
(PC)Packwood	L	0.5 WSW;riv NW	1053	1	20		Ctn-poor apchs. Clsd winters.
(PC)PASCO	P	2.8 NNW	401	4	h45-BL4-S5	F3	Ctn-breaks. Rnwy 20L clsd hvy acft; 20R open.
Pomeroy, Ferrell	L	1.7 ENE;rd S	2340	1	18		Rolling.
(PC)PORT ANGELES, Clallam Co.	P	3.0 WNW	290	2	h52-BL4-S3-W	F2	
Port Orchard, South Port Orchard	P	7.5 SSW;lk S	370	1	30-*L1-S5	F2	
Port Townsend-County-City	L	5 SSW;hwy ESE	110	1	33		W, WNW blkd;p-line ESE. ARPT OF ENTRY. Rt traffic ESE.
(PC)Prosser, Beardsley	P	1 WNW;hwy E	694	2	37-BL4-S5-U	F3	NE, SW strip ruf. P-line NE. Theatre E.
(PC) PULLMAN-MOSCOW REGIONAL	P	3.4 ENE;RR S	2551	1	h49-BL4-S5	F2	Acft over 12,500 lbs rstd to paved areas.
➤ Puyallup, Thun	P	6 S; hwy W	520	1	24-BL2,4-S3-U	F1	NNE blkd. NNE 800'& SSW 1000' extns fair, bcn & lgts oper sunset-2300.
Queets	L	0.7 SW; riv N	15	1	20		
Randle, Cispus River Lodge	L	7.2 SSE	1187	1	24		Use at own risk. Mtn W. Lnd W;tk-off E.
(P)Renton	P	1.7 WSW;riv E	32	1	h54-BL2-S5	F4	Hgt tfc rnwy 33, S 1000' clsd all tfc xcpt hvy acft. Use rnwys.
Republic, Fairweather	L	1.2 S; riv I E	2375	1	23		Rgt tfc NNW.
Richland- C.A.P.	L	1.3 SSE;riv SE	372	3	30-*L4-(S1)	(F2)	Ctn-loose gravel.
" USAEC	L	2.2 NNW	393	3	h40-L4		Closed xcpt on prior permission.
Rimrock, Tieton	L	2.1 S; hwy N	2980	1	25		Ctn-land NE;tk-off SW, NE blkd.
Ritzville	P	0.5 W	1800	1	31	(F1)	P-line NE. prior request.
(P)SEATTLE, Boeing	P	4.8 SSE;RR E	17	2	h100-BL3,6,S5-W	F4	ARPT OF ENTRY. 2-way rdo required, xcpt one
" Gaffney's Lake, Wilderness	L	22 SE; RR N	460	1	17		3per cent grade ESE to WNW. Ctn-loose gravel ESE apch poor. Hotel N.
(P) " -TACOMA INTN'L	P	13 mi S; hwy E	424	2	h85-BL4,6,7-W		2-way rdo rqrd. Equip on fld days.
Shelton, Grisdale	L	26 WNW;rd NE	680	1	18		Lnd ENE; tk-off WSW. Use at own risk.
(N) " Mason County	P	2.5 NW;hwy ENE	278	2	h52-BL4-S1	F2	CIVIL FACS ONLY. Ctn-weeds.
Silverdale, Apex	P	1.7 NW	525	1	21-S1	F2	Rgt tfc NNE. Rd crosses strip.

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
				WASHINGTON			
(PC)Skykomish	L	0.9 E; RR W	998	1	20		Clsd winters. Rgt tfc to W.
Snohomish	P	0.9 SW;rd, riv N	16	2	27-S5	F2	Rgt tfc SSE, S. NNW blkd;p-line N,S,SSE.
South Bend, Willapa Harbor	P	2.5 NNW;riv SW	16	1	30-S1	F2	
Spanaway	P	1.2 SSE;hwy SW	375	1	25	F1	Unlgtd p-line S.
➤ Spokane, Calkins	P	3.8 N	2065	1	30-L4-S5	F2	S blkd.
(P) " Felts Fld	P	4.9 ENE;riv N	1953	2	h45-BL4-S5-U	F4	ARPT OF ENTRY. 1800' ext avail NE end NE,SW strip.
(AF,NG) " GEIGER FLD	P	6 WSW;hwy N	2372	2	h90-BL4,6,7a-W		2-way rdo rqrd. Rgt tfc rnwys 3,7. Use rnwys.
" Manito	L	5.5 SSE	2390	1	23-(S1)	(F1)	Ruf. Gopher holes.
Sprague	L	0.7 NE;Rt S	2050	1	16		Use strip. Soft when wet. Cattle on fld.
Sumas	L	2 E; hwy S	20	1	13		Ditch adj N.
Sunnyside	P	1.5 E; rd S	756	1	h23-S1	F2	
Tacoma	P	4.4 W	375	2	h24-L2-S5-U	F3	Both ends of NNE, SSW strip drop 20'.
Tekoa, Willard	P	1.5 ENE;RR NW	2503	1	19-S5	F2	
Thatcher, Blakely	L	2.0 N	70	1	20		Ctn-ditches. Use strips. Stock on fld.
TOLEDO-Winlock	P	3.4 NE;hwy W	371	1	h50-BL2-S1-W	F2	Use rnwys only.Farming opern unsurfaced areas.
Tonasket	L	1.9 NNW;riv E	1250	1	42-*L-S3		P-lines SSE. Rgt tfc SSE. Soft sand 1300' N.
Toppenish	L	3.2 SSW;hwy E	835	1	32		Ruf.
Twisp	L	1.9 SE; riv S	1620	1	30		P-line ESE. Ruts.
Vancouver, Evergreen	P	4.8 ESE;hwy S	310	2	27-L1-S5	F2	
" Pearson	P	1.8 SW; RR S	26	2	34-S5-U	F3	Enter only from SW.
Waldron Island, Iseacre	L	2 NE;channel ESE	100	1	18		Land WNW;tk-off ESE. Cattle on fld. Rolling, ruf.
(P)WALLA WALLA, City-County	P	3 NE; Rt S, E	1205	3	h72-BL4, 6-S5-W	F3	Rnwy 7-25 clsd ngts. Equip on fld.
Washtucna	L	1 S; RR SE	1000	1	39		Caution-fld surd by mtns.
Waterville	L	1 NE;hwy S	2460	1	23	(F1)	E 400' strip ruf.
(PC)Wenatchee, Fancher	P	2.5 NE;hwy S	1440	2	33-B-S1	F2	60' center NNW, SSE strip paved.
(PC) " PANGBORN	P	5 ESE;hwy S	1245	3	h46-BL2,4-S1	F3	Hill E.
Wilbur	P	2 WSW;RR SE	2175	1	30-S5	F2	P-line NE.
" Geib's Ranch	L	5.8 NNW	2400	1	20		Use at own risk. Land N, tk-off S. Use strip. Rolling. P-line N.
" Kunz	L	5.2 NE;hwy W	2375	1	16		Land NE, tk-off SW. Use at own risk. P-line NE. Rolling.
Winthrop, Intercity USFS	P	4 SSE;riv SW	1650	1	32		
Winthrop, Pasayten USFS	L	38 NW; riv E	4250	1	32		CLOSED.
Woodland	L	0.4 SE;riv E	35	1	20		Strip subj floods when riv high. Trees, bldgs NNW apch. Ruf. Ctn-brush.
(P)YAKIMA	P	2.8 SSW;RR E	1077	3	h55-BL4,6-S5-W-X	F4	P-line N,S.
		NEW AIRPORTS (or airports out of alphabetical order)					
Quincy Valley	P	2.0 SE	1300	1	24	F2	30' p-line across W end, sprinkler pipes on strip, low bldg off S edge.
				WEST VIRGINIA			
(PC)Beckley-Mt. Hope	L	2.6N; hwys W	2325	1	28(S3)	(F3)	Rgt tfc lndg N, Ridges N.
(PC) " ,RALEIGH CO. MEMORIAL	P	3.5 E;RR NNE	2504	1	h50-BL4-S1	F3	
(PC)BLUEFIELD, Mercer Co.	P	4.0 NE	2857	1	h47-BL4-S5-W	F3	No ngt operns.
Buckhannon, Lewis	L	2.4 W;RR N	1435	1	18		
Burlington, Baker's	P	0.5 NNE;crk S	740	1	24-S5	F1	WSW blkd.
Charleston, Hilltop	P	4.9 SW	900	1	36	F1	P-line WNW.
(NG) " ,KANAWHA COUNTY	P	3 ENE;riv W	961	2	h52-BL4,5,6-S5-W	F4	Tfc on SW and SE ends loading ramp and NG hangar area not ctld by twr. Live stock on fld.
(PC)CLARKSBURG, Benedum	P	6.7 ENE;hwy S	1209	2	h37-BL4-S5	F3	Ngt tk-offs rnwy 16-34 prohibited.
" Patton	L	7 SSE;hwy E	1000	1	14-S1	F1	Rgt tfc lndg S.
(P)ELKINS	P	2.7 S;bet RR,hwy	1987	2	h45-BL4-S1-W	F4	P-line SE, SW.
Fairmont	L	3 SSW;rd S, E	1080	1	21-(S5)	(F1)	Ridge E.
Fayetteville, Fayette	P	1.6 SW;hwy E	2025	1	17-S1	F2	Rgt tfc tk-off N. Rolling, Ruf.
Franklin, Sponaugle	L	1 SW; riv E	2100	1	25		Rolling.
Glendale	P	0.5 W; RR E	640	1	29-S3	F2	Ditch S.
Huntington		SEE: Chesapeake, Ohio, Huntington Arpt.					
(P) " TRI-STATE	P	6.8 SW; RR W	828	1	h46-B*L6-S3-U	F4	
Keyser, Miller	L	3.4 SSW;hwy E	975	1	17		Rocky, ruf, Ridge SE, NW.
(NG)MARTINSBURG	P	4 SSW;hwy NW	556	2	h70-BL4,6,7-S3-W	F4	Use rnwys 7-25 over-run rnwys 8&26
Moorefield	L	1 NE; RR W	980	2	25		Rolling, WNW blkd.

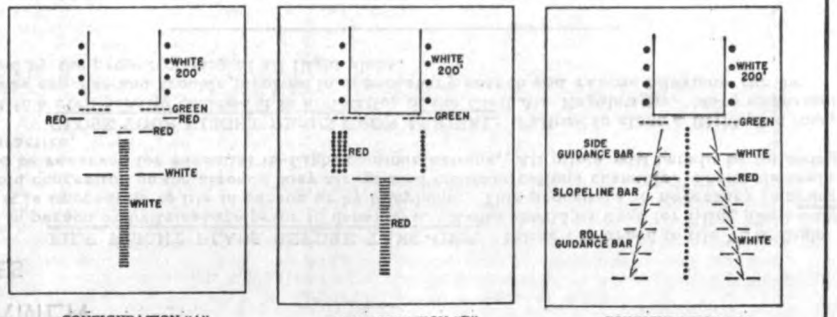
F - fuel octane. ➤ - new or revised data. UNICOM: U - 122.8 mc; X - 123.0 mc. (See Airport Legend Page). (4 March 1958)

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WEST VIRGINIA							
(P)MORGANTOWN	P	2.8 ENE;hwy N	1256	3	h36-BL2-S1-W	F3	185' ext S end rnwy 17-35 under const.
New Cumberland, Herron	P	4.0 NE	1250	3	21-S5	F2	Ctn-rd crosses NE/SW, NW/SE strips.
Parkersburg Stewart	P	2.6 N; RR W	602	1	33-S5-U	F4	All way landing
(P) " WOOD COUNTY	P	7 NE;bet hwys	856	3	h44-BL4-S3-W	F4	
Pence Springs, Hinton-Alderson	P	1.0 E; riv S	1520	1	26-S3	F1	Ridge E, W.
Petersburg 29, CIN-DCA	P	1.2 WSW;riv N	945	1	27-BL2		
Philippi	L	4 S; hwy S	1900	1	15	F1	
Princeton	P	1.7 SW; hwy E	2450	1	27-S5	F1	Unmrkd row of lgts S edge of strip.
Ronceverte, Boone	L	2 N; hwy SE	2175	1	19-(S3)	(F1)	Rgt tfc tk-off N. Rolling.
Rupert, Black's	L	18 SE; RR N	2420	1	19		Ruf. Soft when wet. Use ctn.
Sleepy Creek, Potomac	P	4.6 WNW;riv N	400	1	26	F1	Rgt tfc.
Spencer, Roane County	L	1 SE;hwys N,S	954	1	17-(S1)	(F1)	Atnd wk-ends only.
Sutton, 21, CIN-DCA	P	3.6 ENE; rd E	1264	1	31-BL2		P-line SW.
Taplin, McDonald	L	0.5 WNW; riv N	680	1	23-(S5)	(F1)	Ridges SE, NW. Use strips.
Weirton	P	2.0 E	1145	1	h23-S5	F2	
Welch	L	3.4 ESE; RR S	2100	1	21-L4-(S1)	(F1)	
(PC)Weston, Bennett	L	3.2 N; RR E	1020	2	34		Hill S.
(P)WHEELING-Ohio County	P	7.5 NNE;riv W	1195	3	h50-BL4, 6-S5	F4	Stay on hard surface.
(PC)White Sulphur Springs, Greenbrier	P	2.3 SW;bet RR, hwy	1795	1	h35-S5-U	F4	Rgt tfc E. FEE for multi-eng acft. 5000' strip avail. Caution using sod ext durg thaws. Ctc Greenbrier U for info.
(PC)WILEY FORD, Cumberland		SEE: Cumberland Arpt, Cumberland, Maryland					
NEW AIRPORTS (or airports out of alphabetical order)							
WISCONSIN							
→ Antigo	L	2 ENE;hwy N	1483	2	33-S1	F4	
(PC)Appleton, Outagamie Co.	P	2.2 ENE; RR S	750	4	h37-BL4-S5	F4	P-line NW.
Ashland	P	2.5 SSE; RR E	727	2	22-S3	F2	P-lines NE,SW; unattended winters; use strips.
Baldwin	L	0.5 W; RR N	1100	2	25-(S1)	(F1)	N, S blkd; p-line W.
Baraboo, Bell Aero	P	4 NNW; hwy W	980	2	35-S1	F2	Use strips only.
Barron	L	1.1 ENE; riv W	1110	2	26-(S1)	(F1)	E, W blkd. Atnd Suns. Use strips.
Beaver Dam	P	1.7 W; lk N,E,W	885	2	27-S5	F2	Rolling.
Beloit-Prairie	P	3.5 NNE;RR W	800	1	26-S5	F2	
Black River Falls, Jackson County	L	2 E; RR W	855	4	28		W, NW, NNW blkd;p-line SW.
Boscobel	P	2 NE; RR S	670	3	26-S1	F2	SW blkd. Use strips.
Boulder Junction	P	1.6 NNW; lk W	1665	2	39-L4	F3	Clsd winters. Use strips.
Boyceville	L	0.5 E; hwy W	948	4	20-S1	F1	NNE, SSW strip clsd. P-line N, NE, NNE, W, SSW. Irreg atnd winters. Use strips.
Briggsville, Norlings	L	1.3 SW; lk N	830	1	24	F1	No fuel January, February.
(PC) Cable-Union	P	2.5 SE; riv N	1351	2	33-*L-S3-U	F3	
Cambridge	L	1.8 SE;hwy N	920	1	16		Rolling. Unattended.
Cedarburg, Grob	L	2.3 N; hwy S	875	3	24		Do not land strip 13 or tk-off strip 31. P-line S. Use strips.
Chetek	L	1.5 SE; lk N	1050	3	22-*L-(S3)	(F3)	N, NW blkd;p-line SE, S; ant W.
(PC)CLINTONVILLE	P	1 ESE;hwy N	828	3	h38-BL4-W	F3	
(PC)Coloma	L	3 NW; hwy 1,2 E	1100	3	31-(S1)	(F2)	Use strips.
Crivitz	P	3.3 WSW;dam 1 N	680	3	30-S1	F2	N, NW, SE, W blkd.
(PC)Cumberland	L	3 SE; lk NE	1230	3	22-(S1)	(F1)	
Delavan, Lake Lawn	L	2.3 E;hwy S	980	1	29		Rolling.
" Swan	L	5.3 N; hwy E	890	2	27		N blkd. E/W strip ruf.
DePere, Nicolet	P	2 E	600	2	35-*L-S3	F2	1050' TV tower 4 mi SE.
Drummond, Sorenson	P	11 W; lks N, W	1275	1	20	F2	CLOSED WINTERS. Rolling.
Durand, Schlosser	P	2.4 NNW;hwySE	800	2	26	F2	
Eagle River	P	1.3 NW;riv N	1644	2	36-*L-S1	F2	E blkd.
(PC) East Troy	P	0.3 W;bet hwys	822	1	24	F2	P-line N. Do not land when wet.
(P)EAU CLAIRE	P	3.5 NNE;riv NW	887	2	h43-BL4-S5-W	F3	Use rnwys.
Edgerton, Tobacco City	P	2.7 N; hwy E	850	2	26	F1	N blkd. Use strips.
(PC) Elkhorn-Airways, Inc.	P	1.8 SE; hwy E	1000	2	26-S5-U	F2	NW, NE, SE blkd. Use strips.
(PC)Ephraim-Fish Creek	L	2 SW;hwy NW	775	2	24		CLOSED WINTERS. Rolling.
Fifield, Boyd's Mason Lake Resort	P	13 WSW;lks E,S	1410	2	40	F2	N, SE blkd.

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
(PC)Ft. Atkinson	P	3 NNE; riv E	799	1	20	F2	
Gills Rock, Washington Island	L	8.4 NE; hwy W	656	2	25		SW blkd;p-line NE. Use strips.
Glidden	L	0.6 S; hwy E	1540	1	22		P-lines SW.
Grantsburg	P	2.0 NE	927	2	42-BL4-W	F2	
(P)GREEN BAY, Austin-Straubel	P	5.7 WSW	694	3	h42-BL4-S5-W	F4	Use rnwys.
Hales Corners	P	0.7 SSE;hwy W	770	1	21-S3	F2	Use strip.
Hayward	P	2.0 NE	1200	2	29-*L	F2	
Hika-Rutherford	L	0.2 SW; RR W	640	1	26		N, S blkd. Ruf.
Iola, Central County	L	4.8 E; hwy N	900	4	22		P-line E. Rolling. Use strips.
Iron River, Union	L	2.2 WNW; lk S	1100	1	23		
Janesville-City	P	1.6 NNE;RR NW	860	4	23-B*L1-S3	F2	
(PC) " ROCK COUNTY	P	4.5 SSW;hwy E	808	3	h34-BL4-W	F4	
Kendall	L	0.5 E; RR S	1060	2	20		Closed-soft. N blkd. Rolling.
(PC) Kohler	P	1 N; hwy S	647	2	28-*L-S5	F3	P-line NW. Rgt tfc rnwys 34, 21. Ruf-sandbox.
(P)LA CROSSE	P	5 NNW;riv N	653	3	h33-BL4-S5-W	F4	
Lac du Flambeau, Bo-di-Lac	L	5.8 S; lk S, E	1550	1	21		SW blkd.
→ Ladysmith, Rusk County	P	5.5 ENE;riv NW	1230	2	30-L4-S5	80	
Lake Delton, Wisconsin Dells	L	0.6 SE;hwy E	910	1	20		Unattended.
→ Lake Tomahawk, Dolhun's	P	1.8 WNW;hwy N	1550	1	30-*L4-S5-U	F3	P-line N.
Lancaster, Vesperman	L	1.0 ENE	1100	1	16	(F3)	S blkd.
LAND O' LAKES, King's Land O' Lakes	P	0.5 SSE, Rd W	1706	2	h36-S1	F3	Clsd winters.
(PC)La Pointe, Madeline Island	L	1.2 ENE;hwy NW	646	1	26		
Lone Rock, Tri-County	P	2 NNE;hwy S	717	2	28-L4-S5-W	F2	Code bcn.
(AF, NG)MADISON, Truax	P	5 NE; RR W	859	4	h36-BL4,6,-S3-W	F4	Rds E, NE, 2-way rdo rqrd. Unlgtd TV ant, N, trees SW. Overrun lgts.
" Morey	P	7 WNW; hwy 1 E	928	3	30-*L4-S5-U	F3	S blkd.
(PC)Manitowish Waters	P	1.2 SSE;hwy NE	1610	2	36-*L-S1	F3	
Manitowoc Mun	P	1.6 NNW;RR W	647	2	h38-BL4-S5-U	F4	
→(PC)Marshfield	P	2.3 SSW;hwy E	1253	2	h28-L4-S5-U	F2	
Mauston	L	2.3 SE; hwy N	880	1	19-*L-(S1)	(F1)	
Mauston-Woodside Ranch	L	5 E; riv S	860	1	20		CLOSED WINTER. Rolling.
Medford	P	1.6 NNE;hwy W	1410	2	13-S1	F2	Not mainted winter months. Use strips. SW blkd.
Merrill	P	1.2 NNW	1280	2	h22-S1	F2	Use strips.
(PC) Milwaukee, Curtiss Wright	P	6 NW;riv W	745	3	h35-BL4-S5-U	F4	
(AF) " GENERAL MITCHELL	P	6 S; RR E, W	698	4	h67-BL4,5,6,-S5W	F4	P-lines NE, SE, NW. Rnwy 7-25, 4800' open all acft days. Rgt tfc rnwy 1-7.
Minong, Hultquist's Nor-Resort	L	1.9 W	1180	1	21	F1	Apch blkd by trees
Monroe, Badger	P	1.8 SW; RR N	1080	2	19-*L-S5	F2	Rolling. Ctn-Ditch E side N,S strip.
Montello, Myrland Farms Skylodge	L	1.5 NNW;lk W	850	1	21-(S1)	(F2)	Closed Dec, Jan., Feb., NW blkd.
Neenah, Valley	P	3.9 SW; hwy E	760	2	21	F3	P-line E. Rolling. Use strips.
Oconomowoc, Pabst	L	3.6 SE;hwy N, S	890	1	19		S blkd.
Oconto	P	2.6 SW; riv N	602	2	31-*L-S3	F2	Use strips. E blkd.
Oiibwa, Rainbow	L	1.0 E	1265	1	35	F1	Unattended Nov thru Apr.
(PC)Osceola	L	0.5 SE;hwy SW	894	2	26-(S1)	(F1)	NE end NE/SW ruf. Use strips.
(PC)OSHKOSH, Winnebago Co.	P	2 SSW; RR E	790	4	h48-BL4-S5-W	F4	P-lines N, NE, E. Right traffic take-offs runways 4, 9. Use runways.
Palmyra	L	0.5 NW;hwy E	854	1	21		
Pardeeville	L	0.6 SW;RR N	810	1	23		P-line SW.
Pewaukee, Aero Park	P	3.6 NE; riv W	820	3	27-S3	F2	No storage. N, SE, S NW blkd; p-lines SW. Rgt tfc SW.
" Capitol Drive	P	4.4 E;hwy S	830	3	21-*L-S5	F2	W end E/W strip soft, low. S blkd. Rolling. Ctn-parked acft S. Use strips.
(PC) Phillips	P	1.2 N; RR W	1475	2	35-*L4-S1-U-W	F2	
Plymouth, Carm	L	1.9 NW	925	2	22-*L4		Use strips.
" Chaplins	P	1 NNW;Rd W	868	1	22-S5-U	F2	P-line W; hill E. Use strip.
Portage, Mael	P	1.6 NW;hwy W	820	2	30-S3	F2	P-lines S, W.
"-Manley	L	4.5 SE	900	1	20		P-line W.
Pulaski, Kubiak's	L	1.5 E; RR SW	780	1	24		

CITY AND AIRPORT NAME	TYPE	LOCATION	ELEV	NO. OF RNWYS	LONGEST RNWY FACILITIES	FUEL OCTANE	REMARKS
WISCONSIN							
Racine, Horlick-Racine	P	2 N; RR E	665	3	h44-BL4-S5-W-U	F4	Use rnwys. Sod unsafe.
Reedsburg	P	1.5 E; RR S	880	2	h23-*L	F2	N blkd. P-lines SE.
(PC)RHINELANDER-Oneida Co.	P	2.2 WSW;riv SE	1599	2	h39-BL4-S3-W	F3	Use rnwys.
Rice Lake	L	3.9 NNE;Lk W	1150	3	35		SW, W blkd;p-lines SE, NW. Use strips.
" Arrowhead	P	2 SSE;lk S	1190	2	24-*L-S1	F3	Rolling.
Ridgeland	L	1.5 NNE;hwy E	1100	1	16-S1	F1	S blkd.
River Falls	L	0.5 NW;riv E	914	2	26		N, S blkd. Use strips.
Sextonville, Richland	P	0.2 NW;hwy W	722	2	22-L4-S5	F2	P-line W. Use strips.
Seymour	L	3.6 SE;hwy W	780	1	19		
(PC)Shawano	P	2.3 ENE;RR S	813	2	40-L4-S5-U	F2	E, SE blkd, TV ant. W Ruf. Use strips.
Shell Lake	L	1.2 SE; lk N,E,S	1210	3	26-(S1)	(F1)	Ruf in spots.
Shullsburg	L	1.1 S; hwy N	1080	2	17-(S1)	(F1)	
(PC)Siren, Burnett County	P	2.6 NNE;hwy E	988	3	h39-BL4-S5	F2	W blkd.
Solon Springs	P	3 S; hwy E	1100	1	26	F1	
Spencer	L	0.5 SW	1310	3	26		W blkd; p-line NNW, 30' tree between strips. Soft-wet. Not maintd winter months.
(PC)Spooner	L	5 NE;RR NW	1103	3	22		
" Commercial	P	5 N; lk NW	1072	3	26-*L-S3	87	Use strips. Rolling.
(PC)STEVENS POINT	P	3 NE; hwy W	1107	2	h40-BL4-S5	F3	Use rnwys.
(PC)Sturgeon Bay, Cherryland	P	2.0 WSW	718	3	32-*L4-S3-U	F2	
Sturtevant, Air City	P	0.6 SE; hwy N	633	4	26-*L-S3	F2	N, E, W, ENE blkd; p-lines NW, WSW.
(PC)Superior, Bong	P	2.3 S	674	2	33-S5	F2	P-line SE. Use strips.
	L	2.5 ESE	1637	1	34		
Tomah	P	1 E; RR N	970	2	26-S3	F2	N, S, W blkd.
Tomahawk, Forest Protection	L	0.5 WNW;riv N	1450	1	h32		Rgt tfc W. RR crosses center of rnwy. Land at own risk, SE blkd; p-line SSW.
Watertown	P	1.2 S; riv W	820	2	h28-BL4-S5-U	F3	NW blkd.
Waukesha-County	P	1.8 N; hwy NE	904	3	h30-BL4-S5-U	F2	S blkd.
(PC)Waupaca	L	4 ESE; Riv N,E	860	4	28-(S3)	F2	Atnd week ends.
Waupun	P	2 WSW;hwy N	940	3	24-S3	F2	P-line N. Silos W. Entire fld muddy and soft after hvy rains and during spring thaw.
(P)WAUSAU	P	2.5 S; riv SW	1205	3	h44-BL4-S3	F3	
(PC)Wautoma	L	2.3 SSW;lk S	858	3	28		
West Bend	P	2.5 E; riv S	880	2	31-B*L-S5-U	F2	NE, NW blkd. Use strips. Rolling.
" Sky Ranch	P	7.2 NW;hwy N	1020	2	22-S3	F2	Ctn-soft where culvert crosses strip. P-line N. Rolling.
Wisconsin Rapids, Peterson	L	3 SE; RR NNE	960	3	36		Use at own risk, SW end NE/SW strip ruf. S blkd.
Wonewoc, Castle Rock	L	1.1 NNW;hwy N	960	1	18-(S1)	(F1)	P-line ESE. Ruf.
NEW AIRPORTS (or airports out of alphabetical order)							
Arbor Vitae	P	3.0 W	1600	2	38-*L-S3-U	F4	P-line E. Trees W,N.
→ Lodi-Lakeland	L	0.5 NE	870	1	26	F2	
WYOMING							
Afton	P	0.3 S; hwy E	6239	1	48-S5	F2	Rgt tfc S. Ctn-ditch W. N blkd.
Baggs	L	1.4 S; hwy E	6400	3	30		P-line E.
Buffalo	P	2.6 NNW;crk SE	4900	2	40-BL2-S5	91	Strips ruf.
" Lake De Smet-Seney Pt.	L	9.0 N; lk W	4830	1	16		Use with caution.
(NG, A) CASPER-AIR TERMINAL	P	7.5 WNW;hwy SW	5348	4	h106-BL4,6-S5-X-W	F4	1000' ext each end rnwy 3-21 not lgtd.
(NG)CHEYENNE	P	1.0 N; hwy W	6156	3	h91-BL4,6,7-S5-W	F4	Avoid hospital E. Overrun lights.
(PC) CODY	P	2.0 ESE; hwy S	5096	2	h54-BL4-S3-U	F4	
Cokeville	L	2.5 SSW; riv E	6250	2	45	(F1)	
Cowley	L	2.0 NNE	4050	2	61		
(P)Douglas	P	1.5 SE	4876	1	h50-BL3,4-S5-W	F3	
Dull Center, Sherwin #1	P	8.4 NE; riv S	4176	2	33-S1	F2	
" Sherwin #2	L	7.5 NNE; riv S	4250	3	50		Stock on field winters.
Encampment, Anderson	L	3.2 ENE;hwy S	7200	2	27		P-lines SW, NW.
Ft. Bridger, 9, SLC-OMA	P	5.0 N; hwy E	7016	2	51-BL2		
(PC)Gillette	P	4.5 NNW;hwy E	4338	3	54-S5	F2	Ctn - peak W. Use rnwys only. Soft when wet.
(PC)GREYBULL	P	2.0 NW; hwy S	3933	2	h50-BL4-S5-W	F4	
JACKSON	P	9.0 N	6444	1	h63-BL4-S1	F4	Wea. avail June 15 thru Sept. 15. Corral.
Kemmerer	L	1.5 NNW;RR S	7262	3	71-BL2		
Lander, Hunt Field	P	1.5 S; riv W	5586	1	h49-BL2-S2-W-U	F2	
(P)LARAMIE, Brees	P	4.0 W; hwy N	7273	4	h63-BL2,4-S1-W	F4	N/S strip ruf, Posts N,E,S,W. Ctn-deer-fld.
Lusk	P	2.9 E;RR, hwy S	4960	1	49-BL4-S5-U	F2	
Medicine Bow, 31, SLC-OMA	P	1.3 SE	6646	4	37-BL2		P-line NE. Ruf off strips.
(PC) Newcastle-Mondell	P	6.2 WNW;RR N	4165	4	h45 B*L4-S1-U	F1	P-lines N and E. Clsd to all acft over 12,500 lbs.
Pinedale	L	6.0 SSE;hwy N	7200	2	45	(F2)	
(PC) POWELL	P	8.0 NNW;rd NE	5094	3	62-BL4-S1	F1	
(P)RAWLINS	P	2.3 NE;RR, hwy S	6784	2	h55-BL4-S5-W	F3	Rgt tfc NE.
(PC)RIVERTON	P	3.8 NW;hwy SW	5493	2	h62-BL4-S3-U	F4	
(P)ROCK SPRINGS	P	8.8 E	6752	3	h67-BL4, 5-S1-W	F4	
Saratoga, Shively	L	0.7 SSW;hwy E	6900	3	68-U	(F1)	P-line ESE.
(P)SHERIDAN-County	P	2.0 SSW; crk N	4021	2	h60-BL4-S5-W	F4	
Sundance, Schloredt	L	1.8 SW	4855	3	17		
Sussex, 22A, CYS-GTF	P	2.5 NNE	4800	3	39-BL2		
→ Thermopolis	L	1.0 N; hwy E	4535	2	50	F4	Hill SW.
(PC)Torrington	P	4.2 S; hwy W	4350	4	37-S1	F1	S, W blkd; p-lines SE, SW, NW.
Wheatland	P	1.2 E	4775	1	42-BL4-S1	F1	
(PC)WORLAND	P	3.3 S;canal NW	4201	2	h52-BL4-S1-U-W	F3	5600' strip avail
" Wostenberg	L	4.0 E; hwy S	4200	2	26		
Wright, Isenberger Ranch	L	8.5 NE	4837	1	24		
NEW AIRPORTS (or airports out of alphabetical order)							
PUERTO RICO							
Arecibo	P	3.5 SE;rd S	49	1	h40-S1	F1	
Dorado	P	2.5 W; RR S	75	1	h35-S1	91	Use rnwy.
MAYAGUEZ	P	4.0 N; RR W	29	1	h42-L4-W	F1	
Ponce, Mercedita	P	3.0 E; rd S	25	1	h32	F1	FEE.
SAN JUAN, PUERTO RICO INTERNATIONAL	P	6.0 ESE;Ocn N	9	1	h78-BL6-W	F4	ARPT OF ENTRY.
→ SAN JUAN-Isla Grande	P	2.0 S; bay W	9	1	h48-BL4-S5-W	F5	
SANTA ISABEL	P	1.0 E; RR S	27	1	h40-BL4-W	F1	
Santa Rita	L	1.0 W; RR W	50	1	30		W blkd.
NEW AIRPORTS (or airports out of alphabetical order)							
VIRGIN ISLANDS							
ST. CROIX, Christiansted Hamilton	P	6.5 SW; Sea S	57	1	h50-BL4-W	F3	ARPT OF ENTRY.
ST. THOMAS, Charlotte Amalie, Truman	P	2.0 W	11	1	h42-BL4-S1-W	F3	Hill E. 100' extreme eastern end Rnwy 9-27, closed - marked. Night landings W. ARPT OF ENTRY.

HIGH INTENSITY INSTRUMENT APPROACH LIGHTING - U. S. NATIONAL STANDARD CONFIGURATIONS



CONFIGURATION "A" (Coded in Directory as "7a")

CONFIGURATION "B" (Coded in Directory as "7b")

CONFIGURATION "C" (Coded in Directory as "7c")

h-paved rnwys. B-rotating lgt. L-lighting facilities. S-servicing. aw-allway field. W-weather reports avail.

F - fuel octane. → - new or revised data. UNICOM: U - 122.8 mc; X 123.0 mc. (See Airport Legend Page). (4 March 1958)

NOTICES TO AIRMEN

SPECIAL NOTICES

✓ Indicates new or revised Special Notices

The Airman's Guide covers primarily two broad fields of civil airport information, namely so called permanent data changes and temporary hazardous conditions. Permanent airport data refer to new airports or changes in field layout or servicing, lighting, or permanent obstructions on existing airports. Temporary hazardous conditions refer to conditions that make such airports temporarily unusable or usable only with caution. Such hazardous conditions could be, for example, a field closed because of floods, spring thaws, or construction, or merely a burned-out obstruction light or a runway partially unusable because of construction.

Since the aeronautical public should be immediately advised of hazardous conditions, reporters should utilize the CAA Airway Communications Stations. The item to be reported, therefore, should either be telephoned or mailed to the nearest communications station for dissemination as a Notam and for further transmission to the publishers of the Airman's Guide. (If this is not feasible the items should be reported directly to the General Services Office, Attention: W-120, CAA, Washington 25, D. C.)

Permanent airport data changes should be reported to the appropriate CAA Regional Office for coordination before they are included in the Airman's Guide.

HOW TO USE THE AIRMAN'S GUIDE: The Airman's Guide is issued every two weeks. Every issue contains a Notice to Airmen section; every other issue additionally contains a Radio Facility Data section; and once each quarter the Directory of Airports appears in an issue containing both of these sections.

CONTENTS: The contents of each issue are noted on the front cover. The first page of each section carries the Legend for interpreting codified information. Material normally included in each section is as follows:

(1) Notices to Airman: Gives current condition of facilities and any special flight regulations or restrictions; cites data changes which serve to correct less frequently issued publications or charts; included as Special Notices are amendments to restricted areas, location identifiers, minimum en route IFR altitudes, civil airways, control areas, control zones, reporting points, VOR check points, standard instrument approach procedures, etc.

(2) Radio Facility Data: Lists radar facilities, instrument landing systems, and all other aeronautical radio facilities with their transmitting and guarded frequencies, identification, station class, range courses and remarks.

(3) Directory of Airports: This codified directory covers airport type, class, elevation, runway length and number, lights, servicing, obstructions, fuel octanes, weather reports available, unicom available, and remarks.

SPECIAL NOTICES: Special Notices usually appear at the beginning of the Notices to Airmen section. Special Notices are frequently indicated on the front cover, giving the subject and page number where the information is found.

CIVIL USE OF MILITARY FIELDS: U.S. Air Force and Navy Fields are open to civil fliers only in emergency or with prior permission.

In the case of Air Force Bases, pilots must have on file with Headquarters USAF a "HOLD HARMLESS" AF form 180 and in their possession a properly signed and executed AF form 181 permit. Application for these forms may be made to: Assistant Chief of Staff, Installations, HQ, USAF, Washington 25, D. C. This regulation will be strictly enforced.

For Naval Installations, prior permission should be requested from the Chief of Naval Operations (OP 532) via the Commanding Office of the field concerned, (who has the authority to approve landing rights for certain categories of civil aircraft). However, with minor exceptions, authority to use Navy field is granted only to aircraft on government business, or when no suitable civil airport is available in the vicinity.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

FILE FLIGHT PLANS BEFORE TAKE-OFF: Pilots are urged to file VFR flight plans in person or by telephone prior to departure. Radio should be used for filing plans only when it is impossible to file in person or by telephone. This procedure is necessary in order to avoid congestion on the already busy air-ground communications channels. These channels should be reserved for essential in-flight communications. All pilots will benefit by following this practice.

CLOSE YOUR FLIGHT PLANS UPON ARRIVAL: Failure to close a flight plan may result in a civil penalty because it is a violation of the Civil Air Regulations. More important, heedless expense and trouble involved in unnecessary search and rescue missions can be avoided by the proper closing of all flight plans.

DVFR FLIGHT PLANS: When an IFR flight plan is cancelled, a DVFR flight plan should be filed if the provisions of Part 620 of the Regulations of the Administrator will be applicable to any portion of the remainder of the flight.

USE OF OMNIRANGE: The effectiveness of the omnirange (VOR) depends upon proper use and adjustment of both the ground and airborne equipment. The accuracy of course alignment of the omnirange over 360° azimuth is excellent when compared to that of the L/MF range, being generally within two degrees (plus or minus). On certain stations, some sectors may contain slightly larger errors, but no course published as usable in the Airman's Guide will be displaced more than 3-1/2 degrees from its theoretical locations. Certain minor irregularities may be observed in using VOR facilities, such as apparent course roughness, infrequent brief flag alarm activity, course deflections and/or limited distance range. Pilots flying over unfamiliar routes are cautioned to be on the alert for these apparent vagaries.

AUTOMATIC VOICE IDENTIFICATION: Voice identification has been added to numerous air navigational facilities (omnirange stations).

Omniranges where voice identification is functioning are designated in the ANRA pages by an asterisk (*) in the "class identification" column. The transmission consists of a voice announcement alternating with the usual Morse Code identification:

e.g. Long Beach omnirange (Voice) .-..--.-... (LGB in Code)

For omniranges, as shown above, normal voice identification consists of the name of the omni followed by the word "omni". However, if the omni is unattended, i.e. if no facility for providing air-ground communications services is associated with the omni the word "unattended" will precede the word "omni". Example: AIRVILLE UNATTENDED OMNI.

TRANSMISSION OF "V" BY VAR RANGES: The letter "V" is transmitted by all VAR ranges. It precedes the usual location identifier and is separated from it by a short space. It is intended to enable pilots to distinguish instantly between the aural directional signals of VAR ranges, and those of low or medium frequency ranges, ILS and VORs located in the same general area. It will, for example, guard against the possibility of an error occuring through accidental connection of a pilot's headset to the wrong receiver. The "V" is transmitted at an appreciable higher rate of speed than the location identifier.

FLYING BENEATH AIRSHIPS: All airships operating in the Atlantic Ocean area have the capability of either towing sonar or picking up sea water as ballast. Either operation creates an invisible hazard to other aircraft in that a wire cable extends from the airship to the water in both cases. Therefore, other aircraft should remain well clear of all airships and should not, under any circumstances, fly beneath them when over water.

RADAR TRAFFIC CONTROL - LOSS OF COMMUNICATION: On page 66 of the Flight Information Manual, Vol. II (dated August 15, 1957) after last paragraph of the left-hand column add the following:

LOSS OF COMMUNICATION - ARRIVAL AIRCRAFT UNDER RADAR CONTROL: If the pilot experiences loss of 2-way communication after leaving the outer fix under radar control, the pilot of such arriving aircraft will be expected to proceed direct to the ILS outer marker/ compass locator, or to an approach facility serving the airport, and execute an instrument approach. The required separation between such aircraft and other aircraft in the area will be provided on the basis that the aircraft which has experienced the radio failure will effect a landing as soon as possible and radar will be used to control other aircraft accordingly. If the instrument approach cannot be successfully completed for any reason (such as weather), the pilot will be expected to comply with any instructions issued previous to radio failure or execute a missed approach. Standard radio failure procedures shall apply in any case of 2-way radio communications failure other than those outlined in this paragraph.

TACAN: TACAN (Tactical Air Navigation) is a pulse type omni range system operating in the 1000 mc band, giving cockpit information and display of azimuth and distance from the facility similar to civil VOR/DME. Its use requires Tacan Airborne equipment and does not operate through the conventional VOR/DME equipment. Its coverage is similar to VOR/ DME.

VORTAC: VORTAC means the combination of VOR and TACAN. A VORTAC facility provides azimuth navigational information on VHF (108-118 mc) and azimuth plus distance navigational information on UHF (960-1215 mc). These facilities consist of a coaxially collocated VHF omni range (VOR) and a UHF TACAN (Tactical Air Navigation) transponder beacon. Aircraft having complete TACAN airborne equipment can receive both distance and azimuth information from the TACAN transponders. Aircraft equipped with VOR receivers use the azimuth information from the VOR and obtain distance information from the TACAN transponder beacon through the use of a separate airborne distance-only interrogator.

All equipment in a VORTAC facility is in duplicate and has electronic monitoring of the radiated signals with either automatic or remotely controlled transfer to standby. Automatic standby power generating equipment is also provided. The status of operation of VORTAC facilities is relayed to control stations or monitoring points either by wire line or radio link. Transmitted signals of VOR and TACAN are each identified by 3-letter code transmission and are interlocked so that pilots using VOR azimuth with TACAN distance can be assured that both signals being received are definitely from the same ground station. The code for the VOR is transmitted at the rate of six identifications per minute. Twice each minute the VOR identification is omitted to allow two identifications of the TACAN signal per minute. A supplementary automatic voice identification is being added to the VOR. The frequency channels of the VOR and the TACAN at each VORTAC facility are "paired" in accordance with a national plan to simplify airborne operation.

NEW ATCS FREQUENCY: On January 1, 1958, 120.7 mc transmit will be cmsnd at most ATCS and complete system-wide implementation will be accomplished as rapidly as possible. 120.7 mc will gradually replace 126.7 mc as the ground-to-air reply channel for air-to-ground communications on 126.7 mc. From January 1, 1958, to July 1, 1958, ATCS will continue to use 126.7 mc ground-to-air in reply to acft calls on 126.7 mc. During this period, aircraft desiring ground-to-air reply on 120.7 mc must so state in initial call-up. After July 1, 1958, ATCS will use 120.7 mc ground-to-air in reply to aircraft call on 126.7 mc unless requested by the pilot to reply on 126.7 mc. On January 1, 1960, 126.7 mc will be decmsnd as a ground-to-air channel.

USE OF VOR VOICE CHANNEL: Beginning January 1, 1958, Air Traffic Communications Stations will use the VOR voice channel in reply to air-to-ground calls on 122.1 mc unless (1) reply on 122.2 mc is requested by the pilot, or (2) VOR voice is not available, in which case 122.2 mc will be used.

GLIDE SLOPE FLARE: Modification of null reference glide slope facilities will result in glide slope flare at about thirty (30) feet above runway. Caution advised on automatic approaches continued past runway threshold.

CRUISING ALTITUDE REQUIREMENTS OUTSIDE CONTROL AREAS: Pilots are reminded to familiarize themselves with provisions contained in Civil Air Regulations, Part 60, paragraphs 60.32(b) and 60.44(b), concerning cruising altitude requirements outside control areas.

ON TOP IFR OPERATIONS: Effective September 15, 1957, the phraseology, "at least 1000 on top" is changed to "VFR conditions on top." Pilots proposing IFR operation on top in lieu of a specific altitude should specify "VFR conditions on top" in filing an IFR flight plan. Operational requirements for operating at least 1000 on top continue to apply for operations in VFR conditions on top.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual Vol. II (dated August 15, 1957), under SECTION I, left-hand column, amend paragraph 1 to read as follows:

1. WITHIN CONTROL ZONES -

A. Unless a clearance has been obtained from air tfc ctl, acft shall not be flown beneath the ceiling when the ceiling is less than 1000'; or closer than 500' vertically under 1000' vertically over, or 2000' horizontally from any cloud formation.

(1) When operg in accordance with a clearance issued by air tfc ctl, acft shall remain clear of clouds.

B. Unless a clearance has been obtained from air tfc ctl, a pilot shall not take-off or lnd an acft at an arpt within a ctl zone or enter the tfc pat of such an arpt when the gnd visibility is less than 3 mi.

(1) When operg in accordance with a clearance issued by air tfc ctl, a pilot shall not take-off or land an acft, other than a helicopter, at an arpt when the gnd visibility is less than one mile: Provided, that where a local surface restriction to visibility exists, such as smoke, dust, or blowing snow or sand, the min visibility is one-half mile, if all turns after take-off and prior to lndg and all flgt beyond 1 mi from the arpt bndry can be accomplished above or outside the area so restricted.

ATC PROCEDURES - VISUAL FLIGHT RULE PROCEDURES: On page 54 of the Flight Information Manual, Vol. II (dated August 15, 1957), under SECTION I, amend footnote 1 under the table, right hand column, to read as follows:

1. If tfc conditions permit, air tfc ctl will issue an air tfc clearance at pilot's request, when the mins are less than those specified. Such clearances do not constitute authority for the pilot to deviate from Section 60.17 or 60.30 and 60.31 as amended, or any other applicable provisions of the Civil Air Regulations.

ATC PROCEDURES - RADAR TRAFFIC CONTROL: The following indicated change does not become effective until Nov 1, 1957. On page 66 of Flight Information Manual Vol. II (dated August 15, 1957), delete the third and fourth sentences of the second paragraph and insert the following:

After release to apch ctl acft will be vectored from the outer fix to the appropriate final apch crs (ILS, VOR, ADF, etc.). Acft leaving these outer fixes under radar ctl will be considered on initial apch. Radar vectors and alt levels assigned between the outer fixes and final apch will be issued as required for spacing and separating acft. When radar is used to position acft on final apch to the ILS, or other final apch fix, the flgt will be so vectored that it is established on the final apch crs prior to reaching the apch fix. Acft will be cleared for apch at thetime the final heading for interception of the final apch crs is issued, or after the acft is established on final apch crs prior to passing the apch fix.

NOTIFICATION OF NON-COMPLIANCE BY MILITARY AIRCRAFT: The 323rd Fighter-Bomber Wing, Bunker Hill AFB, Indiana is performing low altitude navigational training flights at two hundred feet for the purpose of pilot proficiency under the authority of Section 60.1(a) of the Civil Air Regulations. Route of flight: Bunker Hill AFB, Indiana heading 261° to Loda, Illinois; 280° to Lake Bloomington, Illinois; 059° to a point at latitude 40-55, longitude 88-24; 088° to latitude 40-53, longitude 86-53 (approximately 2 nautical mi North of Monon, Indiana); 112° climbing to traffic altitude to Bunker Hill AFB, Indiana, point of beginning.

The Army Aviation Training Detachment, Edward Gary Army Air Force Base, San Marcos, Texas, is conducting aerobatic training on civil airways V222 and V198 under authority of Part 60.1(a) of the Civil Air Regulations. The training activity is being conducted below 5000 feet MSL in VFR conditions between Smithville intersection and San Antonio VOR on V222, and between Eagle Lake and San Antonio VOR's on V198. Flights operating between those points on V222 and V198 at less than 5000 feet MSL should do so with extreme caution.

ATC PROCEDURES - TRAFFIC INFORMATION: On page 59, of the Flight Information Manual Vol. II (dated August 15, 1957) under Traffic Information, right-hand column, revise the first paragraph to read: "TRAFFIC INFORMATION - Essential traffic information is information on same direction IFR aircraft on the same or converging courses which are expected to be overtaken, passed or approached within a distance of less than ten minutes in actual flying time, when such aircraft are 1000 ft or less vertically above or below the aircraft being cleared."

Under Traffic Information, page 59, right-hand column, revise the second paragraph to read: "Traffic information is included in an air traffic control clearance when deemed necessary by a controller or when requested by a pilot."

ATC PROCEDURES - IFR PROCEDURES: On page 60, of the Flight Information Manual, Vol. II (dated August 15, 1957) under Position Reporting, amend same to read: POSITION REPORTING - Pilots are required to maintain a continuous listening watch on communications channels appropriate to the route being flown and furnish position reports over the appropriate compulsory reporting points as shown on the Coast and Geodetic Survey Radio Facility Charts and the reporting requirements are as follows:

A. Below 27,000'

Flights Along Airways:

1. Compulsory reporting points for all altitudes: These are indicated on the charts by a solid triangle. A position report will be made by all flights over each of these points along the route of flight.

2. Compulsory reporting points below 15,200': These are indicated on the chart by a solid triangle over a horizontal line. A position report will be made by flights operating below 15,200'MSL when over each of these points along the route of flight, in addition to the compulsory reporting points for all altitudes, except those flights operating on an altitude assignment of "VFR conditions on top."

3. Compulsory reporting points for flights operating on an altitude assignment of "VFR conditions on top": Regardless of the altitude being flown, pilots shall report only over those fixes that are designated as compulsory reporting points for all altitudes. Air traffic control may specify additional reports as required.

Flights Along a Direct Route:

1. Reporting points for direct route flights: Regardless of the altitude being flown, including flights operating on an altitude assignment of "VFR conditions on top", pilots shall report over each reporting point specified in the flight plan defining the route of flight (approximately 200 miles apart). Air traffic control may specify additional reports as required.

Flights Along Airways and/or Direct Routes:

1. "On request" reporting points: These are indicated on the chart by an open triangle. Air traffic control may request a position report over these or any other points from any flight regardless of altitude. All position reports should be made as soon as possible after the aircraft has passed the reporting point.

B. At or Above 27,000'

Flights Along an Established or Direct Route:

1. Compulsory reporting points for all flights: All established high-altitude navigational aids and a small number of intsxn formed by these aids constitute compulsory reporting points. These are indicated on Aeronautical Chart and Information Center High Altitude Facility Charts. Pilots shall report over each fix along the established route, or if direct, over each fix specified in the flight plan defining the route of flight (not more than 300 n mi apart). Air traffic control may specify additional reports as required.

SIMULTANEOUS VOICE TRANSMISSIONS FROM A SINGLE LOCATION: At several CAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York ATCS controls the transmitters at Idlewild, LaGuardia, Newark, Colts Neck, Caldwell and Wilton L/MF or VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., THIS IS NEW YORK AREA RADIO, etc.

Calls from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Newark Radio" will be answered by the New York ATCS, "THIS IS NEWARK RADIO, etc."

The word "AREA" signifies that the transmission from the named (controlling) location is emanating simultaneously from one or more remotely controlled facilities, having a different name or names, as indicated in the ANRA Section of the AIRGI and/or applicable RF Charts.

A NOTAM will be issued from those facilities affected by the foregoing when the change to this procedure is made.

HERNDON, VIRGINIA, VOR SHUT-DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 223: HRN VOR - Hampton VHF Int	Arcola LFR direct HAR VOR	3000
Victor 39: EMI VOR - Remington VHF Int	Red 33	as published
Victor 4: HRN VOR - FRR VOR	Red 18	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Sugar Loaf	MRB VOR 107 M radial; EMI VOR 245 M radial	3000
Keymar	MRB VOR 078 M radial; HAR VOR 201 M radial; EMI VOR 295 M radial;	3000
Lisbon	Use Lisbon LF Int	as published
Fairland	DCA TVOR 023 M radial; BAL VOR 244 M radial	3000
Springfield	Use Springfield LF Int	as published
Remington	Use Remington LF Int	as published
Plains	FRR VOR 118 M radial; MRB VOR 170 M radial; (Holding Pattern: NW of the substitute intsxn on the Front Royal 118 radial. Right turns. One minute pattern)	4000
Leesburg	FRR VOR 094 M radial; MRB VOR 147 M radial	4000
Manassas	Brooke VOR 003 M radial; DCA TVOR 256 M radial	3000
Quarry	SW crs of the ARV LFR; FRR VOR 118 M radial	4000

RADIO INTERFERENCE (General): You can do your part toward reducing radio interference to aeronautical services from non-aeronautical sources which may be noted during flight if such is reported promptly to a CAA facility (preferably after landing) or to any FCC field office. Reports should state the frequency or channel affected, description of the interference, and the geographical area where the interference was observed. If known, reports should give the apparent cause of the interference such as radio stations, call letters when such can be identified, industrial plants, diathermy machines, power lines, television receivers, etc. Do not report interference caused by normal frequency congestion, i.e., signals from other aircraft using the frequency."

IDENTIFICATION OF AIRCRAFT: Pilots are requested to exercise care that the identification of their aircraft is clearly transmitted in each contact with an ATC facility. Also, pilots should be certain that their aircraft are clearly identified in ATC transmissions before taking action on an ATC clearance. Garbled aircraft identifications in radiotelephone transmissions should never be taken for granted but should always be checked.

HUGUENOT, NEW YORK, VOR SHUT-DOWN: During the period of shut-down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 146: HUO VOR - Newburgh VHF Int	None	----
Victor 126: HUO VOR - ILT VOR	ILT VOR 294 M radial to the point of intsxn with DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Paterson VHF Int	None	----
Victor 249: HUO VOR - CDW VOR	CDW VOR 356 M radial to the point of intsxn with the AVP VOR 127 M radial. None beyond.	5000
Victor 126 and 146: HUO VOR - AVP VOR	AVP VOR 105 M radial to point of intsxn with the DNY VOR 171 M radial (Victor 249)	5000
Victor 252: HUO VOR - Herrick VHF Int	None	----
Victor 249: HUO VOR - DNY VOR	DNY VOR 171 M radial to the point of intsxn with the AVP VOR 105 M radial	5000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Central Valley	ILT VOR 288 M radial and POU VOR 234 M radial	3000
Huguenot VOR	AVP VOR 105 M radial and STW VOR 035 M radial	5000
Greenwood	POU VOR 234 M radial and ILT VOR 280 M radial (Holding Pattern: NE of the Greenwood Int on the POU VOR 234 radial. Left turns. One minute pattern)	3000

RUNWAY VISUAL RANGE REPORTS AT NEWARK, N. J.: Effective March 3, 1956, measurements of runway visibility for Runway 4 at Newark, New Jersey, will be in terms of Runway Visual Range which is the distance high intensity runway lights can be seen by an observer located at the runway threshold viewing the lights in the same direction as a pilot making an approach.

The ILS and PAR instrument approach procedures for Newark have been amended to authorize 2000' of runway visual range as an additional operating minimum for straight-in approaches to Runway 4. When measurements of Runway Visual Range are being taken, the tower will give pilots intending to land straight-in on runway 4, the reported Runway Visual Range. When the meteorological ceiling and visibility (contained in "main body" of sequence report which is the average weather for the airport proper) are reported below minimums, (e.g. 200-1/2) an approach may be conducted to Runway 4 provided Runway Visual Range is reported at or above 2000'. The "remarks" portion of the hourly weather sequence for Newark will report Runway Visual Range in hundreds of feet, and runway visibility will no longer be reported in miles and fraction.

Since Runway Visual Range recognizes the additional penetration provided by high intensity runway lights and is measured in terms of what a pilot actually sees, pilots will have better assurance of finding runway conditions substantially as reported when arriving over the threshold.

The Runway Visual Range minimum of 2000' is also based on the penetration ability of the approach lighting system installed at Newark which is designed to assure earlier transition from instrument to visual flight.

BOSTON, MASS. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 3: BOS VOR - Hampton VHF Int	Amber 7	as published
Victor 141: BOS VOR - ACK VOR	Blue 58	as published
Victor 16: BOS VOR - Woonsocket VHF Int	Green 2	as published
Victor 3: BOS VOR - Millbury VHF Int	BOS LFR direct Worcester LOM	3000
Victor 141: BOS VOR - CON VOR	Blue 4	as published

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE VHF REPORTING POINTS	MEA
Peabody	Peabody LF intsxn	as published
Revere	Revere LF intsxn	as published
Dedham	SW crs of the BOS LFR, GDM VOR 128 M radial	2000
Natick	BOS LFR 090°M bearing inbound GDM VOR 128 M radial	3000
Westboro	BOS LFR 090°M bearing inbound GDM VOR 146 M radial	3000
Lowell	SE crs of the CON LFR GDM VOR 094 M radial	2000
Franklin	Franklin LF intsxn	as published

NAVIGATIONAL WARNING: USAF jet and conventional bombers will conduct daylight VFR flights between 500 and 2000 ft above ground level along routes indicated below, climb from last point listed and fly at conventional altitudes over target listed. Flights will be within 20 n mi either side of selected route avoiding built up areas and civil airports.

Route 8-F-I: 39-28N, 95-03W; 40-43N, 92-25W; 41-14N, 89-22W; 43-14N, 90-51W; 44-48N, 91-03W; 44-42N, 91-49W; 43-38N, 93-47W; 41-04N, 98-28W; 40-59N, 94-40W; 40-29N, 95-54W, target Peru, Nebraska.

Route 8-A-III: 43-18N, 99-02W; 43-18N, 103-25W; 44-28N, 104-44W; 44-58N, 102-55W; 44-30N, 102-01W; 44-02N, 99-28W; 43-53N, 96-04W; 43-33N, 94-58W; 42-36N, 95-11W; 42-08N, 95-25W; target Omaha, Nebraska.

Route 8-E-II: 38-55N, 94-16W; 40-17N, 91-29W; 40-26N, 87-16W; 38-02N, 86-31W; 38-18N, 87-55W; 39-23N, 90-37W; 38-45N, 92-40W; 38-21N, 93-46W; target Clinton, Missouri.

Route 8-D-I: 37-52N, 95-44W; 39-12N, 96-13W; 39-53N, 96-53W; 41-27N, 97-32W; 42-51N, 97-55W; 42-38N, 100-12W; 40-02N, 99-20W; 38-27N, 100-20W; 38-00N, 99-21W; 38-00N, 99-12W, 38-54N, 98-51W; target Russell, Kansas.

Route 8-H-II: 43-34N, 70-11W; 43-45N, 69-50W; 44-28N, 67-35W; 45-11N, 67-41W; 45-58N, 68-09W; 44-40N, 69-44W; 43-38N, 71-47W; 44-16N, 73-12W; 43-25N, 73-41W; 43-01N, 74-46W; 44-00N, 75-25W; 44-34N, 75-00W; 44-56N, 73-24W; 44-50N, 72-47W; target Groveton, New Hampshire.

Route 8-B-III: 38-14N, 94-50W; 38-12N, 92-38W; 38-43N, 91-26W; 37-22N, 89-25W; 37-24N, 86-02W; 37-50N, 84-42W; 37-22N, 80-47W; 38-33N, 80-15W; 39-05N, 81-55W; 39-16N, 82-08W; target Columbus, Ohio.

Route 8-G-I: 43-10N, 76-30W; 42-41N, 78-02W; 42-14N, 80-09W; 41-27N, 82-58W; 41-27N, 83-39W, 41-12N, 84-45W; 40-33N, 84-36W; 40-29N, 83-53W; 40-35N, 81-13W; 40-50N, 80-22W, 41-47N, 78-50W; 42-26N, 76-54W; 42-34N, 76-33W; target Waterville, New York.

Route 8-C-III: 41-39N, 73-56W; 41-24N, 75-15W; 40-02N, 78-21W; 37-42N, 78-38W; 37-35N, 79-35W; 40-40N, 79-26W; 41-53N, 76-30W; 42-28N, 73-55W; 42-27N, 73-51W; target Springfield, Massachusetts.

QUINCY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V116, V1512, V1514 Macon, Mo. VOR	Warren, Mo. temp Int (MCM R-069 and IRK R-114.	2000
Warren, Mo. temp Int	*Quincy, Ill. RBN	2000
*MCA V-52 2600' NW		
VOR civil arwy V116 Quincy, Ill. RBN	Peoria, Ill. VOR	2000
VOR civil arwy V63 Columbia, Mo. VOR	*Quincy, Ill. RBN	2000
*Quincy, Ill. RBN	Burlington, Iowa VOR	2600
*MCA 2600' V-52 NW		
VOR civil arwy V50 Kirksville, Mo. VOR	*Quincy, Ill. RBN	2500
*MCA 2600' V-52 NW		
VOR civil arwy V50, V1512, V1514 Quincy, Ill. RBN	Springfield, Ill. VOR	2000
VOR civil arwy V52 Luray, Iowa Int	Quincy, Ill. RBN	2600
Quincy, Ill. RBN	*Elsberry, Ill. temp Int (STL R-325 and VLA R-269	2000
*MRA 5000		
Elsberry, Ill. temp Int	St Louis, Mo. VOR	2000

SPRINGFIELD, MISSOURI VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V132 Nashville, Mo. Int	Springfield, Mo. LFR	2600
VOR civil arwy V71 Butler, Mo. VOR via R-132	Springfield, Mo. LFR via brng 132/312 on SGF LFR	2500
VOR civil arwy V205 Blue Springs, Mo. VOR via R-152 BSP	Holden, Mo. temp Int BSP R-152 and BUM R-026	2400
Holden, Mo. temp Int	Springfield, Mo. LFR via brng 333/153 on SGF LFR	2500
VOR civil arwy V63 Columbia, Mo. VOR via R-204 CBI	Wilton, Mo. temp Int CBI R-204 and R-315 VIH	2600
Wilton, Mo. temp Int	Springfield, Mo. LFR via brng 023/203 on SGF LFR	2500
VOR civil arwy V14 Neosho, Mo. VOR via R-051	Halltown, Mo. temp Int EOS R-051 and BUM R-140	2500
Halltown, Mo. temp Int	Springfield, Mo. LFR via brng 052/232 on SGF LFR	2500

(Continued)

FROM	TO	MEA
VOR civil arwy V14, V88 Springfield, Mo. LFR via brng 051/231 on SGF LFR	*Conway, Mo. temp Int via brng 051/231 on SGF LFR and FLP R-337	2500
*MRA 4700		
Conway, Mo. temp Int	Vichy, Mo. VOR via R-233	2600
VOR civil arwy V63 Fayetteville, Ark. VOR via FYV R-020	*Billings, Mo. temp Int FYV R-020 and EOS R-066	2600
*MRA 2800		
Billings, Mo. temp Int	Springfield, Mo. LFR via brng 200/020 on SGF LFR	2600
VOR civil arwy V190, V1516 Springfield, Mo. LFR via brng 074/254 on SGF LFR	Farmington, Mo. VOR via R-257 FAM	4600
DIRECT ROUTES:		
Ponca City, Okla. VOR via R-070 PNC	Springfield, Mo. LFR via brng 255/073 on SGF LFR	
Springfield, Mo. LFR via brng 315/135 on SGF LFR	Flippin, Mo. VOR via R-316 FLP	3000

BUFFALO, NEW YORK, VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 142: BUF VOR - Medina Int	Red airway 22	as published
Victor 2 and Victor 14: BUF VOR - ROC VOR	Green airway 2	as published
Victor 36: BUF VOR - Burns Int	Red airway 23	as published
Victor 164: BUF VOR - ELZ VOR	BUF LFR direct ELZ VOR	4500
Victor 33: BUF VOR - BFD VOR	BUF LFR direct BFD VOR	4500
Victor 142: BUF VOR - Jamestown Int	Unusable	-----
Victor 14: BUF VOR - ERI VOR	Green airway 2	as published
Victor 84: BUF VOR - Hagerstown Int	BUF LFR direct XU VOR	3000
Victor 36 South: BUF VOR - YZ VOR	Unusable	-----
Victor 36: BUF VOR - YZ VOR	Red airway 23	as published

The following VHF intexns will be unusable during the period of shut down: Medina, Mumford, Rush, Grimsby, Avon, Warsaw, Niagara, Thorold.

MORGANTOWN, W. VA. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect.

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 106 N: MGW VOR - Scottdale VHF Int	none	----
Victor 106: MGW VOR - JST VOR	MGW LFR direct JST VOR	5000
Victor 44: MGW VOR - Keyser VHF Int	MGW LFR direct GRV VOR Victor 92 Keyser VHF Int	5000
Victor 144 and 1506 MGW VOR - FRR VOR	MGW LFR direct FRR VOR	5000
Victor 75: MGW VOR - Petersburg VHF Int	none	----
Victor 37: MGW VOR - EKN VOR	MGW LFR direct EKN VOR	5000
Victor 106: MGW VOR - Clara VHF Int	none	----
Victor 44: MGW VOR - PKB VOR	MGW LFR direct PKB VOR	4000
Victor 144 and 1506: MGW VOR - ZZV VOR	MGW LFR direct ZZV VOR	MGW LFR 5000 PKB VOR 040 M radial 3000 ZZV VOR
Victor 75: MGW VOR - HLG VOR	MGW LFR direct HLG VOR	4000
Victor 37: MGW VOR - PIT VOR	MGW LFR direct PIT VOR	MGW LFR 4000 HLG VOR 122 M radial 3000 PIT

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Scottdale	PIT VOR 122 M radial JST VOR 256 M radial	4500
Uniontown	unusable	----
Kingwood	JST VOR 242 M radial PIT VOR 122 M radial	5000
Farmington	JST VOR 242 M radial HLG VOR 122 M radial	5000
Swanton	unusable	----
Kits	GRV VOR 220 M radial FRR VOR direct MGW LFR	5000
Aurora	unusable	----
Petersburg	EKN VOR 087 M radial GRV VOR 191 M radial	as published
Clarksburg	unusable	----
Benson	unusable	----
Metz	EKN VOR 349 M radial PKB VOR 080 M radial	4000
Proctor	HLG VOR 187 M radial PIT VOR 228 M radial	5000
Beallsville	ZZV VOR 100 M radial PKB VOR 040 M radial	3000
Millsboro	PIT VOR 178 M radial HLG VOR 122 M radial	3000

ALBANY, N.Y. VOR SHUT DOWN: During the period of shut down, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 91 ALB VOR - PLB VOR	Blue arwy 18	as published
Victor 2 and 14 ALB VOR - Greenfield VHF Int	Red arwy 11	as published
Victor 203 ALB VOR - CTR VOR	Green arwy 2 and Red arwy 112	as published
Victor 130 ALB VOR - Colebrook VHF Int	Green arwy 2	as published
Victor 91 ALB VOR - POU VOR	Blue arwy 18	as published
Victor 91 W ALB VOR - Catskill VHF Int	none	----
Victor 72 ALB VOR - RKA VOR	ALB LFR direct RKA VOR	4500
Victor 2 S ALB VOR - Fly Creek VHF Int	Fly Creek VHF Int direct ALB LFR	5000
Victor 2 and 14 ALB VOR - Cedarville VHF Int	Green arwy 2	as published
Victor 203 ALB VOR - MSS VOR	ALB LFR direct MSS VOR	7000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Glen Falls	Glen Falls LF Int	as published
Sacandaga	unusable	----
Grafton	Grafton LF Int	as published
Brainard	Brainard LF Int	as published
Hudson	S crs of the ALB LFR CTR VOR 291 M radial	5000
Catskill	unusable	----
Middleburg	RKA VOR 084 M radial POU VOR 336 M radial	4500
Starkville	unusable	
Coxsackie	S crs of the ALB LFR CTR VOR 291 M radial	5000

CAR 60 CHANGE: The following revision to Part 60 of the Civil Air Regulations was effective December 1, 1957:

60.45 Course to be flown. Aircraft operating IFR in controlled airspace shall be flown as follows unless otherwise authorized by air traffic control:

(a) On civil airways. Along the center line of the airway.

(b) On other routes. Along the direct course between the navigational aids or fixes defining the route.

TEST OF EXPANDED RADAR SERVICE - ANDREWS AFB AREA: Effective 0001 EST 15 Jan 1958 and continuing until 2359 EST 15 Mar 1958 a test will be conducted to gather operational experience and information concerning the practicability of providing expanded radar traffic control service (separation and/or traffic information) to aircraft operating VFR in the vicinity of Andrews AFB. Test activity will be conducted by Andrews approach control within the Andrews approach control area which generally lies between the 060° radial clockwise to the 165° radial of the Washington TVOR within a 30 mile radius E of Andrews AFB. During the test period all aircraft operating VFR in or through this area at and below 10,000 MSL are urged to contact Andrews approach control. Radar will be utilized insofar as possible to provide traffic information and/or radar separation to participating aircraft in the following manner:

1. Military aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic information and radar separation, as required, from all other observed traffic.
2. Civil aircraft operating VFR in the area at or below 2500 MSL will be provided pertinent traffic advisory information.
3. All aircraft operating VFR in the area above 2500 MSL and up to 10,000 MSL inclusive will be provided pertinent traffic advisory information only.
4. Military aircraft should initiate contact on 355.8 mc or 136.8 mc. Civil aircraft may call on 123.7 mc or 122.1 mc and receive on 123.7 mc. Pilots should advise approach control of their position, altitude, heading and intentions during first radio contact so that controllers may plan proper route through the area. Traffic from the east and northeast on Victor 16 or Green 5 is requested to initiate call at Kent Island or over eastern shore of Chesapeake Bay. Traffic from the southeast on Blue 56 should initiate contact in vicinity of Coles Point. Traffic landing at Washington National, Bolling or Anacostia will be advised when to change to appropriate tower frequency.
5. VFR flights departing from Washington National, Bolling or Anacostia that will penetrate test area should contact Andrews approach control as soon as practicable after leaving respective tower frequency and prior to entering area. Aircraft departing airports within the area are requested to initiate contact as soon as practicable after takeoff.
6. IFR traffic operating through the area will be handled in the normal manner by CAA traffic control facilities and should not contact Andrews approach control unless instructed to do so by ATC. There will be no change in established local traffic patterns during the test period.

The above services are designed to aid pilots in avoiding collision and should not be construed as relieving the pilot of any responsibilities and requirements governing VFR flight as established in pertinent military or Civil Air Regulations. Radar traffic information will be provided in accordance with the U.S. Standard Manual of Radar Air Traffic Control Procedures.

Comments from pilots participating in the test are solicited and will be most welcome. Please address correspondence to: Commander, 2045th AACS Group, Attention: Flight Facilities Officer, Andrews Air Force Base, Washington 25, D.C.

DAYTON, OHIO VOR SHUT DOWN: The Dayton, Ohio VOR will be shut down on or about Feb 3, 1958, for approximately 21 days. During outage the following substitute route structure in effect:

(1) V275 CVG VOR to FDY VOR replaced by CVG VOR direct RID VOR direct FDY VOR, MEA 3000.

(2) V246 DAY VOR to MFD VOR replaced by SIE VOR 226 M radial from the point of Int with the W crs of the CMH LFR direct SIE VOR direct MFD VOR, MEA 3000.

(3) V12 1512 and 1514 DAY VOR to APE VOR replaced by Green arwy 4 to the APE VOR 246 M radial direct to the APE VOR, MEA as published.

(4) V12 south DAY VOR to London VHF Int, MEA - none.

(5) V12 1512 and 1514 DAY VOR to IND VOR replaced by Green arwy 4, MEA as published.

(6) V12 north DAY VOR to Cowan VHF Int, MEA - none.

(7) V55 west DAY VOR to Portland VHF Int, MEA - none.

(8) V55 DAY VOR to Coldwater VHF Int replaced by RID VOR direct radial to the Coldwater VHF Int, MEA 3000.

Following temporary non compulsory reporting points established:

Springhills, unusable; Plain City, unusable; Mason CVG VOR 045 M radial RID VOR 128 M radial, MEA 2500; Troy LF Int, MEA as published; Mechanicsburg LF Int, MEA as published; Englewood. Dayton LMM, MEA 3000; Arba LF Int, MEA as published; Union City SIE VOR 263 M radial RID VOR 015 M radial, MEA 2500; Dawn SIE VOR 263 M radial RID VOR 015 M radial, MEA 2500; Anna FDY VOR 213 M radial SIE VOR 310 M radial, MEA 2500; Coladwater FDY VOR 251 M radial FWA VOR 147 M radial, MEA 3000; Dayton SIE VOR 226 M radial W crs of the CMH LFR, MEA 2500.

TROY, ILLINOIS VOR SHUT DOWN: During shutdown the following MEAs can be utilized:

FROM	TO	MEA
VOR civil arwy V4		
St Louis, Mo. VOR	Int R-100 STL and R-235 VLA (Troy Int temp)	2100
Int R-100 STL and R-235 VLA (Troy Int temp)	Centralia, Ill. VOR	2000
VOR civil arwy V72		
Int R-100 STL and R-235 VLA (Troy Int temp)	Vandalia, Ill. VOR	2000
VOR civil arwy V12, V14, V1512S, V1514S		
St Louis, Mo. VOR	*Academy, Ill. temp Int	
	*Int R-072 STL and R-300 ENL	2000
Academy, Ill. temp Int	*Prairie, Ill. temp Int STL R-072 and R-187 SPI	2000
*MRA 4000 (Flag)		
Prairie, Ill. temp Int	Vandalia, Ill. VOR	2000
VOR civil arwy V69		
Springfield, Ill. VOR	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	3000
*MRA 3000		
Int R-187 SPI and R-269 VLA (Gillespie Int temp)	*Int R-187 SPI and R-072 STL (Prairie Int temp)	4000
*MRA 4000 (Flag)		
Prairie, Ill. Int temp	Troy, Ill. temp Int	5000
VOR civil arwy V9		
St Louis, Mo. VOR	*Int R-165 STL and R-276 ENL (Meramec Int temp)	2000
*MRA 3000 (Flag)		
Int. R-165 STL and R-276 ENL (Meramec Int temp)	*Crystal City, Mo. Int	2500
*MRA 3000 (Flag)		
VOR civil arwy V186		
Vandalia, Ill. VOR	*Int R-187 SPI and R-269 VLA (Gillespie Int temp)	2000
*3000 MRA (Flag)		
DIRECT ROUTES:		
Vandalia, Ill. VOR	Roberts, Ill. VOR	4000
St Louis, Mo. LFR	Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	2100
Int R-187 VLA and 076/256 brng on STL-LFR (Vernon Int temp)	Int. R-265 SCT and R-191 HUF (Carlisle Int temp)	3100
Int R-265 SCT and R-191 HUF (Carlisle Int temp)	Scotland, Ind. VOR	2000
St Louis, Mo. VOR	Scotland, Ind. VOR	6000

ATC PROCEDURES - SEPARATION STANDARDS: On page 58, of the Flight Information Manual Vol. II (dated August 15, 1957) under Air Traffic Control Procedures, Separation Standards, left-hand column, amend paragraph two to read: "In addition, opposite direction aircraft operating on LF airways may be separated by instructing the pilots to fly to the right of the range course which is projected along the airway. This is normally used for altitude change only."

(4 March 1958)

APPLETON, OHIO VOR SHUT DOWN During the period of shutdown, the following substitute route structure and MEA's will be in effect

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 5 APE VOR - MFD VOR	CMH MFR direct MFD VOR	2500
Victor 43 APE VOR - TVT VOR	CMH MFR direct TVT VOR	2500
Victor 12: APE VOR - HLG VOR	CMH MFR direct ZZV VOR V214 HLG VOR	2500
Victor 18 and 144: FDY VOR - APE VOR - ZZV VOR	FDY VOR direct ZZV VOR	4000
Victor 45: APE VOR - YRK VOR	CMH MFR direct to the intsxn formed by the S crs of CMH MFR and YRK VOR 013 radial direct YRK VOR	2500
Victor 5: APE VOR - Mason VHF Int	Green 4, Amber 6	as published
Victor 12, 1512 & 1514: APE VOR - DAY VOR	Green 4	as published
Victor 45 and 150o: APE VOR - VWV VOR	CMH MFR 360°M brng outbnd to the point of intsxn with the VWV VOR 150 radial direct VWV VOR	3000

During the period of shut down, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Roscoe	none	----
London	none	----
Xenia	none	----
Marion	MFD VOR 246 M radial FDY VOR direct radial ZZV VOR	4000
Mt. Vernon	TVT VOR 267 M radial MFD VOR 210 M radial	2500
Utica	TVT VOR 235 M radial MFD VOR 175 M radial	2500
Newark	none	----
Crooks	ZZV RBN 030 M inbnd brng PKB VOR 309 M radial	2500
Hanover	ZZV VOR 277 M radial TVT VOR 195 M radial	2500
Ashley	TVT VOR 267 M fadial MFD VOR 230 M radial	4000
Fulton	TVT VOR 267 M radial MFD VOR 220 M radial	4000

LEXINGTON, KENTUCKY VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 45: LEX VOR - YRK VOR	LEX HW direct YRK VOR	3000
Victor 4: LEX VOR - CHW VOR	Red 102 HTW BH direct CHW VOR	LEX HW 2600 HTW BH 3000 CHW VOR
Victor 53: LEX VOR - TRI VOR	LEX HW direct TRI VOR	TRI VOR 6200 Daley VHF Int 8000 LEX Rbn
Victor 97: LEX VOR - TYS VOR	Blue 87	as published
Victor 57: LEX VOR - BWG VOR	Amber 6	as published
Victor 4 S: LEX VOR - LOU VOR	None	----
Victor 4: LEX VOR - LOU VOR	LEX HW direct LOU VOR	2200
Victor 4 N: LEX VOR - LOU VOR	none	----
Victor 97: LEX VOR - CVG VOR	LEX HW direct CVG VOR	LEX HW 3000 ABB VOR 087 M radial 2000 CVG VOR

During the period of shutdown, the following non-compulsory reporting points have been temporarily established as indicated:

EXISTING VHF REPORTING POINTS	SUBSTITUTE REPORTING POINTS	MEA
Georgetown	LOU VOR 074 M radial, CVG VOR 179 M radial	3000
Morehead	Red arwy 102 YRK VOR 221 M radial	3000
Richmond	unusable	----
Mt. Eden	CVG VOR 196 M radial, LOU VOR 097 M radial	as published
Campbellsville	LOU VOR 167 M radial, BWG VOR 050 M radial	3000
Gratz	LOU VOR 053 M radial, ABB VOR 096 M radial	2400

In addition to the establishment of the temporary non-compulsory reporting points, the following temporary holding patterns have been approved:

INTERSECTION	HOLDING PATTERN
Georgetown	Hold on CVG omnirange on 179 radial between LOU omnirange 074 radial and point one minute N. Right turn. MEA 3000
Winchester	Hold on LEX RBN on 256 M bearing between CVG omnirange 150 radial and point 2 min E. Right turn. MRA 4000.
Mt. Eden	Hold on LOU omnirange on 097 radial between CVG omnirange 196 radial and point 2 min E. Right turn. MRA 4000.
Campbellsville	Hold on LOU omnirange on 167 radial between BWG omnirange 050 radial and point 2 min S. Right turn. MEA 3000.

CIVIL AIRWAY, CONTROL AREA, CONTROL AREA EXTENSION, CONTROL ZONE, AND REPORTING POINT AMENDMENTS: Effective April 10, 1958, unless otherwise advised the following civil airways, control areas, control area extensions, control zones and reporting points are amended in whole or in part as follows:

CIVIL AIRWAYS:

(1) Blue civil arwy No. 2 (Montgomery, Ala. to Erie, Pa.) is revoked.

(2) Blue civil arwy No. 3 (Miami, Fla. to Sault Ste Marie, Mich.) is amended by changing the portion which reads: "the Maxwell AFB, Montgomery, Ala. rdo rng stn to the instxn of the N crs of the Maxwell AFB, Montgomery, Ala. rdo rng and the E crs of the Birmingham, Ala. rdo rng." to read: "to the Maxwell AFB, Montgomery, Ala. rdo rng stn." (Note: Deleted the portion of Blue 3 between Maxwell AFB rdo rng stn and the Eden fan marker).

(3) VOR civil arwy No. 6 (Oakland, Calif. to New York, N.Y.) is amended by changing the portion which reads: "Battle Mountain, Nev. omni stn; Elko, Nev. omni stn; Wells, Nev. omni stn;" to read: "Battle Mountain, Nev. omni stn, including a N alternate via the intsxn of the Lovelock omnirange 053° and the Battle Mountain omnirange 264° radials; Elko, Nev. omni stn; Wells, Nev. omni stn, including a N alternate from the Battle Mountain omni stn to the Wells omni stn via the intsxn of the Battle Mountain omnirange 062° and the Wells omnirange 252° radials;" (Note: Added V6N between relocated Lovelock VOR and Battle Mountain VOR. Added V6N between Battle Mountain VOR and Wells VOR.)

(4) VOR civil arwy No. 15 (Galveston, Tex. to Minot, N. Dak.) is amended by changing the portion which reads: "From the Kansas City, Mo. omni stn via the St Joseph, Mo. omni stn, including an E alternate via the intsxn of the Kansas City omnirange 020°T and the St Joseph omnirange 132°T radials; Omaha, Nebr. omni stn, including an E alternate; Sioux City, Iowa, omni stn, including an E alternate and also a W alternate via the intsxn of the Omaha omnirange 320°T and the Sioux City omnirange 175°T radials;" to read: "From the Kansas City, Mo. omni stn via the St Joseph, Mo. omni stn including an E alternate via the intsxn of the Kansas City omnirange 020° and the St Joseph omnirange 132° radials; intsxn of the St Joseph omnirange 343° and the Neola omnirange 157° radials; Neola, Iowa, omni stn; intsxn of the Neola omnirange 341° and the Sioux City omnirange 145° radials; Sioux City, Iowa, omni stn;" (Note: Redesignated V15 between St Joseph VOR and Sioux City VOR via Neola VOR. Deleted Omaha VOR from V15. Revoked V15E between St Joseph VOR and Omaha VOR and between Omaha VOR and Sioux City VOR. Revoked V15W between Omaha VOR and Sioux City VOR).

(5) VOR civil arwy No. 205 (Springfield, Mo. to Sioux City, Iowa) is amended to read: "From the Springfield, Mo. omni stn via the Blue Springs, Mo. omni stn, including a W alternate via the intsxn of the Springfield omnirange 316° and the Blue Springs omnirange 178° radials; Kansas City, Mo. omni stn; St Joseph, Mo. omni stn; intsxn of the St Joseph omnirange 343° and the Neola omnirange 157°radials; intsxn of the Neola omnirange 157° and the Omaha omnirange 124°;Omaha, Nebr. omni stn; to the Sioux City, Iowa, omni stn, including a W alternate via the intsxn of the Omaha omnirange 320° and the Sioux City omnirange 175° radials. The portion of this arwy which lies within the geographic limits of, and between the designated altitudes of, the Lake City Restricted Area (R-307) is excluded during its time of designation." (Note: Added new portion to V205 from Kansas City VOR to Sioux City VOR. The portion of V205 from Kansas City VOR to St. Joseph VOR is a part of existing V15).

(6) VOR civil arwy No. 296 (Asheville, N.C. to Charlotte, N.C.) is added to read: "From the Asheville, N.C. omni stn to the Charlotte, N.C. omni stn." (Note: new arwy)

(7) VOR civil arwy No. 3 (Key West, Fla. to Presque Isle, Maine) is amended by changing the portion which reads: "intsxn of the Hartford omnirange 044°T and the Boston omnirange 257°T radials;" to read: "point of intsxn of the Hartford omnirange 044° radial with the Gardner, Mass. omnirange direct radial to the Providence, R.I. omni stn;" (Note: Minor redesignation of V3 to retain Milbury Int on V3 and V151.)

(8) VOR civil arwy No. 22 (New Orleans, La. to Jacksonville, Fla.) is amended by changing the portion which reads: "to the Jacksonville, Fla. omni stn, including a N alternate from the Marianna omni stn to the Jacksonville omni stn via the point of intsxn of the Marianna omni range 094°T with the Albany, Ga. omnirange 152°T radials and the point of intsxn of the Tallahassee omnirange 091°T with the Valdosta, Ga. omnirange 234°T radials." to read: "to the Jacksonville, Fla. omni stn, including a N alternate from the Marianna omni stn to the Jacksonville omni stn via the point of intsxn of the Marianna omnirange 092° and the Albany, Ga., omnirange 152° radials and the point of intsxn of the Tallahassee omnirange 091° and the Valdosta, Ga. omnirange 236° radials." (Note: Changed Marianna 094°T radial of V22N to 092° T.)

(9) VOR civil arwy No. 146 (Wilkes-Barre, Pa. to Providence, R.I.) is amended by changing the caption and by changing the portion which reads: "to the point of intsxn of the Poughkeepsie omnirange 079°T and the Norwich, Conn., omnirange 347°T radials." to read: "point of intsxn of Poughkeepsie omnirange 079° and the Norwich, Conn. omnirange 348° radials; to the Providence, R.I. omni stn." (Note: Extended V146 from Woodstock Int to Providence VOR

(10) VOR civil arwy No. 151 (Providence, R.I. to Keene, N.H.) is amended to read: "From the Providence, R.I. omni stn via the Gardner, Mass. omni stn; to the Keene, N.H. nondirectional rdo bcn." (Note: Redesignated V151 to start at Providence VOR rather than Woonsocket Int.)

(11) VOR civil arwy No. 167 (New York, N.Y. to Providence, R.I.) is amended to read: "From the point of intsxn of the Colts Neck, N.J. omnirange 151° and the Idlewild omnirange 195° radials via the Idlewild, N.Y. omni stn; Hartford, Conn. omni stn; intsxn of the Hartford omnirange 076° and the Providence omnirange 270° radials; to the Providence, R.I. omni stn." (Note: Extended V167 from Hartford VOR to the Providence VOR.)

(12) VOR civil arwy No. 222 (El Paso, Tex. to Hickory, N.C.) is amended to read: "From the El Paso, Tex. omni stn via the Salt Flat, Tex. omni stn; Culberson, Tex. omni stn; Ft Stockton, Tex. omni stn; Junction, Tex omni stn; point of intsxn of the San Antonio omnirange 334° and the Lometa, Tex. omnirange 192° radials; San Antonio, Tex. omni stn; point of intsxn of the Austin, Tex. omnirange 109,° and the College Station, Tex. omnirange 202° radials; Houston, Tex. omni stn; Beaumont, Tex. omni stn; Lake Charles, La. omni stn; intsxn of the Lake Charles omnirange 058° and the McComb omnirange 251° radials; to the McComb, Miss. omni stn. From the Norcross, Ga. omni stn via the intsxn of the Norcross omnirange 014° and the Royston, Ga., omnirange 270° radials; Asheville, N.C. omni stn; Hickory, N.C. omnirange stn; to the point of intsxn of the Hickory omnirange 049° radial with the Charlotte, N.C. omnirange direct radial to the Pulaski, Va. omni stn." (Note: Added new portion to V222 from Houston VOR to McComb VOR. The portion from Houston VOR to Lake Charles VOR is also V20. Added new portion to V222 from Norcross VOR to Elkin Int via Silver City Int, Asheville VOR and Hickory VOR.)

(13) VOR civil arwy No. 266 (Hickory, N.C. to Lawrenceville, Va.) is amended to read: "From the Hickory, N.C. omni stn via the South Boston, Va. omni stn; to the Lawrenceville, Va. omni stn." (Note: Added new portion to V266 from Hickory VOR to South Boston VOR. Revoked V266 from Waverly Int to Elizabeth City VOR.)

(14) VOR civil arwy No. 282 (Cofield, N.C. to Elizabeth City, N.C.) is revoked.

CONTROL AREAS:

(1) Blue civil arwy No. 2 (Montgomery, Ala. to Erie, Pa.) is revoked.

(2) VOR civil arwy No. 205 (Springfield, Mo. to Sioux City, Iowa) is amended to read: "All of VOR civil arwy No. 205 including a W alternate."

(3) VOR civil arwy No. 222 (El Paso, Tex. to McComb, Miss.) is amended to read: "All of VOR civil arwy No. 222."

(4) VOR civil arwy No. 296 (Asheville, N.C. to Charlotte, N.C.) is added to read: "All of VOR civil arwy No. 296."

(5) VOR civil arwy No. 146 (Wilkes-Barre, Pa. to Providence, R.I.) is amended to read: "All of VOR civil arwy No. 146."

(6) VOR civil arwy No. 151 (Providence, R.I. to Keene, N.H.) is amended to read: "All of VOR civil arwy No. 151."

(7) VOR civil arwy No. 167 (New York, N.Y. to Providence, R.I.) is amended to read: "All of VOR civil arwy No. 167."

(8) VOR civil arwy No. 266 (Hickory, N.C. to Lawrenceville, Va.) is amended to read: "All of VOR civil arwy No. 266."

(9) VOR civil arwy No. 282 (Cofield, N.C. to Elizabeth, N.C.) is revoked.

CONTROL AREA EXTENSIONS:

Correction Note: In F.R. Doc. 58-571 appearing at page 497 of the issue for Saturday January 25, 1958, "601.1448" under Item 5 should read "601.1452" wherever it appears.

(1) (Reno, Nev.) is amended to read: "The airspace within lines 5 mi W of and 13 mi E of and parallel to the N crs of the Reno rdo rng extending to 36 mi N of the rdo rng stn."

(2) (Grand Junction, Colo.) is amended to read: "Within 5 mi either side of a line bearing 305°T extending from Walker Arpt, Grand Junction, Colo. to its intsxn with VOR civil arwy No. 81."

(3) (Key West, Fla.) is amended to read: "From the Key West, Fla. rdo rng stn to the northern bndry of the Havana, Cuba, Control Area (24th parallel), extending 5 mi either side of a rhumb line between the Key West rdo rng stn and the Santa Fe, Havana, Cuba, nondirectional rdo bcn, excluding the portion below 2000'MSL which lies outside the continental limits of the United States." (Note: Warning Area (W-174) and Caution Area (C-175) being amended concurrently to coincide with Control Area extension.)

(4) (Sault Ste. Marie, Mich.) is amended to read: "The airspace over United States territory within a 34 mi radius of Kinross Air Force Base, Sault Ste. Marie, Mich. excluding the portion which lies within the geographic limits of, and between the designated altitudes of, the Hammond Bay restricted area (R-424) during its time of designation."

(5) (Rosewell, N. Mex.,) is amended to read: "The airspace within a 45-mile radius centered on the Walker AFB, Rosewell, N. Mex."

(6) (Miami, Fla.) is amended by changing the portion which reads: "That airspace S of Miami bounded on the E by Miami control area extension (601.1232)" to read: "That airspace S of Miami bounded on the N by Blue civil arwy No. 3 and Amber civil arwy No. 7 on the E by Miami control area extension (601.1232)", (Note: Reworded to correct N bndry between Miami and Blue 19)

(7) (Clovis, N. Mex.) is amended to read: "The airspace within a 30 mi radius of Clovis AFB. The portions of this control which lie within the geographic limits of, and between the designated altitudes of, the Melrose restricted areas (R-185) and (R-529) are excluded during their times of designation." (Note: R-529 being designated concurrently.)

CONTROL ZONES:

(1) (Fargo, N. Dak.) is amended to read: "Within a 5 mi radius of the Fargo-Hector Arpt, within 2 mi either side of the E crs of the Fargo rdo rng extending from the rdo rng stn to the

Glyndon fan mrkr, within 2 mi either side of the W crs of the Fargo rdo rng extending from the rdo rng stn to a point 10 mi W of the West Fargo fan mrkr, and within 2 mi either side of the Fargo ILS lclzr front crs extending from the lclzr to a point 12 mi S of the outer mrkr."

(2) (Tucson, Ariz.) is amended to read: "Within a 5 mi radius of Tucson Municipal Arpt, within a 5 mi radius of Davis-Monthan AFB and within 2 mi either side of the 130°T radial of the AFB TACAN extending from the TACAN facility to a point 10 mi SE."

(3) (Craig AFB, Selma, Ala) is revoked.

(4) (Three mile radius zone) is amended by changing the arpt name "Ellensburg, Wash.: Bowers Field." to read: "Ellensburg, Wash.,: Ellensburg Municipal Arpt."

(5) (Five mile radius zone) is amended by adding the following airport: "Selma, Ala.: Craig AFB."

REPORTING POINTS:

(1) Red civil arwy No. 12 (Joliet, Ill. to Erie, Pa.) is amended by adding the following reporting point: "Erie, Pa., rdo rng stn." (Note: This reporting point deleted with revocation of Blue 2, but added to Red 12 until rescission of portion Red 12 between Windsor and Erie has been finalized with Canadian DOT, i.e., date of recission, etc.)

(2) Blue civil arwy No. 2 (Montgomery, Ala. to Erie, Pa.) is revoked.

VOR REPORTING POINTS:

(1) VOR domestic reporting points is amended by adding the following reporting points:

(a) Sayre, Okla. omni stn (For acft operg at all alts)

(b) Allendale, S. C. omni stn (For acft operg at all alts)

(c) La Grange Int: The intsxn of the New Bern, N.C., omnirange 297°T (302°M) and the Wilmington, N.C., omnirange 005°T (009°M). (For acft operg at all alts)

(d) Neola, Iowa omni stn (For acft operg at all alts)

(e) Navarro Int: The intsxn of the Leona, Tex. omnirange 338°T (329°M) and the Waco, Tex. omnirange 067°T (058°M) radials. (For acft operg at all alts)

(2) VOR domestic reporting points is amended by changing the following reporting points to read: (a) Millbury Int: The intsxn of the Hartford, Conn., omnirange 044°T (057°M) with the Gardner, Mass. omnirange direct radial to the Providence, R.I., omni stn.

HOLDING PATTERNS: The following holding patterns have been designated, redesignated or cancelled and shall become effective April 10, 1958:

DESIGNATED:

(1) LIDO, N.Y. (LF & VHF) INTSXN - direction of holding - SW on SW crs of the Hempstead, N.Y. LFR; direction of turns - left; time - 1 min; min alt - 1500'.

(2) COLUMBUS, GA. (LFR) - direction of holding - SW on SW crs; direction of turns - left; time - 2 mins; min alt - 1600'.

(3) COLUMBUS, GA. (ILS/LOM) - direction of holding - SW on 232°M brng from LOM; direction of turns - left; time - 1 min; min alt - 2000'.

(4) HASLET, TEX. (Rbn) - direction of holding - NW on 327°M brng from Rbn; direction of turns - left; time - 1 min; min alt - 2000'.

(5) GREENWOOD, TEX. (VHF) INTSXN - direction of holding - SE on 329°M radial of the Britton, Tex. VOR; direction of turns - right; time - 1 min; min alt - 2600'.

(6) KELLER, TEX. (VHF) INTSXN - direction of holding - NW on 329°M radial of the Britton, Tex. VOR; direction of turns - left; time - 1 min; min alt - 2000'.

(7) WEST PALM BEACH, FLA. (LFR) - direction of holding - W on W crs; direction of turns - right; time - 2 mins; min alt - 1200'.

(8) CARDWELL, FLA. (LF) INTSXN - direction of holding N on N crs Perrine, Fla. LFR direction of turns - right; time - 2 mins.

(9) NEW RIVER, FLA. (LF) INTSXN - direction of holding - N on N crs Perrine, Fla. LFR; direction of turns - right; time - 2 mins.

(10) FT LAUDERDALE, FLA. (LF) INTSXN - direction of holding - S on S crs W. Palm Beach, Fla. LFR; direction of turns - right; time - 2 mins.

(11) HOLLYWOOD, FLA. (LF) INTSXN - direction of holding - N on S crs W. Palm Beach, Fla. LFR; direction of turns - right; time - 2 mins.

(12) FOWEY, FLA. (LF) INTSXN - direction of holding - SE on 115°M outbnd (295°M inbnd) brng; direction of turns - right; time - 2 mins; min alt - 1500'.

(13) ELLIOTT, FLA. (LF) INTSXN - direction of holding - SE on SE crs Miami, Fla. LFR; direction of turns - right; time - 2 mins.

(14) HOMESTEAD, FLA. (Rbn) - direction of holding - S on 173°M outbnd (353°M inbnd) brng; direction of turns - right; time - 2 mins; min alt - 1200'.

(15) PERRINE, FLA. (LFR) - direction of holding - SW on SW crs; direction of turns - right; time - 2 mins.

(16) TAMIAMI, FLA. (Rbn) - direction of holding - W on W crs Miami, Fla. LFR; direction of turns - right; time - 2 mins; min alt - 1200'.

(17) KATY, FLA. (VHF) INTSXN - direction of holding - NE on 059°M radial of the Tampa, Fla. VOR; direction of turns - right; time - 2 mins; min alt - 1700'.

(18) LAKELAND, FLA. (VOR) - direction of holding - SE on 150°M radial; direction of turns - left; time - 2 mins; min alt - 20,000'. (jet holding).

(19) PARRISH, FLA. (VHF) INTSXN - direction of holding - SE on 131°M radial of the Tampa, Fla. VOR; direction of turns - right; time - 2 mins; min alt - 1500'.

(20) MacDILL, FLA. (ILS/LOM) - direction of holding - NE on SE crs of the ILS; direction of turns - right; time - 2 mins; min alt - 1500'.

(21) EGMONT, FLA. (Rbn) - direction of holding - SW on 210°M outbound (030°M inbnd) brng; direction of turns - right; time - 2 mins; min alt - 1200'.

(22) CATFISH, FLA. (VHF) INTSXN - direction of holding - W on 275°M radial Tampa, Fla. VOR; direction of turns - right; time - 2 mins; min alt - 1500'.

(23) HUDSON, FLA. (VHF) INTSXN - direction of holding - N on 348°M radial of the Tampa, Fla. VOR; direction of turns - right; time - 2 mins; min alt - 2000'.

(24) COLLINS, TEX. (VHF) INTSXN - direction of holding - SW on SW crs of the San Antonio, Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt - 2100'.

(25) CREOLE, LA. (VHF) INTSXN - direction of holding - E on 080°M radial of the Baton Rouge, La. VOR; direction of turns - right; time - 1 min; min alt - 1400'.

(26) BLAIR, NEBR. (VHF) INTSXN - direction of holding - N on 166°M radial of the Sioux City, Iowa VOR; direction of turns - right; time - 1 min; min alt - 2500'.

(27) GRETNA, NEBR. (VHF) INTSXN - direction of holding - W on 256°M radial of the Omaha, Nebr. VOR; direction of turns - right; time - 1 min; min alt - 2600'.

(28) EMERSON, IOWA (VHF) INTSXN - direction of holding - SE on 148°M radial of the Neola, Iowa VOR; direction of turns - left; time - 1 min; min alt - 2500'.

(29) TIGERVILLE, S. C. (VHF) INTSXN - direction of holding - N on 190°M radial of the Asheville, N.C. VOR; direction of turns - right; time - 1 min; min alt - 5000'.

(30) TIGERVILLE, S. C. (VHF) INTSXN - direction of holding - S on 199°M radial of the Asheville, N.C. VOR; direction of turns - left; time - 1 min; min alt - 5000'.

(31) LOGANSPORT, LA. (VHF) INTSXN - direction of holding - N on 183°M radial of the Shreveport, La. VOR; direction of turns - right; time - 1 min; min alt -3400'.

(32) BARRETT LAKE, CALIF. (VHF) INTSXN - direction of holding - E on 083°M radial of the San Diego, Calif. VOR; direction of turns - left; time - 1 min; min alt - 6000'.

(33) NAUTILUS, CALIF. (VHF) INTSXN - direction of holding - W on 237°M radial of the San Diego, Calif. VOR; direction of turns - right; time - 1 min; min alt - 1500'.

(34) NAUTILUS, CALIF. (LF) INTSXN - direction of holding - W on W crs of the San Diego, Calif. LFR; direction of turns - right; time - 1 min; min alt - 1500'.

(35) PROMONTORY PT., UTAH (VHF) INTSXN - direction of holding - W on 259°M radial of the Odgen, Utah VOR; direction of turns - left; time - 2 mins; min alt - 9000'.

(36) CORINNE, UTAH (Rbn) - direction of holding - N on 148°M inbnd (328°M outbnd) brng; direction of turns - right; time - 2 mins; min alt - 11,000'.

(37) NEWARK, N.J. (LFR) - direction of holding - SW on SW crs; direction of turns - right; time - 1 min.

REDESIGNATED:

(1) LUCAS, TEX. (VHF) INTSXN - direction of holding - NE on 233°M radial of the Dallas Tex. VOR; direction of turns - left; time - 1 min; min alt - 2000'.

(2) NEW CASTLE CO. DEL. (ILS/LOM) - direction of holding - S on S crs ILS; direction of turns - right; time - 1 min; min alt - 1600'.

(3) MARSHALL, PA. (VHF) INTSXN, - direction of holding - SW on SW crs Philadelphia, Pa. LFR; direction of turns - right; time - 1 min; min alt - 1800'.

(4) LA VERNIA, TEX. (Rbn) - direction of holding - SE on 323°M inbnd brng; direction of turns - left; time - 2 mins; min alt - 2000'.

(5) RIVERTON, UTAH(FM) - direction of holding - S on S crs Salt Lake City, Utah LFR; direction of turns - left; time - 2 mins; min alt - 11,000'.

CANCELLED:

(1) LIDO, N.Y. (Rbn) - direction of holding - SW on SW crs of the Hempstead, N.Y. LFR direction of turns - left; time - 1 min; min alt - 1500'.

(2) BAY SHORE, FLA. (LF) INTSXN - direction of holding - N on S crs W. Palm Beach, Fla. LFR; direction of turns - right; time - 2 mins; min alt - 1500'.

(3) KROME, FLA. (LF) INTSXN - direction of holding - W on W crs Miami, Fla LFR; direction of turns left; time - 2 mins; min alt - 1100'.

(4) DUNCAN, TEX. (LF & VHF) INTSXN - direction of holding - SW on SW crs of the San Antonio, Tex. ILS lclzr; direction of turns - right; time - 1 min; min alt - 2100'.

(5) BIG SPRING, TEX. (VOR) - direction of holding - N on 360°M radial; direction of turns - left; time - 2 mins; min alt - 3700'.

(6) RANDOLPH, TEX. (LFR) - direction of holding - SE on SE crs; direction of turns - right; time - 2 mins; min alt - 2000'.

(7) CORINNE, UTAH (Rbn) - direction of holding - S on 328°M radial of the Odgen, Utah, VOR; direction of turns - left; time - 2 mins; min alt - 11,000'.

(8) NEWARK, N.J. (LMM) - direction of holding - S on S crs ILS; direction of turns - left; time - 1 min.

ON REQUEST REPORTING POINTS: The following on request reporting points are designated, redesignated, renamed, renamed and redesignated and cancelled and shall become effective April 10, 1958:

DESIGNATED:

(1) ANDREWS, TEX. (VHF) INTSXN - intsxn of the 120°M radial of the Hobbs, N. Mex. VOR and the 018°M radial of the Wink, Tex. VOR.

(2) BARRETT LAKE, CALIF. (VHF) INTSXN - intsxn of the 083°M radial of the San Diego, Calif. VOR and the 114°M radial of the Oceanside, Calif. VOR.

(3) BLAIR, NEBR. (VHF) INTSXN - intsxn of the 166°M radial of the Sioux City, Iowa VOR and the 282°M radial of the Neola, Iowa VOR.

(4) BLUFF, IOWA (VHF) INTSXN - intsxn of the SE crs of the Omaha, Nebr. ILS lclzr and the 200°M radial of the Neola, Iowa VOR.

(5) CARSON, IOWA (VHF) INTSXN - intsxn of the 133°M radial of the Neola, Iowa VOR and the 071°M radial of the Omaha, Nebr. VOR.

(6) CLERMONT, GA. (VHF) INTSXN - intsxn of the 236°M radial of the Asheville, N.C. VOR and the 285°M radial of the Royston, Ga. VOR.

(7) COIN, IOWA (VHF) INTSXN - intsxn of the 148°M radial of the Neola, Iowa VOR and the 262°M radial of the Lamoni, Iowa VOR and the 335°M radial of the St Joseph, Mo. VOR.

(8) COLLINS, TEX. (VHF) INTSXN - intsxn of the SW crs of the San Antonio, Tex. ILS lclzr and the 150°M radial of the Kelly AFB, Tex. VOR.

(9) ELLIOTT, IOWA (VHF) INTSXN - intsxn of the 133°M radial of the Neola, Iowa VOR and the 086°M radial of the Omaha, Nebr. VOR.

(10) EMERSON, IOWA (VHF) INTSXN - intsxn of the 148°M radial of the Neola, Iowa VOR and the 115°M radial of the Omaha, Nebr. VOR.

(11) FT. LAUDERDALE, FLA. (LF) INTSXN - intsxn of the S crs of the West Palm Beach Fla. LFR and the 238°M brng to Gator, Fla. Rbn.

(12) FOWEY, FLA. (LF) INTSXN - intsxn of the E crs of the Perrine, Fla. LFR and the 245°M brng to Homestead, Fla. Rbn.

(13) GREENWOOD, TEX. (VHF) INTSXN - intsxn of the 329°M radial of the Britton, Tex. VOR and the 055°M radial of the Ft. Worth, Tex. VOR.

(14) GRETNA, NEBR. (VHF) INTSXN - intsxn of the 227°M radial of the Neola, Iowa VOR and the 256°M radial of the Omaha, Nebr. VOR.

(15) HAMLIN, TEX. (VHF) INTSXN - intsxn of the 047°M radial of the Big Spring, Tex. VOR and the 316°M radial of the Abilene, Tex. VOR.

(16) IVA, S.C. (VHF) INTSXN - intsxn of the 061°M radial of the Athens, Ga. VOR and the 099°M radial of the Royston, Ga. VOR.

(17) JAL, TEX. (VHF) INTSXN - intsxn of the 135°M radial of the Hobbs, N. Mex. VOR and the 015°M radial of the Wink, Tex. VOR.

(18) KELLER, TEX. (VHF) INTSXN - intsxn of the 329°M radial of the Britton, Tex. VOR and the 056°M radial of the Mineral Wells, Tex. VOR.

(19) LIDO, N.Y. (LF & VHF) INTSXN - intsxn of the 117°M radial of the Idlewild, N.Y. VOR and the SW crs of the Hempstead, N.Y. VOR.

(20) LOGANSPORT, LA. (VHF) INTSXN - intsxn of the 183°M radial of the Shreveport, La. VOR and the 115°M radial of the Gregg Co. Tex. VOR.

(21) LOONEY, TEX. (VHF) INTSXN - intsxn of the 257°M radial of the Culberson, Tex. VOR and the 115°M radial of the Salt Flat, Tex. VOR.

(22) MULLEN, TEX. (VHF) INTSXN - intsxn of the 256°M radial of the Waco, Tex. VOR and the 350°M radial of the San Antonio, Tex. VOR. (for acft operg at 27,000'MSL and above)

(23) NAUTILUS, CALIF. (LF) INTSXN - intsxn of the W crs of the San Diego, Calif. LFR and the 354°M brng to Oceanside, Calif. Rbn.

(24) NAUTILUS, CALIF. (VHF) INTSXN - intsxn of the 237°M radial of the San Diego, Calif. VOR and the 173°M radial of the Oceanside, Calif. VOR.

(25) PALOMAR, CALIF. (VHF) INTSXN - intsxn of the 065°M radial of the Oceanside, Calif. VOR and the 125°M radial of the Ontario, Calif. VOR.

(26) PARK CITY, UTAH (VHF) INTSXN - intsxn of the 089°M radial of the Salt Lake City, Utah VOR and the 028°M radial of the Utah Lake, Utah VOR.

(27) ROSS AVE, TEX. (LF) INTSXN - intsxn of the SE crs of the Dallas, Tex. ILS lclzr and the 097°M brng from the Dallas, Tex. Rbn.

(28) SALEM, MO. (VHF) INTSXN - intsxn of the 160°M radial of the Vichy, Mo. VOR and the 258°M radial of the Farmington, Mo. VOR.

(29) SILVER CROWN, WYO. (VHF) INTSXN - intsxn of the 266°M radial of the Cheyenne, Wyo. VOR and the 337°M radial of the Denver, Colo. VOR.

(30) SKIDMORE, MO. (VHF) INTSXN - intsxn of the 335°M radial of the St Joseph, Mo. VOR and the 241°M radial of the Lamoni, Iowa VOR.

(31) SPRAGUE, WASH. (VHF) INTSXN - intsxn of the 210°M radial of the Spokane, Wash. VOR and the 074°M radial of the Ephrata, Wash. VOR.

(32) SQUID, FLA. (VHF) INTSXN - intsxn of the 022°M radial of the Vero Beach, Fla. VOR and the 070°M radial of the Orlando, Fla. VOR. (MRA 7000' - depict flag)

(33) STARDUST, CALIF. (VHF) INTSXN - intsxn of the 242°M radial of the Thermal, Calif. VOR and the 134°M radial of the March, Calif. VOR and the 044°M radial of the Oceanside, Calif. VOR.

(34) TEKOA, WASH. (VHF) INTSXN - intsxn of the 104°M radial of the Spokane, Wash. VOR and the 239°M radial of the Mullan Pass, Mont. VOR.

(35) VALDESE, N.C. (VHF) INTSXN - intsxn of the 328°M radial of the Charlotte, N.C. VOR and the 243°M radial of the Hickory, N.C. VOR.

(36) VANCE, S.C. (VHF) INTSXN - intsxn of the 138°M radial of the Columbia, S.C.VOR and the 060°M radial of the Allendale, S.C. VOR.

(37) WALTERBORO, S.C. (VHF) INTSXN - intsxn of the 092°M radial of the Allendale, S.C. VOR and the 032°M radial of the Savannah, Ga. VOR.

(38) YADKIN, N.C. (VHF) INTSXN - intsxn of the 067°M radial of the Hickory, N.C. VOR and the 283°M radial of the Greensboro, N.C. VOR.

REDESIGNATED:

(1) AMITE, LA. (VHF) INTSXN - intsxn of the SE crs of the Baton Rouge, La ILS lclzr and the 090°M radial of the Baton Rouge, La. VOR.

(2) CALVARY, GA. (VHF) INTSXN - intsxn of the 002°M radial of the Tallahassee, Fla. VOR and the 089°M radial of the Marianna, Fla. VOR.

(3) CHEROKEE, S.C. (VHF) INTSXN - intsxn of the 058°M radial of the Spartanburg, S.C. VOR and the 292°M radial of the Charlotte, N.C. VOR.

(4) CREOLE, LA. (VHF) INTSXN - intsxn of the SE crs of the Baton Rouge, La. ILS lclzr and the 080°M radial of the Baton Rouge, La. VOR.

(5) ELKIN, N.C. (VHF) INTSXN - intsxn of the 283°M radial of the Greensboro, N.C. VOR and the 051°M radial of the Hickory, N.C. VOR.

(6) LUCAS, TEX. (VHF) INTSXN - intsxn of the 233°M radial of the Dallas, Tex. VOR and the 329°M radial of the Britton, Tex. VOR.

(7) NATICK, MASS. (VHF) INTSXN - intsxn of the 128°M radial of the Gardner, Mass. VOR and the 271°M radial of the Boston, Mass. VOR.

(8) QUITMAN, GA. (VHF) INTSXN - intsxn of the 150°M radial of the Albany, Ga. VOR and the 277°M radial of the Valdosta, Ga. VOR.

(9) RODNA, WASH. (VHF) INTSXN - intsxn of the 185°M radial of the Spokane, Wash. VOR and the 093°M brng to Pine City, Wash. Rbn. (retain holding pattern, no change in description)

(10) SHAFTER, CALIF. (VHF) INTSXN - intsxn of the 263°M radial of the Bakersfield, Calif. VOR and the 126°M radial of the Coalinga, Calif. VOR.

(11) SUNSET, GA. (VHF) INTSXN - intsxn of the 236°M radial of the Asheville, N.C. VOR and the 270°M radial of the Spartanburg, S.C. VOR.

(12) WESTBORO, MASS. (VHF) INTSXN - intsxn of the 146°M radial of the Gardner, Mass VOR and the 271°M radial of the Boston, Mass. VOR.

(13) WESTFIELD, MASS. (VHF) INTSXN - intsxn of the 247°M radial of the Gardner, Mass. VOR and the 150°M radial of the Chester, Mass. VOR.

(14) WOONSOCKET, MASS. (VHF) INTSXN - intsxn of the 057°M radial of the Norwich, Conn. VOR and the 345°M radial of the Providence, R.I. VOR.

RENAMED:

(1) EDGEMONT, CALIF. (VHF) INTSXN - intsxn of the 076°M radial of the Ontario, Calif. VOR and the 314°M radial of the March, Calif. VOR. (formerly Box Springs Int)

(2) NEW BOSTON, MICH. (VHF) INTSXN - intsxn of the 153°M radial of the Salem, Mich. VOR and the 023°M radial of the Carlton, Mich. VOR and the 254°M radial of the Windsor, Ont. VOR. (formerly Wayne Int) For record purpose only also change name of holding pattern. No change in description.

(3) STARDUST, CALIF. (LF) INTSXN - intsxn of the SE crs of the Riverside, Calif. LFR and the 222°M brng to Oceanside, Calif. Rbn. (formerly Vail Int)

(4) STONY CREEK, MICH. (VHF) INTSXN - intsxn of the 210°M radial of the Salem, Mich. VOR and the 264°M radial of the Windsor, Ont. VOR. (formerly Saline Int) For record purpose also change name for holding pattern. No change in description.

RENAMED and REDESIGNATED:

(1) SCOTTS HILL, TENN. (VHF) INTSXN - intsxn of the 100°M radial of the Jacks Creek Tenn. VOR and the 234°M radial of the Graham, Tenn. VOR. (formerly Clifton Int)

CANCELLED:

(1) ALLENDALE, S.C. (VOR) - changed to compulsory

(2) BIXBY, MO. (VHF) INTSXN - intsxn of the 131°M radial of the Vichy, Mo. VOR and the 258°M radial of the Farmington, Mo. VOR.

(3) BORDER, UTAH (VHF) INTSXN - intsxn of the 227°T radial of the Ft Bridger, Wyo. VOR and the 112°T radial of the Odgen, Utah VOR.

(4) DEATSVILLE, ALA (LF) INTSXN - intsxn of the N crs of the Maxwell, Ala. LFR and the NE crs of the Craig, Ala. LFR.

(5) DUNCAN, TEX. (LF & VHF) INTSXN - intsxn of the SW crs of the San Antonio, Tex. ILS lclzr and the SE crs of the Kelly, AFB, Tex. LFR.

(6) GREENVILLE, ALA. (LF) INTSXN - intsxn of the SW crs of the Maxwell, Ala. LFR and the SE crs of the Craig, Ala. LFR.

(7) HASLET, TEX. (VHF) INTSXN - intsxn of the N crs of the Ft Worth (Meacham). Tex. ILS lclzr and the 056°M radial of the Mineral Wells, Tex. VOR.

(8) LA GRANGE, N.C. (VHF) INTSXN - intsxn of the 009°M radial of the Wilmington, N.C. VOR and the 102°M radial of the New Bern, N.C. VOR. (changed to compulsory)

(9) NAVARRO, TEX. (VHF) INTSXN - intsxn of the 329°M radial of the Leona, Tex. VOR and the 058°M radial of the Waco, Tex. VOR, (changed to compulsory)

(10) RANDOLPH, IOWA (VHF) INTSXN - intsxn of the 144°M radial of the Omaha, Nebr. VOR and the 275°M radial of the Lamoni, Iowa VOR.

(11) SAYRE, OKLA. (VOR) - changed to compulsory.

(12) SPRINGVILLE, UTAH (VHF) INTSXN - intsxn of the 122°T radial of the Utah Lake, Utah VOR and the 165°T radial of the Salt Lake City, Utah VOR. (MRA 15,000 - delete flag)

(13) WAVERLY, VA. (VHF) INTSXN - intsxn of the 081°M radial of the Lawrenceville, Va. VOR and the 317°M radial of the Elizabeth City, N.C. VOR. (Elizabeth City VOR is to be relocated in 1958)

✓ OPERATION OF CONDENSER DISCHARGE TYPE FLASHING LIGHTS: Effective approximately March 10, 1958, control towers will operate condenser discharge type flashing lights where associated with approach light systems as follows:

Daytime - When the visibility without regard to ceiling is 3 mi or less at the approach end of the runway where installed, or on pilot's request.

During hours of Darkness - When the ceiling is 500' or less and/or visibility is one mile or less, or on pilot's request.

✓ VIA PLANNED ROUTE PROCEDURE: The phraseology "VIA FLIGHT PLANNED ROUTE" does not include approval of altitudes filed in the flight plan. Specific altitudes assignments will be used in each clearance.

✓ RESTRICTED AREA AMENDMENTS: The following Restricted Area Amendments shall become effective April 10, 1958:

(Part 608 - Restricted Area - Amendment 218)

(1) In Section 608.39, the Melrose, N. Mex., Restricted Area No. 2 (R-529) is added to read: Name and location (chart): Melrose, N. Mex. Restricted Area No. 2 (R-529) (Albuquerque); Description by geographical coordinates: That airspace bounded on the N by lat 34-39-00, on the E by long 103-40-00, on the S by Melrose Restricted Area R-185, and on the W by long 103-55-00; Designated altitudes: Surface to 15,000'MSL; Time of designation: Sunrise to sunset daily; Controlling agency: Cannon AFB, Clovis, New Mexico. Note: (The area will be used only when the ceiling is more than 3000' and visibility greater than 5 miles).

✓ LOCATION IDENTIFIERS: The following changes affect the use of the location identifiers:

APC	Napa, Calif., Napa Co. Arpt (change from NPC March 15)
BLG	Belridge, Calif. (assignment)
COI	Cocoa, Fla., Central Brevard Arpt (Merritt Island) (name change)
ELN	Ellensburg, Wash., Ellensburg Arpt (name change)
GIL	Gillis, La., Radiobeacon (change from Gilbert, Ariz. etc.)
HCT	Hayes Center, Nebr., VOR (assignment)
HIB	Hibbing, Minn., Chisholm-Hibbing Arpt (name change)
ZAP	Apalachicola, Fla. (change from APC March 15)

ALTIMETER SETTING SERVICE - AIR ROUTE TRAFFIC CONTROL CENTERS: The following governs issuance of altimeter settings by Air Route Traffic Control Centers to aircraft operating on an IFR flight plan and in direct communication with the Center:

1. Altimeter settings will be furnished, when requested by a pilot operating on an IFR flight plan, for those weather reporting stations within the center's control area.
2. Requests for altimeter settings at weather reporting stations not within the Center's control area will be referred to the appropriate Air Traffic Communications Station.
3. The time and location of the weather station reporting the altimeter setting will be specified. The following phraseology will be used: The (Time) (Station Location) Altimeter (Setting). Example: "The One Four Three Zero Columbus Altimeter Three Zero Zero Two."

✓ AERONAUTICAL CHARTS OF THE U.S. COAST AND GEODETIC SURVEY

New editions of the charts listed below will be published in about one month making former prints obsolete for use in aviation. Orders for these particular charts should be kept to a minimum until new edition is printed.

Beaumont	Mobile	Montgomery Local	WAC 410
Birmingham	New Orleans	WAC 119	WAC 466
Kansas City	Atlanta Local	WAC 357	WAC 525
Little Rock	Miami Local	WAC 409	

NEW EDITIONS

A new edition or new chart for the charts listed below is now available for use. Former prints should be destroyed or stamped "OBSOLETE FOR USE IN AVIATION."

Standard Aeronautical Charts
Dates shown are release dates

Charlotte	2-24-58	New York Local	2-21-58	WAC 308	2-19-58
Winston-Salem	2-12-58	Philadelphia Local	2-21-58	WAC 359	2-13-58
		Pittsburgh Local	2-21-58	RC 2215	2-12-58

Instrument Flight Charts
released since Feb 10, 1958

AL 19 RNG/VOR/ADF	Amarillo Air Terminal, Tex.
AL 26 ADF/ILS rnwy 9/VOR/ILS rnwy 27/ RNG	Atlanta Arpt, Ga.
AL 65 RNG-1/RNG-2/ILS rnwy 23/ILS rnwy 5/ VOR	Buffalo Arpt, N.Y.
AL 118 ADF/VOR	Detroit City Arpt, Mich.
AL 174 RNG/ADF/ILS rnwy 36R	Kent Co. Arpt, Mich.
AL 246 ADF	Grenier Field, N.H.
AL 252 RNG	Melbourne-Eau Gallie Arpt, Fla.
AL 407 RNG	Stockton Arpt, Calif.
AL 421 RNG	Toledo Arpt, Ohio
AL 443 ILS rnwy 36	Washington National Arpt, D.C.
AL 458 ADF/ILS rnwy 1	New Castle Co. Arpt, Del.
AL 473 RNG/VOR	Kingsley Field, Ore.
AL 519 RNG/ILS rnwy 31	Arcata Arpt, Calif.
AL 548 VOR	Santa Fe Co. Arpt, N. Mex.
AL 913 VOR	Callaway Arpt, Ga.

RF 34, 38
RF Terminal Area - Boston, Miami, Philadelphia, San Antonio, Tulsa, Washington, Wichita-Hutchinson
RF-VOR Terminal Area - Boston, Oklahoma City, Philadelphia, Tampa, Washington, Wichita-Hutchinson
RF Alaska - RF Hawaiian Islands
RF Dates of Latest Prints

NEW CHARTS

RF Richmond Terminal Area

DISCONTINUED CHARTS

AL 219 VOR-1 - La Crosse, Wisc. - La Crosse Arpt (procedure cancelled 2-13-58)
AL 219 VOR-2 - La Crosse, Wisc. - La Crosse Arpt (procedure cancelled 2-13-58)
AL 375 RNG - San Francisco, Calif. - San Francisco Intnl Arpt (procedure cancelled 1-16-58)

AERONAUTICAL CATALOG

A new edition of the Aeronautical Chart Catalog is now available.

✓ EVANSVILLE, INDIANA VOR SHUT DOWN: During shutdown the following MEA's can be utilized:

FROM	TO	MEA
Farmington, Mo. VOR via R-073	Marion, Ill. temp Int FAM R-073 and ENL R-165	2500
Marion, Ill. temp Int	Evansville, Ind. LOM via 075/255 bearing EVV-LOM	6500
Evansville, Ind. LOM via bearing 087/267 EVV-LOM	Apalona, Ind. temp Int SCJ R-168 and LOU R-270	7000
Apalona, Ind. temp Int	Louisville, Ky. VOR	2500
Centralia, Ill. VOR via ENL R-099	Evansville, Ind. LOM via 099/279 bearing of EVV-LOM	4400
Nashville, Tenn. LFR via bearing 388/158 on BNA LFR	Evansville, Ind. LOM via 338/158 bearing on EVV-LOM	11, 200
Evansville, Ind. LOM via 004/184 bearing on EVV-LOM	Terre Haute, Ind. VOR via HUF R-184	6000
Paducah, Ky. VOR via PUK R-038	Int 053/233 bearing on EVV-LOM	6500
Int 053/233 bearing on EVV-LOM	Evansville, Ind. LOM	6500
Evansville, Ind. LOM via brng 026/206 on EVV-LOM	Scotland, Ind. VOR via SCJ R-206	2000
Bowling Green, Ky. VOR via BWG R-322	Evansville, Ind. LOM via bearing 142/322 on EVV LOM	6500

✓ WICHITA FALLS, TEXAS VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 114: CDS VOR - SPS VOR	Via CDS VOR 094°M radial and 277° M track from SPS L/F	3100
SPS VOR - DAL VOR	Via the 115°M track from SPS L/F and the DAL VOR 296°M radial	3000
Victor 114S: Santa Rose Int - SPS VOR	Via 256°M track from SPS L/F rng to SPS L/F rng	2300
Victor 102: Santa Rose Int - SPS VOR	Via 256°M track from SPS L/F rng to SPS L/F rng	2300
Victor 102S: Vera Int - SPS VOR	Via 241°M track from SPS L/F rng to SPS L/F rng	3000
Victor 77: OKC VOR - SPS VOR	Via OKC 192°M radial and the 010°M track from the SPS L/F rng to SPS L/F rng	2800
SPS VOR - ABI VOR	Via 212°M track from SPS L/F rng and the ABI VOR 024°M radial to ABI VOR	3100
Victor 77E: Bray Int - SPS VOR	Via the 027°M track from SPS L/F rng to the SPS L/F rng	2800
SPS VOR - ABI VOR	Via 197°M track from SPS L/F rng and the ABI VOR 039°M track	3800
Victor 61: LAW VOR - SPS VOR	Via LAW VOR 176°M radial and the 355°M track from the SPS L/F rng to SPS L/F rng	2600
SPS VOR - FTW VOR	Via 136°M track from the SPS L/F rng and the FTW VOR 306°M radial to FTW VOR	2600

The following intersections are redescribed as follows:

1. Westover: SPS LFR 212R - FTW VOR 276R
2. Vera: SPS LFR 241R - GTH VOR 092R
3. Alvord: SPS LFR 115R - FTW VOR 018R
4. Bray: SPS LFR 027R - OKC VOR 170R

✓ DALHART, TEXAS VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 81: AMA - Purgatoire Int	AMA VOR 303R-DLH "H" 123R to DLH. DLH "H" 317R-Purgatoire Int	5300 10, 000
Victor 81E: DLH - Bivins Int	DLH "H" 104R-AMA VOR 321R	5200
Victor 190: Gage - Las Vegas	GAG VOR 252R-DLH "H" 072R to DLH. DLH "H" 249R-LVS VOR 065R	5200 9000
Victor 234: DLH - Conchas Dam Int	DLH "H" 232R-ACH 055R	10, 000

✓ LUBBOCK, TEXAS VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 14: CDS - LBB	CDS VOR 233R-LBB LFR 052R	4500
LBB - Whiteface Int	LBB LFR 251R	4800
Whiteface Int - Caprock Int	LBB LFR 251R-ROW VOR 068R	7000
Victor 14N: LBB - Pep Int	LBB LFR 269R	4600
Pep Int - Dola Int	LBB LFR 269R	6000
Victor 62: LBB - Spur Int	LBB LFR 087R	5300
Victor 102: LBB - GTH	LBB LFR 073-GTH VOR 254R	4500

(Continued)

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 60 & 62: LBB - Texico	LBB LFR 298-TXO VOR 131R	5500
Victor 76: BGS - LBB	BQS VOR 329R - LBB LFR 149R	5100
Victor 79: HOB - LBB	HOB VOR 033R - LBB LFR 213R	5300
Victor 81: LBB - Pat Int	LBB LFR 174-MAF VOR 353R	5100
LBB - AMA	LBB LFR 001R - AMA VOR 180R	5500
Victor 81E LBB - AMA	LBB LFR 018R - AMA VOR 161R	5500

The following intersections are redescribed as follows:

1. Pep - LBB LFR 269R-HOB VOR 016R
2. Whiteface - LBB LFR 251R-HOB VOR 016R

ATC PROCEDURES - EN ROUTE PROCEDURES and INSTRUMENT LETDOWN: On pages 61 and 62 of the Flight Information Manual Vol. II (dated August 15, 1957) delete the material under "EN ROUTE PROCEDURES" and "INSTRUMENT LETDOWN" and substitute the following instead:

EN ROUTE PROCEDURES - when the aircraft is proceeding in accordance with the latest traffic clearance but the pilot has not received and acknowledged a clearance for an instrument approach, the following procedures apply:

1. If the pilot has received and acknowledged a clearance to the destination airport or the radio facility serving that airport, he will continue flight at the altitude(s) last assigned by Air Traffic Control, or the minimum instrument altitude, whichever is higher, to the radio facility serving the destination airport;

2. If the pilot has received and acknowledged a clearance to an en route point other than the destination airport or the radio facility serving that airport and

(a) Holding instructions for the en route point have not been received, he will continue flight at the altitude(s) last assigned by Air Traffic Control or the minimum instrument altitude whichever is higher, to the radio facility serving the destination airport; or

(b) Holding instructions for the en route point and expected clearance time for the airport of destination have been received, the pilot will comply with such instructions and continue flight to arrive at the radio facility serving the destination airport at the expected approach time last received and acknowledged, maintaining the last assigned altitude or the minimum instrument altitude, whichever is higher; or

(c) Holding instructions for the en route point have been received but no expected approach time for the airport of destination has been received, the pilot will comply with such instructions until the time Air Traffic Control has specified that further clearance may be expected. He shall then continue flight to the radio facility serving the destination airport maintaining the last assigned altitude or the minimum instrument altitude whichever is higher.

NOTE: The minimum instrument altitude referred to is the minimum en route IFR altitude established in Part 610 of the Regulations of the Administrator for that portion of the route over which the operation is conducted, regardless of the direction of flight. If deviation from the altitude assigned by Air Traffic Control is necessary in order to comply with a higher minimum instrument altitude, any subsequent descent required by a lower minimum instrument altitude shall not be made below the altitude last assigned by Air Traffic Control.

Example: A flight is cruising at 8000' (last assigned altitude) on an IFR flight plan when radio failure occurs. After passing the next fix, the minimum en route altitude is 10,000' and climb is made to that altitude. On the last leg of the flight the minimum en route altitude is 3500'. The flight descends back to 8000' after passing the fix defining the termination of the 10,000' minimum en route altitude segment since the last assigned altitude (8000') is higher than the MEA (3500').

3. If holding is necessary at the radio facility serving the destination airport and no holding clearance has been received and acknowledged.

(a) Holding will be accomplished on the side of the final approach course on which the procedure turn is prescribed; or

(b) Where approved military jet penetration procedures have been issued for the airport of destination, holding by military jet aircraft will be accomplished at the last assigned altitude and along the left side of the initial penetration course (tear-drop), or in the case of a single penetration course on the side on which the procedure turn is prescribed.

INSTRUMENT LETDOWN - 1. If a clearance for an approach has not been received and acknowledged, descent from the altitude maintained to the radio facility serving the destination airport will start at the expected approach time last received and acknowledged, or if no expected approach time was received and acknowledged, descent will be started at the estimated time of arrival indicated by the elapsed time specified in the flight time or as soon as possible thereafter. A full approved instrument approach procedure will be executed unless VFR conditions are encountered and the pilot elects to continue descent and approach in accordance with VFR.

2. If a clearance for an approach at the airport of intended landing has been received and acknowledged, comply with the clearance or other instructions and make normal descent for landing.

3. Shuttle. (a) Descent to the appropriate altitude for the execution of the instrument approach on the radio facility serving the destination airport will be accomplished by a holding pattern on the side of the final approach course on which the procedure turn is prescribed; or

(b) Where approved military jet penetration procedures have been issued for the airport of destination, military jet aircraft will descend to the initial penetration altitude on the radio facility serving the destination airport by a holding pattern on the left side of the initial penetration course (tear-drop), or in the case of a single penetration course on the side on which the procedure turn is prescribed.

NOTE: Air Traffic Control may issue appropriate instructions by means of "blind" transmissions on radio frequencies directly available or may authorize "blind" transmissions of appropriate instructions over air carrier radio facilities (for air carrier aircraft), and/or over suitable radio range facilities. Instructions should not be broadcast unless authorized by Air Traffic Control.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II dated August 15, 1957, as follows:

(1) Page 20, Red Bluff, Calif. - change - WB telephone number to: 2396*.

(2) Page 23, Cincinnati, Ohio - change WB telephone numbers to: DU 1-6706* (day or ngt), DU 1-2200, ext 227* (day), DU 1-8195* (ngt & Sun).

(3) Page 25, Norfolk, Va. - change - WB telephone number to: UL 3-4369*.

(4) Page 25, Wink, Texas - change - CAA telephone number to: LA 7-3351.

(5) Page 26, General Safety, Region 3, change - Chicago Ill. to: St Charles 490.

(6) Page 26, Air Carrier Safety, Region 3, add - Ypsilanti, Mich. telephone number: HU 2-7725.

(7) Page 44, under Washington, add - Bellingham, rdo stn, KPUG, freq: 1170; power: 1,00; location: 2 ENE; 48-46-35, 122-26-20; elevation: 473'; height: 220'; type: DA; hours of operation: 0600-2300.

(8) Page 75, Garden City, Kans.: 110°; beacon light 4.54 mi from VOR.

(9) Page 77, add - Syracuse, N.Y. (Hancock Fld): 140°; Syracuse VOR; over arpt tower site 6 n mi; 2000'MSL.

(10) Page 79, Dothan, Ala.: 060°; intsxn of ramp and taxi strip W of terminal bldg.

(11) Page 80, Minot, N. Dak.: 241°; apch end rnwy 26.

(12) Page 80, delete - Milwaukee, Wisc.: 004°; approx 125' E of E end of E/W passageway of new terminal bldg.

(13) Page 82, delete - Syracuse, N.Y. (Hancock Fld).

(14) Page 76, delete - Minot, N. Dak.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Vol. 12, #24, dated February 4, 1958, page 45 as follows: The MEA effective March 13, 1958, on V-115 is changed: Ellwood City, Pa. VOR to Jamestown Int 6000'; Jamestown Int to Buffalo, N.Y. VOR 4000'.

EVANSVILLE, INDIANA VOR SHUT DOWN: During shutdown the following MEA's can be utilized:

FROM	TO	MEA
Farmington, Mo. VOR via R-073	Marion, Ill. temp Int FAM R-073 and ENL R-165	2500
Marion, Ill. temp Int	Evansville, Ind. LOM via 075/255 bearing EVV-LOM	6500
Evansville, Ind. LOM via bearing 087/267 EVV-LOM	Apalona, Ind. temp Int SCJ R-168 and LOU R-270	7000
Apalona, Ind. temp Int	Louisville, Ky. VOR	2500
Centralia, Ill. VOR via ENL R-099	Evansville, Ind. LOM via 099/279 bearing of EVV-LOM	4400
Nashville, Tenn. LFR via bearing 388/158 on BNA LFR	Evansville, Ind. LOM via 338/158 bearing on EVV-LOM	11, 200
Evansville, Ind. LOM via 004/184 bearing on EVV-LOM	Terre Haute, Ind. VOR via HUF R-184	6000
Paducah, Ky. VOR via PUK R-038	Int 053/233 bearing on EVV-LOM	6500
Int 053/233 bearing on EVV-LOM	Evansville, Ind. LOM	6500
Evansville, Ind. LOM via brng 026/206 on EVV-LOM	Scotland, Ind. VOR via SCJ R-206	2000
Bowling Green, Ky. VOR via BWG R-322	Evansville, Ind. LOM via bearing 142/322 on EVV LOM	6500

WICHITA FALLS, TEXAS VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 114: CDS VOR - SPS VOR	Via CDS VOR 094°M radial and 277° M track from SPS L/F	3100
SPS VOR - DAL VOR	Via the 115°M track from SPS L/F and the DAL VOR 296°M radial	3000
Victor 114S: Santa Rose Int - SPS VOR	Via 256°M track from SPS L/F rng to SPS L/F rng	2300
Victor 102: Santa Rose Int - SPS VOR	Via 256°M track from SPS L/F rng to SPS L/F rng	2300
Victor 102S: Vera Int - SPS VOR	Via 241°M track from SPS L/F rng to SPS L/F rng	3000
Victor 77: OKC VOR - SPS VOR	Via OKC 192°M radial and the 010°M track from the SPS L/F rng to SPS L/F rng	2800
SPS VOR - ABI VOR	Via 212°M track from SPS L/F rng and the ABI VOR 024°M radial to ABI VOR	3100
Victor 77E: Bray Int - SPS VOR	Via the 027°M track from SPS L/F rng to the SPS L/F rng	2800
SPS VOR - ABI VOR	Via 197°M track from SPS L/F rng and the ABI VOR 039°M track	3800
Victor 61: LAW VOR - SPS VOR	Via LAW VOR 176°M radial and the 355°M track from the SPS L/F rng to SPS L/F rng	2600
SPS VOR - FTW VOR	Via 136°M track from the SPS L/F rng and the FTW VOR 306°M radial to FTW VOR	2600

The following intersections are redescribed as follows:

1. Westover: SPS LFR 212R - FTW VOR 276R
2. Vera: SPS LFR 241R - GTH VOR 092R
3. Alvord: SPS LFR 115R - FTW VOR 018R
4. Bray: SPS LFR 027R - OKC VOR 170R

DALHART, TEXAS VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 81: AMA - Purgatoire Int	AMA VOR 303R-DLH "H" 123R to DLH. DLH "H" 317R-Purgatoire Int	5300 10, 000
Victor 81E: DLH - Bivins Int	DLH "H" 104R-AMA VOR 321R	5200
Victor 190: Gage - Las Vegas	GAG VOR 252R-DLH "H" 072R to DLH. DLH "H" 249R-LVS VOR 065R	5200 9000
Victor 234: DLH - Conchas Dam Int	DLH "H" 232R-ACH 055R	10, 000

LUBBOCK, TEXAS VOR SHUT DOWN: During the period of shutdown, the following substitute route structure and MEA's will be in effect:

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 14: CDS - LBB	CDS VOR 233R-LBB LFR 052R	4500
LBB - Whiteface Int	LBB LFR 251R	4800
Whiteface Int - Caprock Int	LBB LFR 251R-ROW VOR 068R	7000
Victor 14N: LBB - Pep Int	LBB LFR 269R	4600
Pep Int - Dola Int	LBB LFR 269R	6000
Victor 62: LBB - Spur Int	LBB LFR 087R	6300
Victor 102: LBB - GTH	LBB LFR 071-GTH VOR 254R	4500

(Continued)

EXISTING AIRWAYS	SUBSTITUTE ROUTE STRUCTURE	MEA
Victor 60 & 62: LBB - Texico	LBB LFR 298-TXO VOR 131R	5500
Victor 76 BGS - LBB	BQS VOR 329R - LBB LFR 149R	5100
Victor 79: HOB - LBB	HOB VOR 033R - LBB LFR 213R	5300
Victor 81: LBB - Pat Int	LBB LFR 174-MAF VOR 353R	5100
LBB - AMA	LBB LFR 001R - AMA VOR 180R	5500
Victor 81E LBB - AMA	LBB LFR 018R - AMA VOR 161R	5500

The following intersections are redescribed as follows:

1. Pep - LBB LFR 269R-HOB VOR 016R
2. Whiteface - LBB LFR 251R-HOB VOR 016R

ATC PROCEDURES - EN ROUTE PROCEDURES and INSTRUMENT LETDOWN: On pages 61 and 62 of the Flight Information Manual Vol. II (dated August 15, 1957) delete the material under "EN ROUTE PROCEDURES" and "INSTRUMENT LETDOWN" and substitute the following instead:

EN ROUTE PROCEDURES - when the aircraft is proceeding in accordance with the latest traffic clearance but the pilot has not received and acknowledged a clearance for an instrument approach, the following procedures apply:

1. If the pilot has received and acknowledged a clearance to the destination airport or the radio facility serving that airport, he will continue flight at the altitude(s) last assigned by Air Traffic Control, or the minimum instrument altitude, whichever is higher, to the radio facility serving the destination airport;

2. If the pilot has received and acknowledged a clearance to an en route point other than the destination airport or the radio facility serving that airport and

(a) Holding instructions for the en route point have not been received, he will continue flight at the altitude(s) last assigned by Air Traffic Control or the minimum instrument altitude whichever is higher, to the radio facility serving the destination airport; or

(b) Holding instructions for the en route point and expected clearance time for the airport of destination have been received, the pilot will comply with such instructions and continue flight to arrive at the radio facility serving the destination airport at the expected approach time last received and acknowledged, maintaining the last assigned altitude or the minimum instrument altitude, whichever is higher; or

(c) Holding instructions for the en route point have been received but no expected approach time for the airport of destination has been received, the pilot will comply with such instructions until the time Air Traffic Control has specified that further clearance may be expected. He shall then continue flight to the radio facility serving the destination airport maintaining the last assigned altitude or the minimum instrument altitude whichever is higher.

NOTE: The minimum instrument altitude referred to is the minimum en route IFR altitude established in Part 610 of the Regulations of the Administrator for that portion of the route over which the operation is conducted, regardless of the direction of flight. If deviation from the altitude assigned by Air Traffic Control is necessary in order to comply with a higher minimum instrument altitude, any subsequent descent required by a lower minimum instrument altitude shall not be made below the altitude last assigned by Air Traffic Control.

Example: A flight is cruising at 8000' (last assigned altitude) on an IFR flight plan when radio failure occurs. After passing the next fix, the minimum en route altitude is 10,000' and climb is made to that altitude. On the last leg of the flight the minimum en route altitude is 3500'. The flight descends back to 8000' after passing the fix defining the termination of the 10,000' minimum en route altitude segment since the last assigned altitude (8000') is higher than the MEA (3500').

3. If holding is necessary at the radio facility serving the destination airport and no holding clearance has been received and acknowledged:

(a) Holding will be accomplished on the side of the final approach course on which the procedure turn is prescribed; or

(b) Where approved military jet penetration procedures have been issued for the airport of destination, holding by military jet aircraft will be accomplished at the last assigned altitude and along the left side of the initial penetration course (tear-drop), or in the case of a single penetration course on the side on which the procedure turn is prescribed.

INSTRUMENT LETDOWN - 1. If a clearance for an approach has not been received and acknowledged, descent from the altitude maintained to the radio facility serving the destination airport will start at the expected approach time last received and acknowledged, or if no expected approach time was received and acknowledged, descent will be started at the estimated time of arrival indicated by the elapsed time specified in the flight time or as soon as possible thereafter. A full approved instrument approach procedure will be executed unless VFR conditions are encountered and the pilot elects to continue descent and approach in accordance with VFR.

2. If a clearance for an approach at the airport of intended landing has been received and acknowledged, comply with the clearance or other instructions and make normal descent for landing.

3. Shuttle. (a) Descent to the appropriate altitude for the execution of the instrument approach on the radio facility serving the destination airport will be accomplished by a holding pattern on the side of the final approach course on which the procedure turn is prescribed; or

(b) Where approved military jet penetration procedures have been issued for the airport of destination, military jet aircraft will descend to the initial penetration altitude on the radio facility serving the destination airport by a holding pattern on the left side of the initial penetration course (tear-drop), or in the case of a single penetration course on the side on which the procedure turn is prescribed.

NOTE: Air Traffic Control may issue appropriate instructions by means of "blind" transmissions on radio frequencies directly available or may authorize "blind" transmissions of appropriate instructions over air carrier radio facilities (for air carrier aircraft), and/or over suitable radio range facilities. Instructions should not be broadcast unless authorized by Air Traffic Control.

✓ FLIGHT INFORMATION MANUAL CORRECTIONS: Correct Flight Information Manual Vol. II dated August 15, 1957, as follows:

(1) Page 20, Red Bluff, Calif. - change - WB telephone number to: 2396*.

(2) Page 23, Cincinnati, Ohio - change WB telephone numbers to: DU 1-6706* (day or ngt), DU 1-2200, ext 227* (day), DU 1-8195* (ngt & Sun).

(3) Page 25, Norfolk, Va. - change - WB telephone number to: UL 3-4369*.

(4) Page 25, Wink, Texas - change - CAA telephone number to: LA 7-3351.

(5) Page 26, General Safety, Region 3, change - Chicago Ill. to: St Charles 490.

(6) Page 26, Air Carrier Safety, Region 3, add - Ypsilanti, Mich. telephone number: HU 2-7725.

(7) Page 44, under Washington, add - Bellingham, rdo stn, KPUG, freq: 1170; power: 1,00; location: 2 ENE; 48-46-35, 122-26-20; elevation: 473'; height: 220'; type: DA; hours of operation: 0600-2300.

(8) Page 75, Garden City, Kans.: 110°; beacon light 4.54 mi from VOR.

(9) Page 77, add - Syracuse, N.Y. (Hancock Fld): 140°; Syracuse VOR; over arpt tower site 6 n mi; 2000'MSL.

(10) Page 79, Dothan, Ala.: 060°; intsxn of ramp and taxi strip W of terminal bldg.

(11) Page 80, Minot, N. Dak.: 241°; apch end rnwy 26.

(12) Page 80, delete - Milwaukee, Wisc.: 004°; approx 125' E of E end of E/W passageway of new terminal bldg.

(13) Page 82, delete - Syracuse, N.Y.(Hancock Fld).

(14) Page 76, delete - Minot, N.Dak.

✓ AIRMAN'S GUIDE CORRECTIONS: Correct Airman's Guide Vol. 12, #24, dated February 4, 1958, page 45 as follows: The MEA effective March 13, 1958, on V-115 is changed: Ellwood City, Pa. VOR to Jamestown Int 6000'; Jamestown Int to Buffalo, N.Y. VOR 4000'.

MINIMUM EN ROUTE ALTITUDES. The following minimum en route IFR altitudes are amended as follows, effective April 10, 1958:

Section 610.15 Green Civil Airway 5 is amended to read in part:

FROM	TO	MEA
Gordonsville,Va. LFR	Potomac INT,Va.	3000
Potomac INT,Va.	Andrews,Md.LFR	1500

Section 610.220 Red Civil Airway 20 is amended to read in part:

FROM	TO	MEA
Flint Stone INT, Md.	Blairton INT,Md.	4000
Blairton INT,Md.	Herndon INT,Va.	3000

Section 610.261 Red Civil Airway 61 is amended to read in part:

FROM	TO	MEA
Int. N crs Front Royal,Va.LFR & NW crs Arcola, Va.LFR	Bunker Hill INT, Md.	4000
Bunker Hill INT, Md.	Arcola,Va.LFR	3000

Section 610.602 - Blue Civil Airway 2, is deleted.

Section 610.603 Blue Civil Airway 3 is amended to delete:

FROM	TO	MEA
Maxwell AFB,Ala. LFR	Eden INT,Ala.	2500

Section 610.639 Blue Civil Airway 39 is amended to read in part:

FROM	TO	MEA
Millen INT,Ga.	Augusta,Ga.LFR	1700

Section 610.1001 Direct Routes, U. S. is amended by adding:

FROM	TO	MEA
Windsor,Ont.VOR	Selfridge,Mich.AFB LFR	*2300
*For that airspace over U.S. territory		
Selfridge,Mich. AFB LFR	Goodrich INT,Mich. Via NW crs.	2500
Madison,Wis.LFR	Janesville,Wis.VOR	2300
Marshall INT,Mo.	Whiteman,Mo.AFB LF/RBN	*3400
*2400 - MOCA		
Whiteman,Mo.AFB LF/RBN	Columbia,Mo.LFR	2400
Whiteman,Mo.AFB LF/RBN	Columbia,Mo.VOR	2400
Holden INT,Mo.	Whiteman,Mo.AFB LF/RBN	2400
Whiteman,Mo.AFB LF/RBN	Topeka,Kans.VOR	2500

Section 610.6002 VOR Civil Airway 2 is amended to read in part:

FROM	TO	MEA
Muskegon,Mich.VOR Via S alter.	Caledonia INT,Mich. Via S alter.	2200

VOR Civil Airway 2 - cont'd.

FROM	TO	MEA
Caledonia INT, Mich. Via S alter.	Lansing,Mich.VOR Via S alter.	200

Section 610.6006 VOR Civil Airway 6 is amended by adding:

FROM	TO	MEA
Lovelock,Nev.VOR Via N alter.	Battle Mountain, Nev.VOR Via N alter.	12000
Battle Mountain, Nev.VOR Via N alter.	Wells,Nev.VOR Via N alter.	12000

Section 610.6006 VOR Civil Airway 6 is amended to read in part:

FROM	TO	MEA
Grand Island, Nebr.VOR *3200 - MOCA	Touhy INT,Nebr.	*3700
Touhy INT,Nebr.	Gretna INT,Nebr.	3200
Gretna INT,Nebr.	Omaha,Nebr.VOR	2600

Section 610.6008 VOR Civil Airway 8 is amended to read in part:

FROM	TO	MEA
Grand Island, Nebr.VOR *3200 - MOCA	Touhy INT,Nebr.	*3700
Touhy INT,Nebr.	Gretna INT,Nebr.	3200
Gretna INT,Nebr.	Omaha,Nebr.VOR	2600

Section 610.6010 VOR Civil Airway 10 is amended to read in part:

FROM	TO	MEA
Hutchinson,Kans. VOR	Walton INT,Kans.	3300
Walton INT,Kans.	Emporia,Kans.VOR	3000

Section 610.6011 VOR Civil Airway 11 is amended to read in part:

FROM	TO	MEA
Scotland,Ind.VOR Via W alter. (MCA at Cloverdale INT deleted)	Cloverdale INT,Ind. Via W alter.	2000

Section 610.6012 VOR Civil Airway 12 is amended to read in part:

FROM	TO	MEA
Tucumcari,N.Mex. VOR Via S alter. *5500 - MOCA	Amarillo,Tex.VOR Via S alter.	*6000
*Moorefield INT, Ohio *3000 - MRA **3500 - MRA	**Adena INT,Ohio	2500
Adena INT,Ohio	Wheeling,W.Va.VOR	2500

Section 610.6013 VOR Civil Airway 13 is amended to read in part:

FROM	TO	MEA
Lufkin,Tex.VOR *3400 - MRA	*Carthage INT,Tex.	2400
Carthage INT,Tex.	Shreveport,La.VOR	2400
Lufkin,Tex.VOR Via E alter. *3400 - MRA **1900 - MOCA	*Logansport INT,La. Via E alter.	**2500
Logansport INT, La. Via E alter. *1900 - MOCA	Shreveport,La.VOR Via E alter.	*2500

Section 610.6014 VOR Civil Airway 14 is amended to read in part:

FROM	TO	MEA
Roswell,N.Mex.VOR Via N alter. *5500 - MOCA	Dora INT,N.Mex. Via N alter.	*6500
Dora INT,N.Mex. Via N alter. *8000 - MRA **5500 - MOCA	*Pep INT,Tex. Via N alter.	**8000
*Billings INT,Mo. Via S alter. *2800 - MRA	Springfield,Mo.VOR Via S alter.	2700
*Stillwater INT, Okla. Via N alter. *3500 - MRA **2400 - MOCA	Yale INT,Okla. Via N alter.	**3500

Section 610.6015 VOR Civil Airway 15 is amended to delete:

FROM	TO	MEA
St.Joseph,Mo.VOR *5400 - MRA	*Randolph INT,Iowa	2500
*Randolph INT, Iowa *5400 - MRA	Omaha,Nebr.VOR	2500
Omaha,Nebr.VOR	Sioux City,Iowa VOR	2500
St.Joseph,Mo.VOR Via E alter.	Omaha,Nebr.VOR Via E alter.	2500
Omaha,Nebr.VOR Via E alter. Via W alter.	Sioux City,Iowa VOR Via E alter. Via W alter.	2500 2700

Section 610.6015 VOR Civil Airway 15 is amended by adding:

FROM	TO	MEA
St.Joseph,Mo.VOR *3000 - MRA	*Skidmore INT,Mo.	2500
Skidmore INT,Mo. *3000 - MRA	*Coin INT,Iowa	2500
Coin INT,Iowa	Neola,Iowa VOR	2500
Neola,Iowa VOR	Sioux City,Iowa VOR	2500

Section 610.6016 VOR Civil Airway 16 is amended to read in part:

FROM	TO	MEA
*Ontario,Calif. VOR	Edgemont INT,Calif. W-bound	4000
	E-bound	13000
*8000 - MCA Ontario VOR, E bound		

VOR Civil Airway 16 - cont'd.

FROM	TO	MEA
Edgemont INT, Calif.	Moreno INT,Calif. W-bound	5500
	E-bound	13000
Banning,Calif.FM	Moreno INT,Calif. W-bound only	8000
Moreno INT,Calif.	*Palm Springs INT, Calif.	13000
*13000 - MCA Palm Springs INT,W-bound		
Mineral Wells, Tex.VOR Via N alter. *2500 - MOCA	Keller INT,Tex. Via N alter.	*2600
Keller INT,Tex. Via N alter. *2600 - MRA **1900 - MOCA	*Roanoke INT,Tex. Via N alter.	**2600
Goldsmith INT, Tex. Via N alter. *5000 - MRA **4300 - MOCA	*Pipe Line INT,Tex. Via N alter.	**5000

Section 610.6018 VOR Civil Airway 18 is amended to read in part:

FROM	TO	MEA
Allendale,S.C. VOR *2500 - MRA	*Walterboro INT, S.C.	1600
Walterboro INT, S.C.	Charleston,S.C.VOR	1600
Monroe,La.VOR *3000 - MRA	*Rayville INT,La.	1700
Rayville INT,La. *4000 - MRA	*Oak Ridge INT, Miss.	1700
Oak Ridge INT, Miss.	Jackson,Miss.VOR	1700

Section 610.6022 VOR Civil Airway 22 is amended to read in part:

FROM	TO	MEA
Marianna,Fla.VOR Via N alter.	Calvary INT,Fla. Via N alter.	1500
Calvary INT,Fla. Via N alter. *3000 - MRA **1400 - MOCA	*Quitman INT,Fla. Via N alter.	**2500

Section 610.6023 VOR Civil Airway 23 is amended to read in part:

FROM	TO	MEA
Eugene,Ore.VOR Via W alter.	McCoy INT,Ore. Via W alter.	5000
McCoy INT,Ore. Via W alter.	Newberg,Ore.VOR Via W alter.	3000

Section 610.6039 VOR Civil Airway 39 is amended to read in part:

FROM	TO	MEA
Poughkeepsie,N.Y. VOR	*Westfield INT, Mass.	3500
*3500 - MCA Westfield INT, SW-bound		
*3500 - MCA Westfield INT, NE-bound		
Westfield INT, Mass.	Gardner,Mass.VOR	3500

Section 610.6053 VOR Civil Airway 53
is amended to read in part:

FROM	TO	MEA
*Holly Hill INT, S.C.	**Vance INT,S.C.	1400
*3800 - MRA		
**1900 - MRA		
Vance INT,S.C.	Columbia,S.C.VOR	1400

Section 610.6062 VOR Civil Airway 62
is amended to read in part:

FROM	TO	MEA
Spur INT,Tex.	*Hamlin INT,Tex.	**5300
*6000 - MRA		
**3600 - MOCA		
Hamlin INT,Tex.	Abilene,Tex.VOR	*3600
*3000 - MOCA		

Section 610.6063 VOR Civil Airway 63
is amended to read in part:

FROM	TO	MEA
Fayetteville,Ark. VOR	*Billings INT,Mo.	2700
*2800 - MRA		
Billings INT,Mo.	Springfield,Mo.VOR	2700

Section 610.6068 VOR Civil Airway 68
is amended to read in part:

FROM	TO	MEA
Hobbs,N.Mex.VOR	Andrews INT,Tex.	5300
Andrews INT,Tex.	*Pipe Line INT,Tex.	4500
*5000 - MRA		
Hobbs,N.Mex.VOR Via S alter.	Jal INT,Tex. Via S alter.	5300
Jal INT,Tex. Via S alter.	Goldsmith INT,Tex. Via S alter.	4600

Section 610.6070 VOR Civil Airway 70
is amended to read in part:

FROM	TO	MEA
Baton Rouge,La. VOR	Creole INT,La.	2000
Creole INT,La.	Hammond INT,La.	1400

Section 610.6072 VOR Civil Airway 72
is amended to read in part:

FROM	TO	MEA
Rockdale,N.Y.VOR	*Middleburg INT, N.Y.	4500
*5500 - MRA		
Middleburg INT, N.Y.	Albany,N.Y.VOR	4500

Section 610.6076 VOR Civil Airway 76
is amended to read in part:

FROM	TO	MEA
*Llano INT,Tex.	**Kingsland INT, Tex.	***3800
*3800 - MRA		
**3100 - MRA		
***2500 - MOCA		

Section 610.6083 VOR Civil Airway 83
is amended to read in part:

FROM	TO	MEA
Sante Fe,N.Mex. VOR	*Alamosa,Colo.VOR	12500
*15000 - MCA Alamosa VOR, NE-bound		

Section 610.6106 VOR Civil Airway 106
is amended to read in part:

FROM	TO	MEA
Poughkeepsie,N.Y. VOR	*Westfield INT, Mass.	3500
*3500 - MCA Westfield INT, SW-bound		
*3500 - Westfield INT, NE-bound		
Westfield INT, Mass.	Gardner,Mass.VOR	3500

Section 610.6114 VOR Civil Airway 114
is amended to read in part:

FROM	TO	MEA
Mt.Sylvan INT, Tex.	Gregg County,Tex. VOR	1800
Gregg County,Tex. VOR	*Carthage INT, Tex.	**3400
*3400 - MRA		
**1700 - MOCA		
Carthage INT,Tex.	*Logansport INT, La.	**3400
*3400 - MRA		
**1700 - MOCA		
Logansport INT, La.	*Converse INT,La.	**3400
*3400 - MRA		
**1700 - MOCA		

Section 610.6115 VOR Civil Airway 115
is amended to read in part:

FROM	TO	MEA
Crestview,Fla. VOR	*Andalusia INT, Ala.	**2100
*2100 - MRA		
**1500 - MOCA		

Section 610.6116 VOR Civil Airway 116
is amended to read in part:

FROM	TO	MEA
Peoria,Ill.VOR	*Lincoln INT,Ill.	2000
*3600 - MRA		
Lincoln INT,Ill.	Joliet,Ill.VOR	2000

Section 610.6118 VOR Civil Airway 118
is amended to read in part:

FROM	TO	MEA
Laramie,Wyo.VOR	Silver Crown INT, Wyo.	11000
Silver Crown INT,Wyo.	*Cheyenne,Wyo.VOR E-bound	9000
	W-bound	11000
*9000 - MCA Cheyenne VOR, W-bound		

Section 610.6132 VOR Civil Airway 132
is amended to read in part:

FROM	TO	MEA
Hutchinson,Kans. VOR	Walton INT,Kans.	3300
Walton INT,Kans.	Florence INT,Kans.	3000

Section 610.6146 VOR Civil Airway 146
is amended by adding:

FROM	TO	MEA
Woodstock INT, Conn.	Providence,R.I.VOR	2400

Section 610.6151 VOR Civil Airway 151
is amended to delete:

FROM	TO	MEA
Woonsocket INT, Mass.	*Millbury INT,Mass.	2000
*3000 - MCA Millbury INT, NW-bound		
Millbury INT, Mass.	Gardner,Mass.VOR	3000

Section 610.6151 VOR Civil Airway 151
is amended by adding:

FROM	TO	MEA
Providence,R.I. VOR	Gardner,Mass.VOR	3000

Section 610.6157 VOR Civil Airway 157
is amended to read in part:

FROM	TO	MEA
Allendale,S.C. VOR	*Vance INT,S.C.	1900
*1900 - MRA		
Vance INT,S.C.	Florence,S.C.VOR	1900

Section 610.6163 VOR Civil Airway 163
is amended to read in part:

FROM	TO	MEA
Spring Branch INT,Tex.	*Kingsland INT, Tex.	**5000
*3100 - MRA		
**2800 - MOCA		
Kingsland INT, Tex.	Lometa,Tex.VOR	*3100
*2800 - MOCA		
Alice,Tex.VOR Via W alter.	Losoya INT,Tex. Via W alter.	*2800
*1600 - MOCA		
Losoya INT,Tex. Via W alter.	San Antonio,Tex.VOR Via W alter.	2200
*Llano INT,Tex. Via W alter.	Lometa,Tex.VOR Via W alter.	**3100
*3800 - MRA		
**2600 - MOCA		

Section 610.6167 VOR Civil Airway 167
is amended by adding:

FROM	TO	MEA
Hartford,Conn.VOR	Providence,R.I.VOR	2000

Section 610.6190 VOR Civil Airway 190
is amended to read in part:

FROM	TO	MEA
*Las Vegas,N.Mex. VOR	Dalhart,Tex.VOR	**9500
*11300 - MCA Las Vegas VOR, W-bound		
**9000 - MOCA		

Section 610.6197 VOR Civil Airway 197
is amended to read in part:

FROM	TO	MEA
Las Vegas,N.Mex. VOR	*Walsenburg INT, Colo.	12000
*13500 - MRA		
Walsenburg INT, Colo.	Pueblo,Colo.VOR	12000

Section 610.6203 VOR Civil Airway 203
is amended to read in part:

FROM	TO	MEA
Norwich,Conn.VOR	*Westfield INT, Mass.	2500
*3500 - MCA Westfield INT, NW-bound		
Westfield INT, Mass.	Chester,Mass.VOR	3500

Section 610.6205 VOR Civil Airway 205
is amended by adding:

FROM	TO	MEA
Kansas City,Mo. VOR	Camden INT,Mo.	2400
Camden INT,Mo.	St.Joseph,Mo.VOR	2800
St.Joseph,Mo.VOR	*Skidmore INT,Mo.	2500
*3000 - MRA		
Skidmore INT,Mo.	*Coin INT,Iowa	2500
*3000 - MRA		
Coin INT,Iowa	Omaha,Nebr.VOR	2500
Omaha,Nebr.VOR	Sioux City,Iowa VOR	2500
Omaha,Nebr.VOR Via W alter.	Blair INT,Nebr. Via W alter.	2700
Blair INT,Nebr. Via W alter.	Sioux City,Iowa VOR Via W alter.	2500

Section 610.6210 VOR Civil Airway 210
is amended to read in part:

FROM	TO	MEA
Alamosa,Colo.VOR	*Walsenburg INT,Colo.	
Via S alter.	Via S alter.	15000
*13500 - MRA		
Walsenburg INT, Colo.	Pueblo,Colo.VOR	
Via S alter.	Via S alter.	12000

Section 610.6222 VOR Civil Airway 222
is amended by adding:

FROM	TO	MEA
Houston,Tex.VOR	Beaumont,Tex.VOR	1600
Beaumont,Tex.VOR	Lake Charles,La. VOR	1400
Lake Charles,La. VOR	*Woodside INT,La.	**4600
*4600 - MRA		
**1400 - MOCA		
Woodside INT,La.	McComb,Miss.VOR	*5500
*1800 - MOCA		
Norcross,Ga.VOR	Silver City INT, Ga.	3000
Silver City INT, Ga.	Sunset INT,S.C.	*8000
*6500 - MOCA		
Sunset INT,S.C.	Asheville,N.C.VOR	6000
Asheville,N.C.VOR	Hickory,N.C.VOR	6000
Hickory,N.C.VOR	Elkin INT,N.C.	4100

Section 610.6235 VOR Civil Airway 235
is amended to read in part:

FROM	TO	MEA
*Utah Lake,Utah VOR	Ft.Bridger,Wyo. VOR	14000

*12500 - MCA Utah Lake VOR, NE-bound

Section 610.6266 VOR Civil Airway 266
is amended to delete:

FROM	TO	MEA
Waverly INT,Va.	Elizabeth City, N.C.VOR	*3000

*1300 - MOCA

Section 610.6266 VOR Civil Airway 266
is amended by adding:

FROM	TO	MEA
Hickory,N.C.VOR	So.Boston,Va.VOR	*2900

*2100 - MOCA

Section 610.6280 VOR Civil Airway 280
is amended to read in part:

FROM	TO	MEA
Roswell,N.Mex. VOR	*Kenna INT,N.Mex.	**6500

*9000 - MRA
**5500 - MOCA

Kenna INT,N.Mex.	Texico,N.Mex.VOR	*6500

*5500 - MOCA

Section 610.6282 VOR Civil Airway 282
is amended to delete:

FROM	TO	MEA
Cofield,N.C.VOR	Elizabeth City, N.C.VOR	1300

Section 610.6287 VOR Civil Airway 287
is amended to read in part:

FROM	TO	MEA
Kings Valley INT, Ore.	McCoy INT,Ore.	5000
McCoy INT,Ore.	Newberg,Ore.VOR	3000

Section 610.6296 VOR Civil Airway 296
is added to read:

FROM	TO	MEA
Asheville,N.C.VOR	Cherokee INT,N.C.	6000
Cherokee INT,N.C.	Charlotte,N.C.VOR	2000

Section 610.6610 VOR Civil Airway 1510
is amended to read in part:

FROM	TO	MEA
Grand Island, Nebr.	Touhy INT,Nebr.	*3700

*3200 - MOCA

Touhy INT,Nebr.	Gretna INT,Nebr.	3200
Gretna INT,Nebr.	Omaha,Nebr.VOR	2600

Section 610.6612 VOR Civil Airway 1512
is amended to read in part:

FROM	TO	MEA
Alamosa,Colo.VOR	*Walsenburg INT, Colo.	15000

*13500 - MRA

Walsenburg INT, Colo.	Lamar,Colo.VOR	13500
*Moorefield INT, Ohio	**Adena INT,Ohio	2500

*3000 - MRA
**3500 - MRA

Adena INT,Ohio	Wheeling,W.Va.VOR	2500

Section 610.6614 VOR Civil Airway 1514
is amended to read in part:

FROM	TO	MEA
*Moorefield INT, Ohio	**Adena INT,Ohio	2500

*3000 - MRA
**3500 - MRA

Adena INT,Ohio	Wheeling,W.Va.VOR	2500

Section 610.6622 VOR Civil Airway 1522
is amended to read in part:

FROM	TO	MEA
*Ontario,Calif. VOR	Edgemont INT,Calif. W-bound	4000
	E-bound	13000

*8000 - MCA Ontario VOR, E-bound

Edgemont INT, Calif.	Moreno INT,Calif. W-bound	5500
	E-bound	13000
Banning,Calif.FM	Moreno INT,Calif. W-bound only	8000
Moreno INT,Calif.	*Palm Springs INT, Calif.	13000

*13000 - MCA Palm Springs INT,W-bound

AIRPORT AND RADIO NOTICES

LEGEND

(3-31) - Month and day item was reported.

** - New or revised airport, caution area or miscellaneous data. Pilots should inscribe this information on charts and records.

✱ - New or revised radio data. Pilots should inscribe this information on charts and records.

NOTE: Because of space limitations, such data usually are cited only once.

ALABAMA: ANNISTON-RADIO: VOR courses 360°-70° have bends & roughness out of tolerance. (12-1)

AUBURN-OPELIKA ARPT: Rnwy lgts inop. Flare pots avail. on req. (1-10)

BESSEMER ARPT: Caution. Auto drag strip runs parallel to sod lndg strip with separation of 50'. Racing not done on rnwy. Drag strip ends mrkd. Racing Sun only. (8-28)

BIRMINGHAM-RADIO: Caution - E course LFR has severe multiples. VOR radials 045°-356° out of tolerance acct excessive roughness. (2-20)

BIRMINGHAM ARPT-TOWER: ILS-MM and LMM shut down - relctn. (8-7) About Mar 15, radar departure will be implemented, utilizing Anniston & Tuscaloosa VORs; Lehigh, Chelsea, Helena, Flat Creek, and Nathan intsxns as clearance limits. (2-14) FLD: Inbound VFR flgts in rdo equipped acft, contact Birmingham Apch Ctl on 119.9 or 385.6 mc approx 25 mi out for lndg info. Birmingham Apch Ctl will specify the reporting point where flgt will change to Birmingham twr freq. (1-13) Caution - tfc operg in area from 165° clockwise thru 235° not visible from twr to dist of 4 s mi. Rnwy 8-26 perm clsd to high performance single engine conventional lndg gear type acft, including T-6. Rnwy 18-36 clsd between 0800-1700 daily unless otherwise advised by ctl twr. (7-9) Acft rqrg afterburners prohibited use of arpt. Exten const work in progress SW end NE/SW rnwy. ILS apch lgt lane shut down for relctn due rnwy ext. (5-1)

CLANTON-WARE ISLAND ARPT: New arpt reported. Lctd 10 mi NE on an island in Coosa River. Lat 33-57, long. 86-31; elev 360'; 1 sod strip 2500' x 150'; no serv. (12-19)

DOTHAN-NAPIER FLD: Caution - helicopters from Rucker Army Air Base trng.

EVERGREEN-RADIO: VOR radials 320° thru 360° out of tolerance acct excessive roughness and bends. (9-23)

EVERGREEN-MIDDLETON ARTP, 20, MSY-ATL: Rnwy & threshold lgts inop. (1-7)

**FAIRHOPE-KLUMPP ARPT: 999' (1201' MSL) lgtd twr erected 9 n mi N (12°T) at lat 30-40-55, long. 87-49-41. (12-6)

HUNTSVILLE-RADIO: VOR radials 005°-030° have roughness and bends out of tolerance.

MOBILE-RADIO: VOR radials 018°-028° out of tolerance due to severe scalloping.

MOBILE-BATES FLD-TOWER: ILS glide slope inop - equip. and const vcnty trans bldg.

** FLD: Unlgtd trees penetrate apch zone to all rnwys. Use caution- 200' & 1/2 mi is absolute take-off min for all acft. (4-22) Due space shortage, all transient and lcl acft not permitted parking space on admin bldg ramp xcpt enplaning and deplaning passengers. Use facs E side of fld. (11-10) 459' (645' MSL) lgtd twr erected 4.9 n mi SE (115°T) at lat 30-39-12, long. 88-08-59, dismantled. (2-13)

MONTGOMERY-SPECIAL NOTICE: All acft operg in the Maxwell AFB and Dannelly Fld ctl zones are cautioned to maintain cont rdo ctc with the appropriate ctl twr. Exten flying of both conventional and jet type acft in progress at both arpts. (4-19)

MONTGOMERY-DANNELLY FLD: Dips in E/W rnwy 1500' from E end. Lgtd ditch approx 200' NE of apch end of tnwy 21. Twr unable to ctl taxiing acft on E/W taxiway from a point adj to ANG hangar to W end. Use caution taxiing. (2-11)

✱MONTGOMERY-MAXWELL AFB-RADAR APPROACH CONTROL: Mar 4, RAPCON commissioned. Civil freqs: 121.5, 121.1, 125.5, 125.9: rcvr only 122.7; 3023.5 kc; trans only 112.1. Mil freqs: 137.88, 134.1, 136.8, 142.02, 363.8, 243.0, 225.4, 379.4, 335.8, 279.6, 289.4 mc. Rcvd too late for RAPCON page.

ARIZONA: AJO ARPT: Beacon and lights inoperative. (10-24)

**CLEMENCEAU-COTTONWOOD-CLEMENCEAU ARPT: All serv. temp suspended. Emerg only.(4-23) Rnwy lgts decmsnd.(2-28) Rcvd too late for Directory of Arpts.

CLIFTON-GREENLEE COUNTY ARPT: Open daylgt opern only. (1-10)

COCHISE-RADIO: VOR/DME coverage 015°-045°, 30 n mi; 090°-110°, 40 n mi; 190°-215°, 35 n mi; 215°-235°, 30 n mi; 235°-255°, 35 n mi at MEA. (5-8)

DRAKE-RADIO: Soon, VOR will be cmsnd. Ident: DRK. Freq: 113.1 mc. Lctd lat 34-54-04, long. 112-25-00. Elev: 4630' MSL. Class: VORW. (2-14)

FT. HUACHUCA-SPECIAL NOTICE: Caution - extensive artillery firing and drone flying in immediate vicinity. Two-way rdo and prior clearance from Libby AAF twr rqrd before flgt within R-181. Libby twr gds: 121.5, 122.5, 126.3, 126.18, 243.0 mc. Rdo bcn (FHU 410 kc) and TVORW (FHU 111.6 mc) only rdo aids to air nav suitable for normal use. Other experimental rdo nav aids oper from time to time not suitable for use under any circumstances. Army Electronic Proving Ground reports that on several occasions, civil acft have been endangered by failure to observe the requirements listed. (4-19)

GILA BEND-RADIO: VOR has slow bends and scalloping starting at 17 n mi and 8000' MSL on 247° radial beyond tolerance. (10-18)

GLEN CANYON DAM SITE-SPECIAL NOTICE: Pilots should not fly below canyon rim. Cables strung across canyon. (11-1)

ARIZONA: GRAND CANYON-SPECIAL NOTICE: Pilots should not fly below rim of canyon. Cable, not readily visible to acft, strung across canyon lctd near Quartermaster Point in Lower Granite Gorge between Pierce Ferry and Spencer Canyon. (1-2)

MARANA ARPT: Reported inactive. (10-2)

PHOENIX-RADIO: About April 1, VOR/DME will be shut down until approx May 2 - conversion to VORTAC. (2-25)

PHOENIX-SKY HARBOR ARPT: Clsd to mil F-89 type acft or acft requiring use of after burners for take off xcpt prior permission arpt manager. (12-7)

PRESCOTT-RADIO: VOR coverage 185°-225°, 35 n mi at 10,000'; 135°-145°, and 165°-185°, 39 n mi at 10,000'. Nov 18, VOR shut down until approx March 3 - conversion to VORTAC. Durg this period, the following arwys will be unusable durg IFR conditions: V12 EED-INW; V105 White Hills Int. -PHX; V105E PRC-PHX. (11-18)

SAN SIMON-RADIO: VOR coverage 030°-070°, 30 n mi; 160°-260°, 30 n mi. (7-17)

SPRINGERVILLE-EAGER ARPT: E/W and NW/SE strips rough. (11-19)

TUBA CITY-RADIO: About April 11, VOR will be cmsnd. Freq: 113.9 mc. Ident: TBC Lctd lat 36-08-12, long. 111-16-15. Elev: 5045.17' MSL. (2-21)

TUCSON-RADIO: VOR/DME coverage: 360°-050°, 35 n mi at 11,000'; 050°-060°, 22 n mi at 11,000'; 060°-175°, 35 n mi at 11,000'; 075°-085°, 21 n mi at 11,000'; 090°-170°, 40 n mi at 12,000'; 225°-230°, 40 n mi at 7000'; 330°-345°, 35 n mi at 11,000'; 345°-360°, 25 n mi at 11,000'. (7-17) Feb 3, VOR/DME shut down until approx April 4 - conversion to VORTAC. Following V arwys unusable durg IFR conditions: V16 Toltex Int. - CIE, V66 GBN-Vail FM, usable Vail FM to DUG MEA; Vail to Mescal Int 12000'; Mescal - DUG 10,000. V16S TUS-Mescal Int. (3-3)

TUCSON ARPT - SPECIAL NOTICE: As required, target towing on a direct route off arwy to Ajo, Ariz to be conducted week-ends -caution. (2-15)

TUCSON ARPT: Perm structures in excess of 75' high being erected, 1 on E, 1 on S perimeter of fld. Clear of apchs. Lgtd at night. Obstn lgts apchs to rnwy 21 inop. (11-15)

TUCSON-DAVIS MONTHAN AFB-RADAR APPROACH CONTROL: About April 8, radar tfc ctl departure procedures will be implemented. (2-13) About May 8, radar tfc ctl arrival procedures will be implemented. (2-13)

YUMA-RADIO: VOR coverage 280°-300°, 30 n mi MEA. (5-18)

YUMA-VINCENT AFB-SPECIAL NOTICE: Night weapons firing will be conducted for an indefinite period in R-309 by acft from Vincent AFB. The weapons fired leave a brilliant trail of light and some of them explode a small marker charge after a few miles travel. These weapons will be readily visible from Red 9 or Victor 66 arwys and could easily be mistaken for a burning acft, meteor, or unidentified flying object. They are in no way dangerous to acft outside of R-309. (11-4) Until approx. April 20, intense air-gnd pat. in area from Vincent AFB to Gila Mtns and from Arwy R9 S to Mexican Border. (2-20)

YUMA-VINCENT AFB: All acft not equipped with 2-way rdo are advised to use extreme caution while operg within a 5 mi radius of arpt due to heavy jet tfc. B-57 type acft towing 10,000' of cable and tow target in vcnty. All acft refrain from flying in close proximity of B-57 type acft in Yuma area. (2-11)

ARKANSAS: BLYTHEVILLE - SPECIAL NOTICE: All acft operg under VFR adj to Blytheville AFB are advised to use extreme caution due to extensive IFR jet tfc. (7-18)

FT. SMITH-RADIO: About March 15, VOR will be shut down until approx April 30 - conversion to VORTAC. (2-15) Durg shutdown, VOR flights are authorized to use FSM BMH fac in lieu of FSM VOR on all arwys. Bears. and MEAs used shall remain as charted xcpt bear. from FSM BMH to Intsxn of 295° radial Little Rock VOR on V74 shall be 97°. Paris Int. redesignated as 97° from FSM BMH and FYV 160°. On V13, use 192° from FYV VOR to FSM BMH. MEA for VOR-equipped acft on V74 from TUL to FSM 7500' and on V13 from FYV to FSM 5500'.

LITTLE ROCK-RADIO: About May 15, VOR/DME will be shut down until approx June 14 - conversion to VORTAC. (2-27)

ROGERS ARPT: 349'(1749'MSL) lgtd twr being erected 3 n mi S(200°T) at lat 36-19-54, long 94-08-10. (1-22)

SEARCY ARPT: Clsd until approx March 30. Const. (12-30)

TEXARKANA-RADIO: DME coverage 145°-235°, 30 n mi at 1700';235°-270°, 35 n mi at 1800'.

CALIFORNIA: APPLE VALLEY ARPT: Caution - const - men and equip. on fld. (4-26)

ARCATA-RADIO: VHF/DF coverage 40 n mi at MEA xcpt 030°-040°, 11,000'; 040°-060°, 12,000'; 060°-090°, 13,500'. (8-9)

BLUE CANYON ARPT, 13, SFO-SLC: Closed due to snow. (12-18)

BLYTHE-RADIO: VOR/DME coverage 45 n mi xcpt 25 n mi 180°-200°; 30 n mi 280°-300°; 20 n mi 300°-320°; 35 n mi 345°-015° at MEA. (8-20)

CALIFORNIA: BLYTHE-HERON FLD: Caution - 90' TV antenna adj W. (1-24)

BURBAND-LOCKHEED AIR TERMINAL-TOWER: About March 17, radar departure control will be placed in effect - freq 118.4 clearance limits El Monte Int-Newhall LFR Saugus Int Fillmore VOR Camarillo LFR Burbank OM. March 20, ASR shut down until approx April 10 - equip. modification. (2-15)

CAMARILLO-RADIO: All LF rng courses have multiples. (6-17)

CRESCENT CITY-RADIO: VOR arwy radials flight-checked. Courses 90°-330° usable dist 22 n mi; 350°-90°, 26 n mi at 7000'; 43 n mi at 8000'.

DAGGETT-RADIO: VOR flight-checked on arwy radials only.

DINUBA-ALTA ARPT: Arpt unlgtd. (4-22)

DIXON ARPT: Closed. (8-30)

EL TORO MCAS-RADIO: VOR coverage restriction at and below 10,000' MSL beyond 25 mi from 360° clockwise to 070°. (12-13)

ELSINORE ARPT: Caution-glider activity week ends. Squirrel holes S edge of lndg area.

FAIRFIELD-TRAVIS AFB-RADIO: LF rng has splits and multiples beyond 20 mi. (8-27)

FILLMORE-RADIO: VOR coverage 320°-355°, 35 n mi at 11,000'; 280°-320°, 26 n mi at 11,000'.

FT. JONES-RADIO: VOR coverage 250°-090°, 30 mi; 090°-120°, 15 mi; 150°-250°, 20 mi at min en route alt. (12-2)

FORTUNA-RADIO: VOR has lgt to moderate scalloping beyond 26 n mi. Only arwy radials flight-checked. (10-6) DME coverage 335°-350°, 43 n mi at 3000'; 350°-10°, 43 n mi at 8000'; 10°-30°, 43 n mi at 9000'; 30°-120°, 35 n mi at 9000'; 120°-150°, 35 n mi at 6500'; 150°-335°, over water, not checked.

FRANKLIN ARPT: Rnwy 15-33 clsd. (7-12)

FRESNO AIR TERM: Extreme caution advised in vicinity of arpt. Jet acft climbing and descending in areas of extended centerlines rnwys 11-29 and areas N & E of arpt.

GLENDALE-GRAND CENTRAL ARPT: Extensive const. Fld clsd to all acft at sunset.

GOFFS-RADIO: VOR coverage 265°-310°, 25 n mi at MEA. Below 9500' this area beyond tolerance. (11-8)

GORMAN-RADIO: Soon, VOR will be cmsnd. Freq: 109.0 mc. Ident: GMN. Lctd lat 34-48-18, long. 118-51-42. Monitoring category (3). Class: VORW. (1-20)

LONG BEACH-RADIO: DME shut down until approx March 10 - relctn. VOR auto ident inop.

LONG BEACH ARPT-TOWER: ILS glide slope shut down indef. VHF/DF bearings unreliable below 12,000' SW quad between 200° and 230°. About March 3, ASR-3 will be shut down until approximately March 8 - modernization of equipment. (2-6) FLD: 149' oil derrick lctd 1/2 mi S & 1300' SW apch end rnwy 30. Mrkd & lgtd. (2-7) Caution-temp p-line with wooden poles 29' high serving const camp erected approx 315' S of and roughly parallel to apch end rnwy 30 for 800'. (3-22) Rnwy 30 clsd all lndgs 0700-1700P week days only, due 100' booms in apch area. First 800' rnwy 30 and adj taxiways clsd, const, 6200' avail. Rnwy 12 clsd. Straight in ILS lndg min rnwy 30 day lgt hrs only - 500'/1 mi. (6-25)

LOS ANGELES-RADIO-SPECIAL NOTICE: Transcribed wea bdcasts shut down - modernization. Manual bdcast continues on VOR and both VOR & LF combined. (4-26)

LOS ANGELES-RADIO: VOR coverage 275°-315°, 30 n mi at min en route alt. Light to moderate scalloping below 3000' MSL. (10-23)

LOS ANGELES INTNL ARPT-TOWER: VHF/DF unreliable 045°-060° below 13,000' beyond 30 n mi. (4-19) FLD: Rnwy 16-34 approx 4000' W of Sepulveda Blvd clsd, avail. 30 min request thru twr. Equip. crossing rnwy north of E/W taxiway. Rnwy 25R clsd when 16-34 in use. Ditches across N end 16-34, overrun area eliminated. Durg VFR wea conditions: Civil acft ctc twr on 118.9 mc or listen 118.9 mc trans 122.7 at least 10 mi out. Durg IFR wea: civil acft ctc apch ctl on 118.1 or 119.3 or listen 118.1 or 119.3 & trans 122.7. USAF, NAVY, CG: VHF equipped acft ctc apch ctl on 118.1 or 119.3 mc. UHF equipped acft ctc apch ctl on 250.2 or 260.0 mc. Pilots are urged to use extreme caution when operg off shore W of arpt. All jet acft departing rnwys 25L & 25R climbing in VFR conditions use a 200° departure corridor which originates at a max of 3000' MSL, approx intsxn of extended centerlines of above rnwys with the shoreline. Acft proceeding east bound from Malibu or Pt Dume intsxn in VFR conditions making a track which approximates extended centerlines of above rnwys are cautioned not to descend below 4000' MSL until passing shoreline or Los Angeles Omni unless cleared otherwise by ATC. Jet acft pat downwind leg is 1500' MSL. Acft not intending lndg at arpt should avoid apch areas to W of arpt & E of arpt between Downey rbn & arpt below 3000' in VFR wea. If desiring

CALIFORNIA: to cross apch area below 3000', ctc Los Angeles Apch Ctl before crossing. Recommend cross tfc plan crossing course at 3000' or above, ceiling permitting, directly over arpt or between Los Angeles rbn and arpt. Avoid shoreline W due hi-performance jet acft. Apch lgt lane sequence flashers avail. on test basis at pilot's request. Flashers extend from 1200' to 3000' from end rnwy 25L. (1-27)

LUCERNE VALLEY-DOUBLE J RCH ARPT: Length of strip reported increased to 3000'.

MARTINEZ ARPT: Clsd until approx June. (11-27)

MOFFETT FIELD - SPECIAL NOTICE: Due to hvy jet tfc, acft operg vicinity Moffett Fld ctl zone in VFR wea exercise extreme caution passing thru ctl zone at alts below 2000' VFR and below 4000' during stratus conditions. (6-17)

MONTEREY-PENINSULA ARPT-TOWER: ILS unsuitable for auto apchs. Unusable between LMM and apch end rnwy. (10-21)

NEEDLES-RADIO: About Mar 15, VOR will be shut down until approx Apr 15 - conversion to VORTAC. (1-24) Durg shutdown, the following MEA's will be unusable: V12, 1518 Daggett-Drake; V12N Dawes Station Int.-Daggett; V12S Needles-Prescott; V138 Blythe-Las Vegas, Ariz.; V208 Cones Int.-Needles; V237 White Hills Int.-Needles; V1520 Daggett Prescott. In addition the Hackberry, Peacock, Dawes Station, Clark and Silver Lake reporting points will be unusable. The White Hills Int. is temporarily redesignated as the Mormon Mesa 169° mag radial and the Las Vegas 105° mag radial. The Union Pass Int. is temp. redesignated as the Goffs 064° mag radial and the 181° mag bearing to Needles LF rng. The MEA on V210 Daggett-Godds will be 8500'. (1-24)

OAKLAND-SPECIAL NOTICE: Pilots proposing transbay flgt should ascertain that VFR wea exists within both San Francisco and Oakland Control Zones, or should obtain ATC clearance for flgt within a ctl zone when wea is less than VFR, since ceiling and visibility mid-bay is frequently less than at the two terminals. Rotating beam ceilometer in operation. Hereafter ceiling observations of less than 1500' will usually pertain to the middle marker location. Tfc operg in VFR wea should avoid vcnty of Alameda NAS. Extensive tfc including jets operate in tfc pat up to 2000' within a radius of 1.7 n mi of fld. Exercise extreme caution in these areas.

OAKLAND-RADIO-SPECIAL NOTICE: Military acft planning to use VHF communications and proposing IFR flgt into Oakland, Alameda NAS or Hayward should contact Oakland Apch Ctl on 118.1 mc, or proposing IFR flgt into San Francisco should contact San Francisco Apch Ctl on 118.5 mc. Communications durg IFR flgt should not be conducted with Oakland Apch Ctl or San Francisco Apch Ctl utilizing the freq 126.18 mc unless 118.1 mc is not avail. Due to extreme congestion, 126.18 mc is not considered a suitable communications channel for IFR flgt into Oakland, Alameda NAS, Hayward or San Francisco. (7-18)

OAKLAND-RADIO: VOR coverage 35 n mi N thru E at min instr alt. (1-14) DME coverage 30°-60°, 26 n mi at 5000'; 60°-80°, 35 n mi at 5000'; 280°-290°, 35 n mi at 4000'; 340°-350°, 35 n mi at 6000'; 350°-030°, 17 n mi at 4000'.

OAKLAND AIR ROUTE TRAFFIC CONTROL CENTER: VHF/DF coverage 40 n mi at MEA xcpt 020°-050°, 8000'.(1-17)

OAKLAND-METROPOLITAN-OAKLAND INTNL ARPT-TOWER: VHF/DF coverage 40 n mi at MEA xcpt 340°-030°, 6500'; 030°-040°, 7000'. About Mar 5, rcvr 122.5 mc will be
** chgd 122.6 mc. ((3-3) FLD: Dredging and clam shell equip. working S of lndg area. All booms and equip lgtd and mrkd. Use extreme caution when flying over or within this area. Non-rdo acft rqrd to req permission from twr for clearance; make left hand pat before lndg. (10-30) Transmissometer cmsnd.(8-22)

OCEANSIDE-RADIO: VOR coverage 310°-020°, 35 n mi at MEA. (1-16)

OJAI-HENDERSON ARPT: Caution - construction, hazardous. (1-31)

ONTARIO-RADIO: VOR/DME coverage 135°-150°, 26 n mi at 7000'; 150°-200°, 17 n mi at 7000';200°-280°, 35 n mi at 7000'; 330-350°, 26 n mi at 13,000'; 350°-360°, 35 n mi at 13,000'. (7-30)

ONTARIO INTNL ARPT: Eng run-ups in take-off position rnwy 7-25 prohibited less than 200' from ends of rnwy as marked by yellow paint lines either side. Formation take-offs and lndgs prohibited xcpt ANG 196th Fighter Interceptor acft. Due to non-visibility twr unable to ctl tfc on ANG ramp and taxiway leading to ANG hangar area. (7-16) Acft not lndg at arpt should avoid apch and departure areas E & W below 3000' MSL in VFR wea. Twr tfc operg in E quad should exercise caution acct exten simulated IFR apchs including jets VFR wea and actual apchs IFR wea. (3-13) Caution - men & equip. with 15' boom operg intermittently until approx May 1 from apch end rnwy 25 to a point 3000' E, installing apch lgts. (2-28)

PALMDALE-RADIO: VOR coverage 120°-150°, 35 n mi at 10,000; 150°-180°, 35 n mi at 9000'. (3-14)

CALIFORNIA: PASO-ROBLES-RADIO: DME coverage 220°-235°, 35 n mi at 6000';235°-245°, 26 n mi at 6000'; 245°-270°, 35 n mi at 6000'.

POMONA-SPECIAL NOTICE: Intermittently during daylgt hrs captive test balloons 5' in diameter moored 300' above terrain will be flown over Convair Plant 2 mi W-adj to Pomona Heliport. (9-20)

POMONA-BRACKETT FLD: Operative during reconstruction. Caution - men and equip.

RED BLUFF-RADIO: DME coverage 225°-245°, 35 n mi at 10,000'. (6-30)

RIALTO-MORROW FLD: Closed Suns due drag races. (10-8)

SACRAMENTO ARPT: Twr tfc operg in SW quad should exercise caution acct extensive simulated instr apchs including jets VFR weather, actual apchs IFR weather. (4-2)

SALINAS-RADIO: VOR coverage 20°-95° and 135°-295°, 35 n mi at min instr alt. DME coverage 20°-44°, 26 n mi at 7000'; 44°-49°, 17 n mi at 7000'; 49°-90°, 26 n mi at 7000'; 90°-130°, 43 n mi at 7000'; 130°-145°, 26 n mi at 7000'; 145°-153°, 17 n mi at 7000'; 153°-180°, 26 n mi at 7000'; 180°-225°, 43 n mi at 7000'; 225°-300°, 43 n mi at 5000'; 300°-20°, 43 n mi at 7000'.

SAN DIEGO-RADIO: VOR coverage 50 mi MEA all quads xcpt 20 mi MEA from 310° to 330°.

SAN DIEGO-MONTGOMERY FLD: Caution ngt lndg. Keep rnwy lgts in sight during apch. Fld unattended sunset to sunrise. Ditch 100' short of threshold lgts rnwy 28. (10-24)

SAN FRANCISCO: See Oakland Control Zone Notam.

SAN FRANCISCO-RADIO-SPECIAL NOTICE: Acft not on IFR flgt plan and not desiring IFR apch requested to make initial call to San Francisco Twr, freq 119.1 mc. (7-25)

**SAN FRANCISCO INTNL ARPT-SPECIAL NOTICE: Preferential rnwy system under VFR conditions in effect as follows: TAKE-OFFS: (a) Use rnwys 1 when operationally feasible. (b) When rnwys 28 are used - climb to 1500' MSL as rapidly as practical. Acft making rgt turn, do so as soon as possible after passing arpt bndry unless otherwise instructed by twr. No left turns should be made prior to reaching San Francisco Gap Marker and 1500' MSL. (c) When rnwys 19 are used, large acft, under normal conditions, shall make left turn as soon as practicable after passing arpt bndry unless otherwise instructed by twr. LANDINGS: Normally use rnwys 28. Inbound acft normally maintain 2000' MSL until past the shoreline and over San Francisco Bay, unless making ILS apchs. Acft lndg rnwys 1 shall make a turn on to final as close to arpt and as high as is practical within limitations of acft. (3-1)

SAN FRANCISCO INTNL ARPT: Const in progress continuously on various sections of fld. Caution advised. (11-4)

SAN FRANCISCO BAY-SPECIAL NOTICE: A Moored balloon (silver with black stripes) 8' x 25' is flown 500' MSL on an irregular schedule from U.S. Naval Net Depot lctd on Tiburon Peninsula, daylgt hrs under VFR conditions. (10-14)

SAN FRANCISCO GAP-RADIO: Homing fac unreliable in area 25° thru E to 130°. (11-15)

SAN JOSE-RADIO: TVOR has scalloping, beyond tolerance, 230° thru 240°. (11-12)

SANTA BARBARA-RADIO: DME coverage 325°-30°, 26 n mi at 9000'; 30°-45°, 35 n mi at 9000'; 80°-95°, 35 n mi at 4000'; 110°-260°, not checked. (10-23) LF rng has numerous multiples NW and E courses. (9-17)

SANTA MONICA-RADIO: TVOR radials 030°, 075°, 210°, 260° and 323° usable. (1-20)

SANTA MONICA ARPT: Extreme caution advised during ngt use of fld due to unlgtd open storm drain ditch 175' from S edge of main rnwy. An unlgtd unmrkd difference in elev variable to as much as 25' exists between the open storm drain ditch and taxiway. All taxiways unlgtd. (1-20)

SHOSHONE ARPT: Strip clsd for paving. (8-9)

STOCKTON ARPT: Caution taxiing - all taxiway lgtg inop. Unmrkd holes bordering edge of all taxiways. Const on apron, area 500' x 400', N of ctl twr. Area lgtd by barricaded.

THERMAL-RADIO: VOR and DME coverage 330° thru 360° to 060°, 20 n mi; 060°-085°, 40 n mi; 145°-175°, 40 n mi; 175° thru 180° to 250°, 20 n mi; 250°-280°, 40 n mi at min en route alt. (3-14)

THERMAL ARPT: Use rnwys and taxiways only. Blacktop shoulder areas soft. (2-28)

UKIAH-RADIO: DME coverage 43 n mi; 305°-355° at 6500' MSL;355°-60° at 9000'; 60°-100° at 7000'; 100°-150° at 6000'. 105° thru S and W to 305° over water not checked. (10-11)

VAN NUYS ARPT: Touch-and-go lndgs prohibited on Sat & Sun after 1300. Jet acft make initial apch at4000' MSL when lndg on rnwy 34; 2300' MSL when lndg on rnwy 16. Tfc direction indicator inop 2300-0700. (2-25) Depressions along edges of east N/S taxiway. Taxi with caution. (1-14)

WARNER SPRINGS ARPT: Rnwy hazardous. Soft spots due rodent activity and grading.

WOODLAND-WATTS ARPT: 200' at N end N/S rnwy under const. (9-5) Clsd to ngt opern. Use hard surfaced rnwy only (1-2-4)

YUBA VALLEY ARPT: Now under construction 2 mi E of Linda, 3200' lgtd rnwy, 2400' lgtd, 814 feet, 2-2

COLORADO: CHEYENNE WELLS ARPT: Sand drifts over 3' high - dangerous. (7-5)
COLORADO SPRINGS-PETERSON FLD: Caution - lndg acft-due to rise in terrain at apch end rnwy 21.
CRAIG ARPT: Rnwy clsd for const. Use 2500' strip immediately S rnwy. (8-27)
*DENVER AIR ROUTE TRAFFIC CONTROL CENTER: Feb 20, freq 126.6 mc cmsnd Pueblo peripheral site. Feb 27, freqs 125.1,124.6 mcs cmsnd Casper, Wyo. peripheral site.
DENVER-STAPLETON FLD-TOWER: VHF/DF commun unreliable at 40 mi below 14,000' 154° to 180°, and below 16,000', 181° thru 243°. VHF/DF bearings reliable in these areas.
**FLD: Rnwy 8L-26R clsd to operns heavier than DC-3 acft xcpt when absolutely necessary for taxiing W of rnwy 3-21. Hvy air tfc N and E due to extensive instrument trng. During hrs of darkness flashing amber lgt in segmented circle denotes rgt hand tfc. (9-12) Transmissometer cmsnd. (11-21)
GRAND JUNCTION-WALKER ARPT: Rnwy 11-29 and neon apch lgts inop for reconst of rnwy and installing rnwy lgts. (8-20)
HANOVER-RADIO: H fac bearings unreliable beyond 25 n mi in shadow area of Pikes Peak.
NUCLA ARPT: Clsd. Const. (10-23)
**PALMER LAKE-BEACON SITE 6, PUB-CYS: Permanently discontinued. (2-14)
PARSHALL - SPECIAL NOTICE: Avoid canyon flying Williams Fork Dam site 5 mi SE. Hi-tension cables across canyon 200' above floor. (4-17)
PUEBLO-SPECIAL NOTICE: Controlled Firing (demolition) Area for use of the Pueblo Ordnance Depot established within the following described area: bounded on N by lat 38-22-00; E, long. 104-21-22; lat 38-18-00; W, long. 104-22-50. (4-30)
PUEBLO-RADIO: VOR out of tolerance from 010° to 070° - hvy scalloping. (12-16)
PUEBLO MEMORIAL ARPT: Hvy acft normally use rnwy 12-30. Rnwys 8-26 & 17-35 clsd to DC-3 and heavier acft daylgt hrs xcpt under hi-wind and instr apch conditions. Middle 1/3 rnwy 12-30 not visible from twr. Pilots will assume full responsibility for avoiding surface tfc in blind areas. (1-15)
CONNECTICUT: NEW HAVEN ARPT: Arpt bcn not rotating. (8-24)
SIMSBURY ARPT: Experimental dropping of parachutes on fld during VFR wea days Mon thru Fri. Fld occasionally clsd by standard marker.
WILTON-RADIO: DME coverage 270°-285°, 35 n mi at 3000'; 230°-360°, 35 n mi at 3000'; 360°-015°, 35 n mi at 2500'. (6-15)
WINDSOR LOCKS-BRADLEY FLD: Approx Mar 3 neon apch lgts rnwy 6 will be perm decmsnd. Simultaneously standard 3000' hi-intensity centerline configuration A apch lgt system will be cmsnd. (1-28)
DELAWARE: GEORGETOWN-SUSSEX CO ARPT: Caution - rnwys 4-22 & 16-34 rough. Men & equip on fld dawn to 2400. 30' lgtd twrs W quad intsxn 4 and 16. Rnwy 16-34 NW intsxn 4-22, N taxiway, and center taxiway from rnwy 4 to ramp clsd. Test opern underway surface to 2000' over arpt. (2-11)
KENTON-RADIO: About Mar 17, VOR/DME will be shut down until approx Apr. 18 - Conversion to VORTAC. Durg shutdown following substitute route structure and MEAs will be in effect: V16 Shadyside to Vineland VHF intsxns - use Green Arwy 5, MEA as published. V29 OOD VOR, via ENO VOR to SBY VOR use OOD VOR 205 mag radial to point of intsxn with SBY VOR 008 mag radial direct SBY VOR. MEA OOD VOR 2000, to DOV RBN 053 mag inbound bearing 3000 to SBY VOR. Ingleside LF intsxn can be used in place of Ingleside VHF intsxn. (2-28)
WILMINGTON-NEW CASTLE CO. ARPT: Due to lmtd visibility, twr unable to ctl surface tfc on parking ramps. (6-9)
DIST. OF COLUMBIA: WASHINGTON-SPECIAL NOTICES: (1) See page 83 in Flight Information Manual Vol. II dated Aug 15, 1957 for Washington, D. C. High Density Air Traffic Zone. (2) Caution-dynamiting daily, heavy charges, dam const along E bank of Potomac River, 3/4 mi N of Chain Bridge at Dalecaria, Md. (3) See also Quantico, Va., MCAS Special Notice. (4) Fixed white 60 inch searchlight of high intensity operg near south bank of Potomac river near Chain Bridge lat. 38-55-45, long. 77-07-02. Lgt operd only during hrs of darkness and when rnwy 36 departure procedures are in use at Washington National Arpt. Lgt is intended to serve as a guide to assist recognition of Potomac river departure course. Beam will be directed SE toward Key Bridge and elevated 65° above horizon. (11-14)
WASHINGTON-RADIO: LF rng SE course bends 4 to 9 n mi from stn; 17 to 22 n mi from stn, multiples 3° to 3.5° S.
WASHINGTON AIR ROUTE TRAFFIC CONTROL CENTER: Radar service will be provided UHF equip. acft on 353.9, 318.2, 362.3,378.8, 385.4 mc only in Washington Metropolitan Area.
*WASHINGTON NATIONAL ARPT-TOWER: VHF/DF coverage 55° clockwise to 250°, 1500'; 250°-345°, 3000'; 345°-55°, 2000' at 40 mi. (10-28) Mar 4, freq 119.4 mc chgd to 123.9 mc

DIST. OF COLUMBIA: Too late for ANRA page. FLD: USAF, NAVY, CG: Clsd to all acft xcpt: (a) acft carrying VIP and officers above rank of Major General or Rear Admiral. (b) Scheduled MATS. (c) Flgts requiring customs and immigration service. (d) Navy and CG logistic support flgts. (CG logistic flgts not hangared at WNA require prior approval of arpt director, must be cleared with Comdt CG and will be flown VFR conditions only.) NO acft over 120,000 lbs without prior approval arpt director. CG and Navy acft taxi to MATS term N of admin bldg. Limited parking and taxiing W of taxiway #6. Taxiing E of taxiway #6 will be at discretion of ctl twr only.
FLORIDA: **BANANA RIVER-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-162. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)
BARTOW AIR BASE: AF primary Contract School clsd Sat., Sun., holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Prior approval 1730 to 0700 must be obtained before 1500 on arrival day.
BUNNELL ARPT: Caution - small bushes and trees about 10' high at each end of each rnwy.
COCOA-CENTRAL BREVARD ARPT: N/S rnwy clsd. E/W rnwy under const. Use caution E end. (10-14)
CRESTVIEW-RADIO: VOR radials 080° thru 110° out of tolerance acct excessive roughness and scalloping. (9-25) Due to VOR radial 087° being unusable, LF rng shall be substituted on V22 CEW-MAI. MEA for acft equipped with VOR only 5600'. (10-18)
CROSS CITY-RADIO: VOR courses 307° and 299° usable. All other courses out of tolerance acct of roughness and scalloping. (1-3) LFR may be used as substitute for VOR by ADF -equip acft while VOR unusable. (9-12)
**CROSS CITY, 58, MEM-TPA ARPT: 259'MSL lgtd twr erected 21.5 n mi WNW (312°T) at lat 29-52-49, long. 83-24-14. (2-14) Trucks and equip. crossing E end of rnwy 31 and traveling on NE/SW taxi strip daylgt hrs - caution. (12-27)
DAYTONA BEACH-RADIO: VOR restricted to use for navigational fixes in and along control 1150 at or above published minimum reception alt. Navigational feature in all other portions of the facility service area beyond tolerance. Commun. feature usable thru out entire service area. (2-13) DME operg test-basis only. (1-30)
**DELAND ARPT: 1000' (1034'MSL) lgtd twr erected 7.8 n mi S (193°T) at lat 28-56-25, long. 81-18-33. (10-3)
FT LAUDERDALE-WEST PROSPECT ARPT: NE/SW rnwy clsd for const. Men & equip. on fld. (3-9)
FT. MYERS-RADIO: VOR radial 131° out of tolerance - excessive scalloping and bends.
HOMESTEAD AFB-SPECIAL NOTICE: Caution - extensive practice jet penetrations and instrument approaches in progress up to 20,000'. Tfc operating in Homestead Control Zone at all times. (1-11)
JACKSONVILLE-RADIO: DME and VOR coverage 35 n mi at min en route alt. VOR out of tolerance 180°-260°, with xcptn apch course 248° usable to 9 n mi. (10-28)
KEY WEST-SPECIAL NOTICE: Effective April 10, Warning Area W-174 redesignated so as to exclude that portion of W-174 which will conflict with Control Area 1233. Redesignate Caution Area C-175 to be bounded on the W by Control Area 1233 as redefined. (2-25)
KEY WEST INTNL ARPT: All acft enroute Intnl Arpt ctc Boca Chica Twr on 126.18 mc for tfc info when 20 mi out. If unable ctc twr, ctc Key West Rdo. Taxi on taxiways only. Large or fast acft taking off from rnwy 9 proceed straight out & pass S & E of Boca Chica Nas.
LAKE CITY ARPT: Fuel and servs unavail. (9-23)
MARIANNA-RADIO: VOR radials 90° thru 150° out of tolerance - roughness and bends.
MARIANNA-GRAHAM AIR BASE: AF Contract Primary School clsd Sat, Sun holidays, and other days 1730-0700 xcpt on prior approval. Prior approval for Sat and Sun must be obtained before 1500 Fri. Approval for 1730-0700 weekdays must be obtained before 1500 on arrival day. No fuel avail for civil acft. No itinerant lndgs rnwys 18R-36L and 8L-26R. (5-16) Caution - rnwys 8R-26L and 4-22 clsd. Equip on rnwys all hours. (2-6)
MARIANNA-GRAHAM AIR BASE: 241' (437'MSL) lgtd twr being erected 5 n mi SW (231°T) at lat 30-46-53, long. 85-15-56. (2-7)
MIAMI INTNL ARPT-SPECIAL NOTICE: All flgts operg within an area of 10 n mi radius at ngt, at alts of 3000' or below, shall establish, prior to entry into area and maintain thereafter air speeds not in excess of 180 knots. Acft types having characteristics requiring min air speeds in excess of 180 knots shall maintain the lowest possible air speed consistent with safety. Miami's operators and pilots request cooperative compliance by itinerant flgts. Due to extra freq congestion on 126.18 mc, acft conducting IFR oper in this area should be equip. with additional freq: apch ctl 118.1 mc, IFR dptr ctl 119.7 mc, twr 118.3 mc gnd ctl 121.9 mc; twr also gds 122.7 mc; UHF freqs apch/dptr ctl 250.2 mc, 257.8 mc, gnd ctl 348.6 mc. Acft equip. with 126.18, 122.7 mc or any single channel transmitter & rcvr may expect IFR delay or diversion as necessary for safety. (2-11)

FLORIDA: MIAMI-RADIO: About Mar 18, DME will be shutdown until approx Jun 5 - relctn.
MIAMI AIR ROUTE TRAFFIC CONTROL CENTER: Freqs 121.5, 243.0 mc inop.
MIAMI INTNL ARPT: Following restrictions applicable to all jet acft operg into & out of arpt other than multi-eng transport types: when surface wind is less than 15 knots, lndgs authorized on rnwy 9 only and take-offs authorized on rnwy 27 & 30 only. Take-offs andlndgs lndgs will be into the wind when the surface wind exceeds 15 knots. Max performance climb out to 1000' required on all take-offs. Practice IFR apch prohibited. Tfc pat. will be as directed by twr. Tactical apchs prohibited. Due to non-visibility twr unable to ctl tfc on first 1200' rnwy 27R and portion of run-up pad. Adjusted threshold of rnwy 27R mrkd by red and white checked area and 2 green threshold lgts in lieu of normal 6. Unusable portion unlgtd. Effect length of rnwy now 8200'. Lndgs & take-offs shall be conducted W of adjusted threshold xcpt as necessary to meet gross wt restrictions. Pilots will then assume full responsibility for avoiding all surface tfc in blind area. Taxiways connecting N/S taxiway with W edge 20th St new term apron will be clsd as needed. Loading pier under const at 20th St term to point 400' S of old gates. Caution - exten ditching, paving & const at 20th St term & ramp areas. (1-17)
ORLANDO-RADIO: DME and VOR coverage 35 n mi at min en route alt.
ORLANDO ARPT-SPECIAL NOTICE: Caution advised all acft operating on Arwys Red 47, V152 within 5 mi radius Sanford NAS, & V267, V159 within 5 mi radius Pinecastle AFB extensive jet & conventional traffic surface to 2500' day & night. (2-7)
**ORLANDO ARPT: Portions of N/S taxiway E of rnwy 18-36 and NE taxiway not visible from twr. Pilots will assume full responsibility for avoiding all surface tfc in blind areas. (6-21) Men & equip. working near S side rnwy 13-31, 2000' from NW end. Use rnwy at pilot's discretion. (1-6) Rnwys 10R-28L and 17-35 perm clsd. Use for taxiing only. (2-24) 651' (749'MSL) lgtd twr erected 6 n mi WSW (266°T) at lat 28-32-10 long 81-27-00 (1-31)
PANAMA CITY-FANNIN FLD: Caution - soft shoulders. (11-21)
PENSACOLA ARPT: Rnwy 3-21 clsd temp for maintenance. (11-21)
QUINCY ARPT: N half arpt unusable - flagged. (6-21)
ST AUGUSTINE-FAIRCHILD ARPT-TOWER: About Mar 14, twr will be decmsnd. (2-28)
ST PETERSBURG-ST PETERSBURG-CLEARWATER INTNL ARPT: Rnwys 13-31 and 4-22 open daylgt hrs only. (2-13)
TALLAHASSEE-RADIO: VOR radials 70°-150° out of tolerance acct excessive roughness. LF rng may be substituted on Victor arwys served by unusable radials. MEA remains as charted. (10-11)
**TALLAHASSEE-DALE MABRY ARPT: Clsd to air carrier acft exceeding 50,000 lbs xcpt as alternate. Non-air carrier acft exceeding 50,000 lbs rqr prior permission. (10-7) Rnwy 9-27 clsd for lndg & take-off xcpt to acft under 7000 lbs. 10' fence erected across E end of rnwy 590' from E bndry. Usable rnwy length 3765'. Rnwy 9-27 clsd ngts. (2-27)
TAMPA-SPECIAL NOTICE: Civil acft operg VFR in Tampa Bay area should avoid MacDill AFB control zone or remain above 2500' unless in contact with and cleared by MacDill AFB twr. Mil acft operg VFR in Tampa Bay area should avoid Tampa Intnl and St Petersburg-Clearwater Intnl control zones or remain above 2500' unless in contact with and cleared by the appropriate control twr. Additional caution should be exercised in entire area regardless of altitude due large numbers acft operg VFR therein. Extensive practice jet penetrations and practice instrument approaches in progress at all arpts. (7-11)
TAMPA-RADIO: VOR courses 95°-105° out of tolerance acct scalloping. (8-13) About Mar 15 VOR will be shut down until approx May 2 - conversion to VORTAC (2-16) During shutdown the following temporary routings and MEAs will be used: The LFR may be substituted for VOR using direct courses to FMY VOR 1500 LEL VOR 1500 CTY LFR 1500 ORL VOR 1700 LAL 1800 TLH LFR 1500 in lieu of V arwys. Additional routes authorized are FMY VOR DCT Egmont Rbn 1500 LEL VOR DCT Egmont Rbn 1500 CTY LFR DCT Egmont Rbn 1500 TPA OM to Homo Int via ILS N course 1500 ORL LFR to Tampa LOM via Zephyrhills RBN 1700 Egmont RBN to LOM 1500 LAL VOR LOM direct 1500 LEL VOR to LOM via Intsxn LEL 320° LAL 235° 4500 LEL Intsxn then 1800 to LOM. V-152 N TPA Dade City Int unusable. LAL VOR 210° clockwise thru 300 authorized for use in progress reports on above routes MRA 2000. Acft equip. VOR only use routings Homo to OM 1500 LAL to OM 1500 FMY to OM via Intsxn. 331° and ILS S course MEA 7000 until estab on lclzr then 1500 to OM.
TAMPA INTNL ARPT: 35' high bldg lctd 300' SW apch end rnwy 32. Obstn lgtd. Does not meet obstn clearance criteria. Absolute min visibility 1 mi required all operns rnwy 14-32.
TAMPA-KNIGHT ARPT: Obstn lgts admin bldg S side of arpt inop. (12-27)
TITUSVILLE ARPT: N/S and E/W rnwys under construction - caution. (10-14)

FLORIDA: WINTER HAVEN-CYPRESS GARDENS ARPT: New arpt reported: 4 mi SE, lat 27-58-00, long 81-41-45; elev 130'; 3 rnwys (all sod); ;longest rnwy 3600'; no lgtg facs; 80 oct fuel; repairs; operg 0900-sunset. (1-23)
ZEPHYRHILLS ARPT: 213' (473'MSL) lgtd twr being erected 5 n mi NNW (337°T) at lat 28-18-20, long 82-12-10. (1-22)
GEORGIA: ALBANY ARPT: Jet acft operg from Turner AFB particularly SE of arpt. Ctc Turner twr on 126.18 for advisory info. If unable ctc Turner twr ctc Albany rdo for relay.
ALMA-RADIO: VOR shut down - modernization. (3-25) Durg modernization shutdown VOR figts are authorized to use the Alma LF rng in lieu of the VOR on all arwy segments. MEA remain as charted. Harris Neck, Cabins, St. Mary's Int unusable. Augusta radial 215° usable at Dublin Int. MRA 5000. Augusta 170° radial usable at Lott's Int . MRA 5000'.
ALMA ARPT,43, MIA-ATL: Sod rnwys soft when wet - caution advised. (4-12) Lgtd 15' high 65' diameter circular obstn encircling VOR bldg S corner intsxn of rnwys. Completely outside fld bndry lgts. (8-6)
AMERICUS-SOUTHER FLD: NE/SW rnwy clsd for hard surfacing. E/W rnwy open for 2500' W of NE/SW rnwy. Slightly rough. (1-4)
ATLANTA-RADIO: About Mar 15, VOR will be shut down until approx Apr 30 - conversion to VORTAC. (2-17) Durg shutdown, VOR figts are authorized to use temporary Kenwood H fac (341 kc) in lieu of ATL VOR. Intsxns, arwys and alts remain as charted. (2-19) VOR courses 060°-090° out of tolerance acct bends and roughness. (11-3)
★ATLANTA-AIR ROUTE TRAFFIC CONTROL CENTER: Feb 26, Trans & rcvr 120.3, 118.9, 120.9, 301.4, 360.6, 307.9 mcs cmsnd at Austell Ga peripheral site. Freq 132.3 mc decmsnd. Freq 120.6 and 119.2 mc will be cmsnd. Freq 324.7, 353.7 mcs shut down until approx Apr 23.
ATLANTA ARPT-TOWER: ILS back course restricted. (1-27) FLD: Arriving acft make initial ctc with Atlanta Apch Ctl on 125.7 mc regardless of wea or figt plan. Acft not equipped for 2 way commun on 125.7 mc will use other avail freq. (5-6)
**ATLANTA-FULTON CO ARPT: 515' (1374'MSL) lgtd twr erected 8.5 n mi ENE (80°T) at lat 33-48-40, long. 84-21-50. (2-7) 264' (1114'MSL) lgtd twr being erected 4.8 n mi E (95°T) at lat 33-46-30, long. 84-26-00. (2-21) Const on SE side of arpt. Hvy equip. crossing approx 400' off apch end rnwy 32 daylgt hrs only. (8-29)
BRUNSWICK ARPT: Caution - intensive blimp training in vicinity.
BRUNSWICK-McKINNON ARPT: Rnwy 15-33 clsd to ngt operns. (1-21)
COLUMBUS-RADIO: Caution - all courses LFR have moderate to severe multiples. (8-29)
LA GRANGE-RADIO: VOR rad 227° out of tolerance - severe scalloping and roughness. (12-9) V-20 arwy utilizing ATL VOR radial 231° and MGM VOR radial 046° between Kent Int and LGC VOR satisfactory. MRA 3000'. (12-17)
MACON-RADIO: VOR/DME usable dist 35 n mi at MEA. (5-10)
MOULTRIE ARPT: Caution - intensive Spence AB student training. Right hand tfc rnwys 4,10,16.(10-17)
NORCROSS-RADIO: VOR courses 200°-230° out of tolerance account scalloping.
ROME-RADIO: LF rng operg as unmonitored fac. Use of LF rng as en route or apch aid must be ADF disregarding on-course signals and pilot must monitor fac durg such use.
SAVANNAH-HUNTER AFB-RADAR APPROACH CONTROL: Radar vectoring will be for trng purposes only. (1-13)
SAVANNAH-TRAVIS (CHATHAM) FLD-TOWER: ILS BC restricted - excessive bends. Lclzr not to be used above 5000'. (3-19) UHF/DF inop indef. (2-8)
VALDOSTA-RADIO: VOR unusable 240° clockwise thru 360° to 110° account excessive roughness and course displacement with exception of arpt apch course 003°, usable to 10 n mi. (8-31)
VIENNA-RADIO: Soon VOR will be cmsnd. Freq 116.1 mc. Ident VNA. Lctd lat 32-12-42, long 83-30-00. Class: BVOR. (2-21)
IDAHO: BOISE-RADIO: Oct 16 VOR shut down until approx Feb 28 conversion to VORTAC. Durg this period the following arwys will be affected: V4 Baker-Burley unusable. J-7-V Rome - Boise - Dillon, J-15-V Boise - Ogden, J-20-V Pendleton - Boise - Malad unusable. V253 Boise - Twin Falls usable at MEA substituting Boise LF rng for VOR. V 269 Twin Falls to Burley also usable at MEA substituting Burley LF rng for VOR. Juna and Glenns Ferry ints. unusable. (1-30)
BOISE AIR TERMINAL-TOWER: UHF/DFNE and NW quads unreliable below 14,000' beyond 40 n mi. SW and SE quads unreliable below 10,500' beyond 40 n mi. (11-9)

IDAHO: BURLEY-RADIO: Nov 25, VOR shut down until approx Mar 15 - conversion to VORTAC. The following V arwys will be unusable durg IFR conditions: V4 BYI-BOI, V269 BYI-TWF, BYI-PIH, V271 BYI-LCU, V101 BYI-OGD, V4 BYI-MLD. Flgts using V1500-V1502 report to Pocatello Rdo. (11-27)

GRANGEVILLE-IDAHO CO ARPT: E/W rnwy clsd. NE/SW rnwy soft with loose gravel. Caution advised lndg and take-off. (10-22)

MALAD CITY-RADIO: VOR coverage 360°-20° and 50°-60°, 35 n mi at 12,000'.

TWIN FALLS-RADIO: VOR radials 115°-150° usable dist lmtd to 35 n mi at min terrain clearance alt. (1-4)

TWIN FALLS-JOSLIN ARPT: Excavation 15' deep, 30' wide lctd 165' off NW end rnwy 12-30. Mrkd by line of red flags extending 36" above gnd on SE edge of excavation paralleling rnwy. Men and equip operg vcnty. (10-31) Men and equip also on and around rnwy 7-25, particularly W end. (11-19)

ILLINOIS: ALTON-CIVIC MEMORIAL ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long. 89-48 and 90-00; lat 38-57 and 39-03. (4.5 n mi NE). In use daily when ceiling and Visibility exceed 5000' and 5 mi, between 2500-5500' MSL.

ALTON-CIVIL MEM'L ARPT: Two 265' (700'MSL) lgtd derricks being erected 2.9 n mi SSW (206°T) at lat 38-50-58, long. 90-05-37 and 3 n mi SSW (206°T) at lat 38-50-57, long. 90-05-45. (1-28)

AURORA ARPT: N/S rnwy clsd due const. No lgts. (1-11)

BRADFORD-RADIO: VOR coverage lmtd 265°-030°, 36 n mi at MEA. (11-29)

**CARBONDALE-SOUTHERN ILLINOIS ARPT: 336' (791'MSL) lgtd twr erected 4.1 n mi SSE (173°T) at lat 37-42-29, long. 89-14-05. (2-6)

CHAMPAIGN-UNIVERSITY OF ILLINOIS ARPT: Glider operns Sat and Sun in VFR wea using N/S rnwy and 600' tfc pat with rgt or left turns depending on tfc. (4-13) Hvy lcl tfc Mon-Sat. Use caution while in area. (9-13) Men and equip operg on SE portion of fld including SE taxiway, daylgt hrs. (12-3)

CHICAGO AREA-SPECIAL NOTICE: 170' max height twrs supporting 28 mi of transmission line being erected W of Orland Park, Ill. thence southeasterly and easterly to a point on the Indiana-Illinois state line, passing 0.7 mi E of Frankfort, Ill. and 2.7 mi southwesterly of Prosperi Arpt; 0.5 mi N of Monee, Ill. and 2.5 mi S of Governors Arpk. Unmrkd, unlgtd.

CHICAGO-RADIO: Multiples NW and NE courses LFR. (11-8)

✱CHICAGO AIR ROUTE TRAFFIC CONTROL CENTER: Feb 21, trans and rcvr 124.2 mc cmsnd at Aurora, Ill. peripheral site.

CHICAGO-MEIGS FLD: Caution - S end rnwy dist from threshold lgts to seawall 90'. Fld will be clsd under following wind conditions: (1) Wind 90° to rnwy, 15 knots or more to acft 1500 lbs or less. (2) Wind 90° to rnwy, 20 knots or more to single-eng acft xcpt tricycle or caster gear acft. (3) Wind 90° to rnwy, 25 knots or more to all acft.

CHICAGO-MIDWAY ARPT-TOWER: Feb 6, DME at ILS shut down until approx Mar 5 -
** modernization. (2-6) FLD: Due to dist and non-visibility acct parked and moving acft twr unable to ctl tfc on S ramp and gate space at S term bldg. Use extreme caution on E ramp and in vcnty of both term bldgs. Single eng transient acft will not be allowed dock space and N term - must use facs of S term bldg. All acft remain N of white line on S side rnwy at 27R while running up, parking, or taxiing. One exper oscillating flasher guidance lgt installed on each side of green threshold lgts on apch end rnwy 31L. (7-17) Radar twr being constd in SE corner of arpt, atop intnl term bldg. Twr will be 48'AGL 658'MSL. Lctd lat 41-46-48, long. 87-44-35. To be mrkd and lgtd. (10-16) Rnwy 4R-22L clsd from rnwy 9R to extension rnwy 4R during daylgt hrs. Ditch 20' NW rnwy 22L with progressive opening approx 600' long mrkd by flashers ngts. Men and equip on fld. Caution when taxing.10' ant. screen 715' NW of threshold lgts at NW end rnwy 13R. Obstn lgtd. 200' unlgtd incinerator smoke stack being erected 2.1 n mi NNW (349°T) at lat 41-49-23, long. 87-45-12. (9-24) 262' (870'MSL) lgtd twr being erected 4.5 n mi S (187°T) at lat 41-42-54, long. 87-45-23. (1-17)

CHICAGO-O'HARE INTNL ARPT: Due to non-visibility twr unable to ctl tfc 300'-800' W rnwy 36, 800'-1600' E apch end rnwy 9, 100'-1100' N rnwy 9-27, 800' SE intsxn rnwy 14-32 and USAF ramp due bldgs and parked acft center taxiway to ramp and black top taxiway to Slick hangar, and terminal gates 1, 2 and 3. All inbnd acft equipped with appropriate multiple rdo freq shall make initial ctc with O''Hare apch ctl on 119.0 mc or 363.8 mc if UHF equipped regardless of wea. Hwy const 3600' NW of fld, passing thru apch to rnwy 14L. Included are lgt standards 70'AGL, 717'ASL lctd lat 42-00-56, long. 87-55-46; 1200' N of Ravenswood Arpt, 2 mi SW of Des Plains. Not mrkd, painted or lgtd. (10-16) 120' (780' MSL) lgtd twr being erected 3.5 n mi WNW (312°T) at lat 42-01-38, long. 87-57-34.(1-10)

ILLINOIS: CHICAGO-STINSON ARPT: Const in SE corner of arpt and on new NW/SE rnwy. New rnwy not usable. (11-21)

CHICAGO HEIGHTS-RADIO: VOR/DME coverage lmtd to 03°-58°, 70°-130° and 155°-317° 35 n mi at 2000'. (6-12) Jan 17, DME shut down until approx March 13 - modernization.

DIXON ARPT: NE/SW rnwy clsd for const - men and equip on fld daylgt hrs. (4-18)

EAST ST LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student trng in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35. In use daily when ceiling and visibility exceed 5000' and 5 mi between 2500'-5500' MSL. (5-13)

GALESBURG MUN ARPT: Caution - truck on fld. (2-25) Use rnwys only. (10-30)

HIGHLAND-WINET ARPT: N/S rnwy, 2600' x 225', turf, under const. Strip 100' side avail W side N/S rnwy. Men and equip on fld. Soft when wet or thawing. Use extreme caution.

JOLIET-RADIO: VOR coverage 35 n mi at all azimuths at min en route alt. Automatic weather cmsnd Aug 13. (8-13)

KEWANEE ARPT: Men and equip on fld intermittently - caution. (11-5)

LOMBARD-YORK TOWNSHIP ARPT: Transmission line approx 3000' W. Height of twrs, 123', not mrkd or lgtd. (11-21)

MACOMB ARPT: Unattended until approx April 15. (12-3)

MATTOON-COLES CO. MEMORIAL ARPT: 300' S end of N/S rnwy clsd. (11-4)

MILFORD ARPT: NE/SW and E/W lndg strips usable only 100' width. Mrkd flags at ends.

**MOLINE-QUAD CITY ARPT: 998' (1778'MSL) lgtd twr erected 9.8 n mi SE (138°T) at lat 41-19-40, long. 90-22-47. (2-7)

**OLNEY-ULRICH ARPT: Unattended. (11-8) 360' (820'MSL) lgtd twr erected 2.9 n mi WNW (295°T) at lat 38-45-03, long. 88-05-23. (2-7)

PEORIA-RADIO: VOR coverage 190°-70°, 35 n mi at min en route alt. (10-11)

PEORIA-GREATER PEORIA ARPT: No transient jet mil acft permitted to land at arpt. (1-28) 5' unlgtd fence apch end rnwy 22. (10-15) Const. NW/SE rnwy being extended 3000' at NW end. New const not usable. (12-4) 609' (1349'MSL) lgtd twr being erected 6.5 n mi ESE (106°T) at 40-38-03, long. 89-32-21. (10-11)

PEOTONE-RADIO: VOR coverage lmtd between 39 - 43 n mi at most azimuths at min en route alt. (2-4)

POLO-RADIO: VOR coverage 280°-350°, 39 - 43 n mi at min en route alt. (2-21)

QUINCY-RADIO: About Mar 3, VOR will be shut down until approx Apr 18 - conversion to VORTAC. See page 76 for temp MEAs to be utilized during shutdown period. (2-21)

ROCKFORD-GREATER ROCKFORD ARPT: Rnwy 18-36 open daylgt hrs only. Lgts unavail. Rotating bcn shut down for relctn. (1-20)

SOUTH BELOIT-BELOIT ARPT: Clsd xcpt 2000'N/S strip. (7-3)

SPRINGFIELD-CAPITAL ARPT: Use overruns rnwys 4 and 22 in emerg only. (12-10)

TROY-RADIO: Feb 26, VOR shut down until approx Apr 12 - conversion to VORTAC. See page 78 for temp MEAs to be utilized during shutdown period. (2-27)

WHEELING-CHICAGOLAND ARPT: About 1 April, 151' (796'MSL) twr will be erected 3 n mi SSE (167°T) at lat 42-08-21, long. 87-55-32. (1-17)

WYOMING ARPT: About 20 March, 203' (931'MSL) lgtd twr will be erected 10.5 n mi SSW (220°T) at lat 40-55-02, long. 89-55-35. (2-17) About 31 March, 183' (1046'MSL) lgtd twr will be erected 8.8 n mi ENE (88°T) at lat 41-03-38, long. 89-34-57. (2-17)

INDIANA: SPECIAL NOTICE: The Atomic Energy Commission requests all pilots to maintain a reasonable altitude when flying over their Dana Installation as a safety precaution to the plant. The area involved is lctd approx 29 s mi N of the Terre Haute LFR between Montezuma and Newport and is bounded by lat 39-50, 39-52 and long. 87-21, 87-26.

**BLOOMINGTON-KISTERS ARPT: 953' (1803'MSL) lgtd twr erected 20.5 n mi NNW (340°T) at lat 39-28-28, long. 86-45-40 dismantled. (2-6)

CAMP ATTERBURY-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-65 to the S. High angle mortar and artillery firing being conducted daily. All acft are warned to keep clear of this area.

CEDAR LAKE ARPT: Clsd to all operns for indefinite period. (7-15)

COLUMBUS ARPT: Use paved surfaces only. Sod soft. (12-20)

EVANSVILLE-RADIO: About Mar 17, VOR will be shut down until approx Apr 30 - conversion to VORTAC. Simultaneously temp VORW will be cmsnd. Freq: 116.0. Lctd 500' from regular VOR at azimuth of 270° at lat 37-55-50, long. 87-45-43. Ident: EVV. Monotiring category (1). See page 84 for temp MEAs during shutdown period. (2-21)

EVANSVILLE-DRESS MEMORIAL ARPT: Use caution while operg on first 200' rnwy 18, due to deterioration of rnwy. (12-30)

INDIANA: FT. WAYNE-RADIO: VOR radial 317° unusable beyond 10 n mi-excessive roughness. (12-4)
FT WAYNE-BAER FLD-TOWER: Glide slope unusable MM to touchdown. (2-1) FLD: Due non-visibility twr unable to ctl tfc on first 500' rnwy 9 and entire taxi strip leading to apch of rnwy. (5-21)
GOSHEN-RADIO: DME operg test basis only. (1-14)
GREENSBURG ARPT: Use E half N/S rnwy only. (7-5)
INDIANAPOLIS-RADIO: Following experimental facs operd intermittently by TDC: Tilden VOR freq 115.7 mc, ident: IEX. Weir Cook VORW freq 111.8 mc, ident: IAX. TVOR freq 111.4 mc, ident: IDX, with voice. Lclzr freq 109.1 mc(without voice), ident: IBX. Glide slope freq 335.0 mc, serving N/S rnwy. Directional lclzr 110.3 mc serving E/W rnwy. One VOR on 112.9 mc, ident: ITX, testing intermittently. (10-31) TACAN facs operg exper basis only. (1-14)
**INDIANAPOLIS-SHANK ARPT: 1022'(1846'MSL) lgtd twr erected 7.1 n mi NNE(23°T) at lat 39-55-43, long. 86-10-55. (7-20)
INDIANAPOLIS-WEIR COOK ARPT: Due non-visibility twr unable ctl tfc on taxiway from SE hangar to Turners Ramp. Rnwy 4-22 slippery when wet. Parking on sod area at discretion of Arpt Superintendent. Caution-soft shoulders all rnwys due const. (1-8)
JEFFERSONVILLE-HAP'S ARPT: NW end NW/SE rnwy extended 600'. Extended portion unusable- very soft. (7-15)
KOKOMO-RUZICKA ARPT: New arpt reported. Lctd 4 mi SW, S5 serv, F2 fuel. (11-21)
LA PORTE-SPECIAL NOTICE: Ground demolition in progress approx 6.9 n mi SE during daylgt hrs -Mon-Sat. Center of operns lctd at lat 41-31-28, long. 86-36-46.
LA PORTE ARPT: 150'(922.9'MSL) hi-voltage transmission line being erected 5100' S-not marked, painted or lighted. (7-19)
LOGANSPORT-WILLIAMSON ARPT: N/S rnwy clsd. (9-12)
MADISON-SPECIAL NOTICE: Frequent violations of Restricted Area approx 4.3 n mi N have been reported. Artillery and anti-acft firing practice being conducted daily in Jefferson Proving Grounds. All acft are warned to keep clear of this area.
MISHAWAKA-SPORTSMAN FLD: 649'(1524'MSL) lgtd twr being erected 6.1 n mi SSW(212° T) at lat 41-36-58, long. 86-11-32. (12-30)
MONTICELLO-DITTMAN ARPT: Closed due soft rnwys. Unsafe. (2-25)
MUNCIE ARPT: New hard surfaced rnwys temp open as follows: NE/SW and NW/SE rnwy 3500', SE rnwy 1600', taxi only, E/W(sod) 2300', 10,000 lbs gross wt lmt. Closed ngts.
PORTLAND-BRIGHAM FLD: Clsd to commercial opern. N/S strip avail. for emerg use. Fld unattended. (1-20)
SOUTH BEND-ST. JOSEPH CO ARPT-TOWER: ILS lclzr back course flyable with slow bends one to 5 n mi from stn. Glide slope not flyable from MM to touchdown.
TILDEN-RADIO: See Indianapolis, Indiana.
IOWA: AUDUBON ARPT: Closed for tiling and grading. (7-29)
BURLINGTON-SPECIAL NOTICE: Demolition approx 3.5 n mi SW. Explosions every 30 mins daily 0800-1700, xcpt Sun, holidays. Area boundary N lat 40-46-27;S lat 40-45-35; E long. 91-11-04; W long. 91-14-37.
CLARINDA ARPT: 368'(1535'MSL) lgtd twr being erected 6.5 n mi S(202°T) at lat 40-36-30, long. 95-04-21. (12-25)
COUNCIL BLUFFS ARPT: 230 1/2'(1448'MSL) lgtd twr being erected 9 n mi ESE(122°T) at lat 41-08-42, long. 95-39-00. (1-14)
DES MOINES-RADIO: Nov 18, DME shut down indef. (1-31)
**DES MOINES ARPT: Due to non-visibility twr unable to ctl tfc on portion of W ramp and NW 1600' of taxiway and warm-up ramp of rnwy 12. Transmissometer cmsnd rnwy 30.
ELDORA ARPT: New arpt reported. 2 mi SSW; elev 1020'; 1 strip 2200';rnwy lgts;minor repairs, 80 oct fuel; P-line S. (10-30)
GREENFIELD ARPT: New arpt reported: lctd 1.5 NNE; elev 1364'; 1 strip NW/SE, 2400' turf; rnwy lgts, F2 fuel avail. Remarks-P-line SE. Soft when wet or thawing. (1-20)
HARLAN ARPT: 213'(1447'MSL) lgtd twr being erected 3.5 n mi N(10°T) at lat 41-38-42, long. 95-19-30. (12-4)
MASON CITY-RADIO: Feb 12, VOR shut down until approx. Mar 26-conversion to VORTAC (1-16) Durg shutdown, following temp MEAs may be used: V13 Des Moines, Iowa VOR-*Ames, Iowa Int., 5000';(*Descent to 3000' authorized after passing Ames Int. S-bound). Ames, Iowa Int.-Int DSM R001 and FOD R085 (Alden Temp. Int.), 8000'; Alden Temp. Int. - Int DSM R001 and ALO R303 (Mason City Temp Int), 8000'; Mason City Temp Int.-Hope Minn. (Int via MSP R173), 8000'. V67 Int. ALO R303 & RST R210 (Mason City Temp Int.)-RST VOR, 5000'. Int ALO R303 & RST R210 ALO VOR, 5000'. V13 FOD VOR-Int. FOD R048 & ALO R303 (Mason City Temp. Int.), 5000'. V100, V1605-08 Temp. Alden Int. - FOD R085 and DSM R001, 8000'. (2-12)
SHELDON MUN ARPT: Clsd for const. Machinery on fld. Bcn inop. (11-21)
SIOUX CITY ARPT: Due to non-visibility twr unable to ctl ramp tfc in front of admin bldg, on portions of ramp and taxiway NE of Air Force hangars, and on first 1500' rnwy 22.
SPENCER ARPT: Caution during snow & thaw. Soft portions near rnwy intersections. (12-4)
STORM LAKE ARPT: NW/SE and NE/SW rnwys clsd. Const. N/S rnwy open. Use extreme caution. (11-12)
WATERLOO MUN ARPT: Due to non visibility twr unable to ctl tfc on portion of ramp W
** of hangars. (6-20) Two 153'(1154'MSL) lgtd twrs erected 8.8 n mi NNW(338°T) at lat 42-41-13, long. 92-28-21. (2-15)
WEBSTER CITY ARPT: NW/SE rnwy clsd to all opern. Use N/S rnwy only. (2-26)
KANSAS: EMPORIA-RADIO: VOR coverage 200°-270°, 35 to 43 n mi at MEA. (5-29)
EMPORIA ARPT, 37, AMA-MKC: All sod strips ruf. Use N/S hard surface rnwy xcpt in emergency. (8-2)
GARDEN CITY-RADIO: VOR radials 125°-185° have course bends and roughness beyond tolerance but flyable. (7-18)
GARDEN CITY ARPT: 179'(3084'MSL) lgtd twr being erected 7.9 n mi W(292°T) at lat 38-01-14, long. 100-57-21. (11-26)
GARDEN CITY-NEW GARDEN CITY ARPT: 291'(3096'MSL) lgtd twr being erected 8.8 n mi SE(148°T) at lat 37-48-22, long. 100-38-58. (11-26)
GREAT BEND ARPT: 307'(2167'MSL) lgtd twr being erected 5 n mi ENE(70°T) at lat 38-22-55, long. 98-45-30. (1-10) Navy lndg and tk-off practice by P2V and SNB acft 0700-1700, Mon-Fri xcpt holidays. All movement of acft during this period controlled by twr. Mil acft pat. will be adjusted by twr to facilitate civil acft operns. Non-rdo equipped acft should fly standard tfc pat. and observe twr for lgt gun signals. Lgt acft 600' AGL; hvy acft 1000' AGL. (8-15)
HILL CITY ARPT-SPECIAL NOTICE: Airborne VOR rcvr check point 057° radial over Hill City Arpt bcn temp decmsnd. (1-2)
IOLA ARPT: Const N/S rnwy for hard surfacing. Use E side rnwy with extreme caution.
SALINA-RADIO: VOR coverage 202°-257°, 35 n mi at MEA. (8-4)
SALINA ARPT: Const on S end rnwy 17-35. Equip 17' high lctd 400' S of rnwy 17-35. Obstn lgtd. N 4500' rnwy 17-35 usable and threshold lgtd. Sod strips clsd. (12-19)
SYRACUSE ARPT: 126'(3281'MSL) lgtd twr being erected 18.8 n mi E(108°T) at lat 37-53-25, long. 101-22-45. (11-26) 216'(3693'MSL) lgtd twr being erected 7.8 n mi SE(239°T) at lat 37-55-06, long. 101-53-27. (11-26)
**TOPEKA-PHILIP BILLARD ARPT: Due to non-visibility twr unable to ctl tfc on portions of ramp and parking areas to N, E, S and W of twr;also portions of taxi routes from all hangars to main ramp and N/S taxiway. Unicom 123.0 mc avail. 0630-2200 daily. (2-25) Two 158'(1067'MSL) lgtd steel stacks being erected 3 n mi ESE(119°T) at lat 39-03, long. 95-34. (6-10)
TOPEKA-WILSON ARPT: New lndg strip reported: Lat 39-03-42, long. 95-53-22; lctd 10 mi W;elev 1070'; 1 rnwy (N/S) 2721' x 378'(turf); not lgtd; A&P by appointment; 80/87 oct.
WICHITA-RADIO: PPI apch not authorized for either Wichita Mun Arpt or McConnell AFB. Radar vectors to apch fac only. (1-21)
WICHITA ARPT: Const in progress W side & 700' S of N end of taxi strip to rnwy 19. Obstn marked. Acft remain on concrete areas. Sod unsafe. (8-7)
WICHITA-BEECH ARPT: N half NW/SE rnwy clsd. Contact twr for lndg instructions.
WICHITA-CESSNA ARPT: All acft use new hard surface rnwy 17L-35R along E side of fld for N/S operns. If adverse wind conditions prevail, sod strips are usable. All apchs & departures to easterly quads: Avoid crossing N & S apchs & tk-off lanes of jet acft to adjoining McConnell AFB. Under IFR conditions ctc Wichita Apch Ctl for tfc clearance prior to entering ctl zone. Trans & recv 124.5 or 125.7mc. Transmit 122.5mc, listen 124.5 or 125.7mc or rng voice channels.
WINONA-GUNNELS RANCH ARPT: New arpt reported. Lat 39-07, long. 101-26;lctd 2.5 mi N; elev 3480; 3 strips(sod)N/S 2300', NW/SE 2100', NE/SW 2000';Soft when wet, use rnwy.
KENTUCKY: BOWLING GREEN-RADIO: LFR has hvy multiples NE & NW courses, 30 mi from stn.
FORT KNOX-SPECIAL NOTICE: 12.2 n mi NW (4.3 n mi E Brandenburg, Kentucky)plant is processing highly inflammable and explosive compressed gas. Acft warned to avoid flying in this vicinity.
GILBERTSVILLE-KENTUCKY DAM STATE PARK ARPT: Unattended. (11-20)
LEXINGTON-RADIO:VOR out of tolerance beyond 10 mi from stn from 278° clockwise to 015° - interference. (5-23) Mar 3, VOR shut down until approx Apr. 4-freq chg from 112.4 mc to 115.9 mc and conversion to VORTAC. See page 79 for substitute route structure & MEA, temp non-compulsory reporting points & temp holding pats to be utilized

KENTUCKY: **LEXINGTON-BLUE GRASS ARPT: 553' (1624' MSL) lgtd twr erected 7 n mi ENE (89°T) at lat 38-02-07, long. 84-27-04. (8-26) Due to non-visibility twr unable to ctl tfc on ramp area adj to term bldg from hangar line SE to taxi ramps NW and NE. Transient acft load at gate No. 4 limit 15 minutes. Helicopters land SE end NW/SE taxiway. (1-7)

LOUISVILLE-BOWMAN FLD: Due to non-visibility twr unable to ctl tfc on first 150' rnwy 6 and outer 150' of the wide NE ramp next to hangar line and in tfc pat. SW of fld.

LOUISVILLE-STANDIFORD FLD: Due to non-visibility twr unable to ctl tfc last 1/2 mi of apch to rnwy 1 and 750' of rnwy 1. (9-1)

YORK-RADIO: DME coverage 35 n mi at 2500' MSL.

LOUISIANA: ALEXANDRIA-MYERS ARPT #2: Tfc pat 300'. Apch from E with caution - jet acft operg in vcnty. (6-26)

BATON ROUGE-DOWNTOWN ARPT: 133' (188' MSL) lgtd twr being erected 1.5 n mi NNW (340°T) at lat 30-28-12, long. 91-07-30. (2-13)

BATON ROUGE-RYAN ARPT: 310' (330' MSL) lgtd twr being erected 9 n mi WSW (261°T) at lat 30-30-34, long. 91-19-49. (10-18)

CLINTON-McCUTCHEON ARPT: 331' (591' MSL) lgtd twr being erected 3 n mi SW (225°T) at lat 30-51-20, long. 91-05-00. (1-27)

**LAFAYETTE ARPT: 500' (539' MSL) lgtd twr erected 7.9 n mi NW (330°T) at lat 30-18-56, long. 92-04-19. (7-18)

LAKE CHARLES-RADIO: LF rng operg as H fac only.

LAKE CHARLES AFB-RADAR APPROACH CONTROL: About Mar 15, radar departure ctl will be implemented. (2-12)

LAKE CHARLES-McFILLEN ARPK: 199' (213' MSL) lgtd steel structures associated with chemical plant being erected 7.8 n mi WNW (291°T) at lat 30-11-20, long. 93-19-45.

MINDEN MUN ARPT-SPECIAL NOTICE: Test detonating will be conducted daily 0830-1630, 7.5 n mi S (188°T) within an area 4.3 n mi in radius centered at lat 32-34-10, long. 93-26-00 (3 s mi NNW of Doylene, La.), when ceiling is at least 3000', visibility 5 mi. Pilots should avoid area at alts below 2000'. (12-20)

MONROE-RADIO: VOR coverage 35°-45° out of tolerance due roughness and bends. (2-21)

NEW ORLEANS-RADIO: VOR/DME shut down - extreme scalloping and roughness. (12-6) Durg shutdown, MSY LFR may be used in lieu of VOR.

★NEW ORLEANS AIR ROUTE TRAFFIC CONTROL CENTER: Feb 20, trans & rcvr 125.4 mc cmsnd at Hattisburg, Miss. peripheral site.

NEW ORLEANS ARPT-TOWER: Effect. Oct 24 - June 15 - arpt tfc ctl being conducted with lgt gun and rdo from mobile twr lctd near wind sock in center fld E of center taxiway. Trans & rcvg: 119.5, 121.7, 121.5, 126.18, 257.8, 243.0,348.6 and rcvg 122.5 mc. (2-12) FLD: Hcy acft use rnwys only. Lgt acft take-off on rnwys. Acft transporting any items listed in Part 49 of CAR area prohibited from lndg without permission. 160' (165' MSL) lgtd twr being erected 22 n mi S (190°T) at lat 29-40-05, long. 90-06-20. (2-16) 260' (264' MSL) lgtd twr being erected 48.4 n mi SSE (176°T) at lat 29-15-25, long. 89-57-57. 220' (224'MSL) lgtd twr being erected 59 n mi SE (143°T) at lat 29-16-25, long. 89-21-25.

NEW ORLEANS-MOISANT INTNL ARPT: Caution- stay on hard surface rnwys and taxiways because of incomplete and soft shoulders. Turf extremely hazardous.

SHREVEPORT-GREATER SHREVEPORT ARPT: 190' (234' MSL) lgtd twr being erected 2.5 n mi NE(46°T) at lat 32-28-22, long. 93-47-48. (1-23)

WELSH ARPT: E/W rnwy clsd ngts. Beacon inop. (12-4)

MAINE: AUGUSTA-RADIO: VOR coverage 80°-160° and 220°-240°, 35 n mi at MOCA.

BANGOR-RADIO: VOR coverage 360°-60°, 8 n mi; 60°-240°, 26 n mi; 240°-360°, 22 n mi at MOCA. (6-14) DME coverage 235°-260°, 35 n mi at 2500'. (8-14)

HOULTON ARPT: Lumber piled ESE end of ESE/WNW strip. (9-4) First 100' rnwy 5 clsd due broken surface. (10-17) Numerous obstn lgts inop. Rnwy 1-19 clsd wheel equipped acft winter months. (12-2)

JACKMAN-NEWTON-FLD: New arpt reported. Lctd 0.2 E; elev 1170'; 1 strip 2100' Caution use gravel strip only. Sod areas rough & soft. (12-9)

LIMESTONE-LORING AFB-RADIO: USAF VOR course errors exist beyond 20 miles up to 6° in NW quad from 27° to 360° and up to 4.3° in SW quad from 110° to 140°. Final apch radial of 001 is 3-1/2° off mag. course. (5-27)

MILLINOCKET ARPT: Durg winters only rnwy 11-29, apron, and entrance/exit strip plowed. Rnwy 16-34 suitable for ski equipped acft. Caution advised due high snow banks this rnwy intsxn rnwy 11-29. Contact lgts rnwy 16-34 not usable winters.

OLD TOWN ARPT: Rnwy 4-22 clsd acct snow. (1-15)

PORTLAND ARPT-TOWER: About Mar 22, ILS glide slope will be cmsnd. Freq: 335 mc. Lctd 750' from apch end rnwy 11 and 400' S of rnwy centerline. Elev: 62.6' MSL. Glide angle 2.82°. (2-27)

PRESQUE-ISLE-RADIO: VOR coverage 35 n mi at MOCA.

PRINCETON-RADIO: VOR coverage 150°-240°, 35 n mi and 290°-30°, 30 n mi at MOCA.

SANFORD ARPT: Fuel and lgts unavail. (12-9)

TOPSHAM-ARPT: New arpt reported. Lctd 2.2 NW, RR & river SW; elev 120'; 1 strip 1800'; S5 facs; F1 fuel; no storage. Hi-tension line S. (12-9)

MARYLAND: BALTIMORE-RADIO: VOR out of tolerance and unusable beyond 31 n mi from 10° clockwise to 35°; 14 mi 35°-80°; 35 mi 80°-260°; 15 mi 260°-310°; 8 mi 310°-340°; 35 mi 340°-10° at MOCA.

**BALTIMORE-MARTIN ARPT: Two-way radio required. (1-3)

**BALTIMORE-PIER 4 HELIPORT: 39-18N, 76-36W; lctd Pier 4, Pratt St; elev 10'; size 100' x 72'; air marked; no lgts; no service. Pier 6 heliport clsd. (10-22)

**CLINTON-HYDE FLD: Rnwy lgts prior req. only. (1-21)

GRANTSVILLE-RADIO: VOR usable dist 20 n mi from 300° clockwise to 310° at MOCA. VOR temp operg monitor. category (3). (5-10)

HAGERSTOWN ARPT-TOWER: Twr hrs of opern will be 0730 - 2000 Mon thru Fri until further notice. (11-4) FLD: All taxi strips W of N/S rnwy clsd-parked mil acft. Taxi strips leading to City hangar remain open to transient tfc. Caution-provide proper clearance over U.S. 11 when apchg to land W on E/W rnwy. Rnwy mrkd to show where 40 to 1 apch clearance line intersects rnwy. Entire rnwy avail. at pilots' discretion. W end E/W rnwy being extended. Use caution - const equip. operg close to end of rnwy (9-20) 75' temp steel twr erected approx 1500' off apch end rnwy 20. (11-1)

LAYTONSVILLE-DAVIS ARPT: First 500' of rnwy at ENE end unusable. (12-13)

SALISBURY-RADIO: VOR has flyable bends and roughness on arwy V1 to the NE at lower alts. (7-1)

MASSACHUSETTS: SPECIAL NOTICE: Arpt condition info avail by calling State Police Barracks.

BOSTON-RADIO: VOR coverage 26 n mi at MOCA in all azimuths. (6-14) About April 18, VOR/DME will be shut down until approx May 20 - conversion to VORTAC. (1-17) See page 75 for substitute route structure & MEAs and temp non-compulsory reporting points to be utilized durg shutdown.

BOSTON-BEDFORD (HANSCOM) ARPT: Tfc pat procedures: All acft with pat speed below 110 mph, fly 900' MSL; all conventional acft with speed 100 mph and above fly 1300' MSL; jets fly 1800' MSL. (7-31)

**BOSTON-LOGAN ARPY-TOWER: VHF/DF min alt coverage within radius of 40 mi; 025°-080°, 2000'; 080°-210°, 2500'; 210°-240°, 3000'; 240°-270°, 3500'; 270°-330°, 3000'; 330°-025°, 2500'. (9-26) FLD; Obstn lgts on 174' stack 1/3 n mi WSW inop. S hangar area W of stn 23 restricted to acft 80,000 lbs or less. Take-offs to NE direction rnwy 4L and lndgs in SW direction rnwy 22R restricted to acft 12,500 lbs or less xcpt in an emerg as defined by CAR 60.2. Turbojet acft lndgs & take-offs rnwy 4L-22R and take-offs rnwy 33 prohibited. Use mrkd hard surface rnwys and taxiways only. Other areas including grass shoulders unsafe. Caution - seagulls on and adj to lndg areas. Non-standard apch lgt system serving rnwy 4R consisting of displaced outboard green threshold lgts 2502' from rnwy end; bars consisting of 3 white lgts on both sides of rnwy, with bars spaced at approx 100' intervals between threshold lgts and rnwy end. White centerline bar lgts and sequence flashers spaced at approx 100' intervals on extended rnwy centerline from 42' - 1142' out from end of pavement. Transient mil operns restricted to acft accepted for handling by Air National Guard and using ANG facs only. Fld otherwise clsd to transient mil acft, xcpt emerg use. Transmissometer cmsnd. (1-16)1249' (1349'MSL) lgtd twr erected 10.8 n mi WSW (252°T) at lat 42-18-37, long. 71-14-10. (10-16)

BOSTON-REVERE ARPT: Clsd to all ngt operns. Caution advised during daylgt hrs. Const of highway near apch ends of rnwys 13 and 15. (2-6)

FALMOUTH-COONAMESSETT RANCH ARPT: Exercise extreme caution when ceiling 3000' or below and visibility 5 mi or less. Hvy jet operns vcnty Otis AFB. When IFR contact RAPCON on 122.5 mc; listen 126.18 mi prior entering Otis RAPCON area. (8-28)

GARDNER-RADIO: VOR V39 and V106 NE and SW and V151 NW and SE have excessive intermittent roughness ranging from 3 to 18 n mi MEA. (1-30)

HYANNIS-BARNSTABLE ARPT: Apch area rnwy 24 not graded. Hazardous soft shoulders. with looes gravel. Flarepots temp replacing rnwy 6 threshold lgts. No rnwy mrkg 6-24. Rnwy & threshold lgts rnwy 11-29 inop. (1-15)

MARSHFIELD ARPT: Unattended. (11-29)

**MARTHA'S VINEYARD ARPT: 640' (700'MSL) lgtd twr erected 7.8 n mi WSW (251°T) at lat 41-20-01, long. 70-48-44. (7-16)

MASSACHUSETTS: ★NANTUCKET-RADIO: Feb 20, HH fac converted to consolan. For normal CONSOLAN reception acft rcvrs must have BFO oscillator. ADF reliable on all azimuths beyond 25 mi from stn. (2-20)
NANTUCKET-MEMORIAL ARPT: 2 flashing hi-intensity apch lgts lctd near beginning rnwy 24 converted to exper opern - not to be used by civil acft. (5-22)
MICHIGAN: ANN ARBOR MUN ARPT: Caution last 700' NW rnwy. Only 2100' SE end usable. Some bndry lgts inop due const.
BAD AXE-HURON CO MEML ARPT: Clsd for const. (9-16)
BATTLE CREEK-KELLOGG FLD: Const work E ramp, mrkd days & ngts. (8-30) Men & equip. on fld days. Trees above obstn lgts on SE edge of fld. (3-29)
BELLAIRE-ANTRIM CO. ARPT: Clsd - due rnwy const. Old N/S strip on E side usable.
BENTON HARBOR-ROSS FLD: Embankment all apchs. Use rnwys. Entire 5100' E/W rnwy usable day opern. 1450' E end not lgtd. Use 3650' lgtd section for ngt operns. (9-28)
BIG BEAVER ARPT: N/S rnwy not maintained. (7-3) 306'(956'MSL) twr being erected 1 n mi SW(232°T) at lat 42-32-33, long 83-07-46. (12-29)
BIRMINGHAM-BERZ ARPT: 2 unlgtd steel twrs approx 150' above ground being erected 1/2 mile SW. Twrs just under glide path to NE rnwy. (6-13)
CARLETON-RADIO: DME coverage at min en route alt 39 n mi from 360° clockwise to 250° and 30 n mi from 250° clockwise to 360°.VOR cov lmtd to 39 n mi in all azimuths at MEA.
CLIO-WESTPORT ARPT: Clsd to transient acft due spring thaws. (2-27)
★DETROIT AIR ROUTE TRAFFIC CONTROL CENTER: Freq 120.4 mc lctd Grand Rapids peripheral site. Freq 269.2 mc (locally) decmsnd. (2-24)
DETROIT-CITY ARPT: Due to non-visibility twr unable to ctl tfc on first 1000' rnwy 2. Rnwy 2-20 clsd to large twin eng acft 12,500 lbs gross and over xcpt on pilot's request. (6-27) Rnwy lgt installation rnwys 15-33 and 7-25. Use extreme caution. Ctl twr will issue special instructions. (11-1)
DETROIT-METROPOLITAN WAYNE CO ARPT: Due non visibility twr unable to ctl tfc on ramp N side old arpt, taxiways on old arpt, and E two-thirds of National Guard ramp on SE side of old arpt. All rnwys & sod areas old arpt clsd to lndgs & take offs. Ramp & bldg const in front of and alongside main term bldg. Taxiway const left of and parallel to rnwy 33. Hangar const to left of apch end of rnwy 15. Taxiway const to right of rnwy 9 and left of rnwy 3R. Const work mrkd by flags or flares. Men & equip. on or adj to ramp and rnwys.
DETROIT-WILLOW RUN ARPT: Due to non-visibility twr unable to ctl tfc on N portion W ramp and first 500' of rnwy 9L.
ESCANABA ARPT: Const on E/W rnwy. Use with extreme caution. Engineer targets on ends of rnwy. (10-4)
GAYLORD-OTSEGO CO. ARPT: N/S rnwy plowed. Remainder clsd wheel equipped acft.
GRAND RAPIDS-KENT CO ARPT: Rnwy 9-27 clsd xcpt for winds exceeding 20 knots. Unlgtd acft parked W rnwy 18R-36L and intsxn rnwy 4. (12-27)
JACKSON-REYNOLDS ARPT: Rnwy 9-27 rough, usable for lgt acft. Caution - apch end rnwy 31 crosses hi-way S of fld. Cross road at 50' or above due hazardous surface vehicles Acft taking-off on rnwy 13 SE, veer 40° rgt after safe alt to avoid dense residential area.
KALAMAZOO ARPT: Trees above one obstn lgt NW. (7-16)
KEELER-RADIO: VOR has course deviations in all quads exceeding tolerance beyond 25 mi from stn. (12-19)
★LANSING-CAPITAL CITY-ARPT-TOWER: Twr trans on 245 kc serviceable approx 5 to 7 n mi - interference. ILS LMM lmtd to usable dist of 9 n mi due to interference. Glide slope relctd 400' S of centerline E/W rnwy and 1200' from apch end; glide angle 2.81°; MM 1070' MSL, OM 2030' MSL. (2-26) FLD: Acft parked W side fld E of apron. Const on 800' extension NE rnwy 6-24 & connecting taxiway. Usable length rnwy 6-24 - 4000'.
MT. CLEMENS-MACOMB ARPT: Caution - const W end of fld. 2200' E end rnwy 9-27 open. (10-11)
MUSKEGON-RADIO: VOR coverage lmtd to 35 n mi 330°-075°, clockwise at MEA. (4-29)
MUSKEGON CO ARPT-TOWER: Effect. Mar 15, twr hrs of opern will be 0700-2300. (2-24)
FLD: Due to non visibility twr unable to ctl tfc 100' on apch end rnwy 14 and for 50' on apch end rnwy 24. Acft apchg rnwy 14 over Mona Lake not visible to twr when flying below 100' - trees along bndry. (11-14) 60' wea radar twr approx 100' from centerline NE/SW rnwy, at NE end, at S end of term bldg. (2-25) N/S rnwy clsd ngts.
NILES-TYLER MEMORIAL ARPT: Unicom inop. (10-4)
PELLSTON-EMMETT CO. ARPT: Rnwy 9-27 restricted to 10,000 lbs gross wt single wheel
PONTIAC-ALLEN'S ARPT: 100' E end rnwy 29 under const - caution. (7-3)
PULLMAN-RADIO: DME coverage 40°-136°, 26 n mi; 136°-172° and 265°-306°, 35 n mi at min en route alt.

MICHIGAN: ROGERS CITY-PRESQUE ISLE CO. ARPT: W end E/W runway closed due soft spots. (5-24)
SAGINAW-MUNICIPAL ARPT: 29' wood pole elec line being const 181' E of arpt at lat 43-25-45 long 83-51-45. (9-25)
SAGINAW-TRI-CITY ARPT: Caution - men and equipment on runways daylgt hrs. (9-12)
ST IGNACE-MACKINAC CO ARPT: Pilots planning winter wheel lndgs phone St Ignace 854 prior to planning flgt. (9-9)
SAULT STE MARIE ARPT: Beacon and strip lights inoperative (5-10) All runways xcpt 9-27 closed due to snow. Runway 9-27 operative, but caution advised due snow (12-10)
WEST BRANCH-GENTRY'S ARPT: NE/SW and E/W runways closed. Use caution other runways. (7-31)
MINNESOTA: ALEXANDRIA-RADIO: DME has 35 n mi coverage at all azimuths; has 43 n mi from 031° clockwise thru 149°, 164°-194° and 338°-016°. (5-29)
AUSTIN ARPT: 150' (1362' MSL) church bldg being erected approximately 3000' WSW. Completion date April. Not marked, painted or lighted. (2-1)
BACKUS ARPT: Not maintained for wheel equip acft winter months. (11-6)
BEMIDJI-RADIO: TVOR voice fac out of service. (1-9)
BROOTEN ARPT: New arpt reported. Lat 45-30, Long 97-07; elev 1305'; 1 strip 2600', turf; No fuel or serv. (12-2)
**DULUTH ARPT: Ramp construction W of administration building. Caution crossing arpt perimeter roads landing runways 3-21. Men and equipment on field days. Transmissometer cmsnd. (12-17)
EVELETH-RADIO: State owned TVOR unusable beyond 20 mi from 300°-030°. Moderate scalloping and roughness in excess of 2° from 165°-260°. (6-7)
FAIRBAULT ARPT: NW/SE rnwy only will be plowed winter months. (12-6)
**FAIRMONT ARPT: 500(1710'MSL) lgtd twr erected 2 n mi SW(240°T) at lat 43-38, long. 94-28. (7-18)
★MINNEAPOLIS-AIR ROUTE TRAFFIC CONTROL CENTER: Feb 14, trans & rcvr 124.2, 124.8 mc cmsnd Pierre, S. Dak. peripheral site; trans & rcvrs 118.4, 121.0 mc cmsnd Redwood Falls, Minnesota peripheral site. February 25, trans & rcvr 123.8 mc 126.4 mc cmsnd Wausau, Wis. peripheral site. (2-25)
MINNEAPOLIS-ANOKA CO ARPT: Only N/S rnwy open for wheels. (12-3)
MINNEAPOLIS-CRYSTAL ARPT: Caution - extensive const - men & equip. on field. NW/SE runway remains open and lighted majority of time. Usable area limited during construction.(7-22) Taxi strip to NE/SW rnwy under construction NW/SE and NE/SW rnwys open for wheels. (12-3)
MINNEAPOLIS-FLYING CLOUD ARPT: Construction N/S and E/W runways open for wheels. Two 263' twrs being erected 2.9 n mi N(15°T) at lat 44-52, long. 93-25. One twr completed and lgtd. Second twr not completed. (12-5)
MINNEAPOLIS-ST PAUL INTNL (WOLD-CHAMBERLAIN) FLD: First 1000' rnwy 22 clsd to non-mil acft. Tk-offs permitted when wind conditions dictate in interest of safety. May be used for taxiing, also overruns for NE lndgs. Due to non-visibility twr unable to ctl tfc on first 500' apch end rnwy 11L, intsxn rnwy 4-22 & 11R and associated taxiways. Major const SE portion of fld adj to rnwy 4-22 and 11L-29R & taxiway 11R-29L. Area fenced. Const area & equip. hazard mrkd day and ngt. (10-10)
PARK RAPIDS-SKY MANOR FLD: New arpt reported. Lat 47-03, Long 95-07; elev 1482'; 1 rnwy, 3200', turf; no serv. (12-24)
ROCHESTER-RADIO: DME coverage 20°-245°, 35 n mi at MEA. (7-6) VOR radial 313° from 18 to 36 mi at MEA out of tolerance below 3300' - roughness and scalloping. (12-23)
ROCHESTER-LOBB FLD: Rnwy 17 clsd ngt lndgs. (11-26) 20' cranes operg 200' SW end rnwy 2-20, unmrkd day or ngt. (4-29) Green flashing code bcn at pp ctl twr inop. (12-7)
ROSEMOUNT-SOUTHPORT ARPT: Caution - const of new NW/SE rnwy. E/W and N/S strips usable with caution. (5-7)
ST. PAUL-LAKE ELMO ARPT: NE/SW strip clsd. Only NW/SE rnwy will be plowed. (12-3)
SANDSTONE ARPT: New arpt reported. Lat 46-07, Long 92-53; elev 1088'; 1 strip, 2600' turf; no fuel or serv. (12-2)
SILVER LAKE ARPT: 315'(1325'MSL) lgtd twr being erected 17 n mi ESE(120°T) at lat 44-47-19, long. 93-54-30. (11-18)
TWO HARBORS ARPT: Work in progress on const 2500' x 200' (ESE/WNW) lndg strip; 1045' MSL; lat 47-04-00, long 91-40-48; lctd 3 mi N. (4-12)
WARROAD ARPT: 310'(1440'MSL) lgtd twr being erected 3 n mi SSW(216°T) at lat 48-53-43, long. 95-23-10. (12-23)
WILLMAR ARPT: 500'(1648'MSL) lgtd twr being erected 3.8 n mi NE (57°T) at lat 45-08-25, long 95-00-50.
WINONA-RADIO: TVOR unusable beyond 14 mi - course instability. (3-30)

MISSISSIPPI: BROOKHAVEN ARPT: 329' (823'MSL) lgtd twr being erected 4.6 n mi NNW (351°T) at lat 31-40-18, long. 90-25-03. (1-22)
COLUMBIA ARPT: Clsd due const. (8-14)
COLUMBUS-RADIO: Soon, VOR will be cmsnd. Freq: 115.8 mc. Ident: UBS. Lctd lat 33-29-12, long. 88-30-32. Class: VORW. Until voice cmsnd on Columbus rdo, Tuscaloosa rdo will furnish in-flgt and emerg assistance serv to standard ATCS freqs. (1-23)
CORINTH ARPT, 7, MEM-TPA: Clsd. Const. (12-11)
GREENVILLE AFB: Caution all alts, intensive jet trng within 100 n mi radius.
GREENWOOD-RADIO: Freq 3023.5 kc unreliable due to excessive interference. (8-1)
GULFPORT ARPT: All tfc left: alt 1500' jet and hvy, 800' lgt acft. Caution - exten jet lndg and take-off rnwys 14-32 and 04-22. First 200' rnwy 32 and final 600' of final apch apch for rnwy 32 not visible from twr. Non-rdo acft use taxiway No. 4 for take-off on rnwy 32 and 36. (6-11)
INDIANOLA-SPECIAL NOTICE: Intensive jet take-off and lndg conducted Mon-Fri 0700-1700. Use extreme caution in vcnty of Indianola AF Aux from gnd to 10,000'. Civil acft obtain approval for lndg from Greenville AFB. (7-19)
JACKSON-RADIO: VOR areas out of tolerance due roughness, scalloping and bends, xcpt radials 260° clockwise thru 280°. (2-24)
JACKSON-HAWKINS ARPT: 185'AGL derrick boom 1.8 n mi N (12°T) at lat 32-21-22, long. 90-12-45. (12-18)
MADISON-CAMPBELL FLD: Caution. Soft spots during rains. (11-13)
McCOMB-PIKE CO. ARPT, 8C, MSY-STL: NE SW lndg strip soft and unsafe for use by any type of acft during wet wea. (3-5)
MERIDIAN-RADIO: VOR DME relctd and operg test basis only. Freq: 115.4 mc. Lctd lat 32-22-44, long. 88-48-12. (12-19) Caution - all arwys and Ints based on VOR are not usable for navigational purposes until stn is cmsnd. LFR may be used in lieu of VOR temp. (8-22) MEA V194 (MCB-MEI remain as published, (8-23) About Mar 10, VOR will be shut down for conversion to VORTAC. (2-17)
MERIDIAN-KEY FLD-RADIO: ILS glide slope inop until approx April 1 - relctn. (12-17)
MERIDIAN-KEY FLD: Rnwy 1-19 clsd to all operns for repairs and extension. Temp portable rnwy lgts installed rnwy 5-23, operg 2000-2400 and on prior req only. (5-15) Taxiway running S from 9-27 beyond tetrahedron then SE to intsxn rnwy 5-23 clsd for const of new taxiway. (7-5) Rnwy 9-27 clsd. (11-1) Men and equip on fld days. (7-15)
MISSOURI: COLUMBIA-RADIO: VOR coverage restricted to 35 n mi at MEA. (9-10)
DEXTER ARPT-SPECIAL NOTICE: Lndg and take-off training conducted during daylgt hrs by mil with T-34 and T-28 acft, Mon-Fri. T-28 acft utilizing 360° overhead tfc pat. Movements of mil acft ctld and will give way to civil acft desiring to land at or take-off from arpt. Civil acft should execute normal rectangular tfc entry to active rnwy. Mil acft pat will be interrupted by local mil ctl unit to permit normal lndg or take-off. (10-18)
GORIN-WILEY'S ARPT: About 11 March, 183' (906'MSL) lgtd twr will be erected 12.5 n mi ENE (81°T) at lat 40-24-40, long. 91-48-13. (2-6)
JEFFERSON CITY-MEMORIAL ARPT: 600' E end E W and 600' N end N S rnwys clsd. 929' (1773'MSL) lgtd twr being erected 6.8 n mi NNE (35°T) at lat 38-41-28, long. 92-05-43. (10-11)
KANSAS CITY-RADIO: Moderate multiples all courses LFR, usable xcpt for right side opern. (5-10)
★KANSAS CITY-AIR ROUTE TRAFFIC CONTROL CENTER: Feb 17, trans and rcvrs 118.2, 123.8 mc cmsnd at Marysville, Kans. peripheral site. Feb 14, trans and rcvrs 119.2, 120,0 mc cmsnd at Kirksville, Mo. peripheral site. Feb 26, trans and rcvrs 119.0, 125.6, mc cmsnd at Columbia peripheral site. (2-26) Feb 27, trans and rcvrs 120.2, 121.1 and 125.3 mcs cmsnd at Emporia, Kans. peripheral site. (2-27)
KANSAS CITY ARPT: Due non-visibility twr unable to ctl tfc on first 200' rnwy 21, portions of term ramp, all TWA ramp and warm-up block on rnwy 35. Rnwy 17 clsd. Sod areas restricted, use taxiways. Shoulder on new addition to ramp and new taxiways soft. Taxiway on W side of fld beginning at N edge TWA and CAL ramp clsd to all acft for taxiing due const. Barricades on each end of taxiway. Use extreme caution. 6' temp wood fence erected beginning 200' S of twr, thence SSE to gate 12. Lgtd and flagged. (2-26)
KANSAS CITY-STATELINE ARPT: Slow arpt tfc altitude 600'. Caution - jet acft Grandview AFB operg vcnty. (4-20)
KIRKSVILLE, 12, MKC-CHI ARPT: About 24 Feb., 223' (1030' MSL) lgtd twr will be erected 8 n mi ENE (69°T) at lat 40-12-16, long. 92-10-36. (1-28)
LEBANON ARPT: N/S rnwy clsd for const. Fld clsd for ngt operns. Daylgt use of fld at pilot's discretion and risk. (11-9)
MISSOURI: MALDEN ARPT: Air Force primary contract school. Clsd to all transient civilian acft xcpt on offl business or upon permission from Director of Mil Trng and Operns or Civilian Director of Flying. 2-way rdo rqrd. Intensive mil student trng 50 mi radius to 10,000'MSL 0700-2400 Mon-Fri. (6-20)
MARYVILLE MEM'L ARPT: 243' (1383'MSL) lgtd twr being erected 7.5 n mi ESE (113°T) at lat 40-18-24, long. 94-45-57. (12-24)
NEOSHO-RADIO: VOR coverage lmtd to 35 n mi from 10° clockwise to 130° at MEA. (8-2)
POPLAR BLUFF-FIELDS MEMORIAL ARPT: Bcn and rnwy lgts inop due const. (1-16)
PROTEM-CLARK ARPT: New arpt reported: lat 36-30, long. 92-48; lctd 3.5 mi SE; elev: 800'; 1 turf strip (N S) - 2300' x 100'; remarks - S apch 10:1. (7-3)
ST CHARLES ARPT-SPECIAL NOTICE: Aerobatic Area for student trng designated WNW of arpt bounded by: lat 38-51, long. 90-35; N to lat 38-54, long. 90-35; NNW to lat 39-00, long. 90-39; W to lat 39-00, long. 90-45; S to lat 38-55, long. 90-45; ESE to lat 38-51, long. 90-35, in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500'-5500'MSL. (12-30) Two 177' (627'MSL) lgtd twrs being erected 2.2 n mi ESE (119°T) at lat 38-50-05, long. 90-28-12. (1-3)
ST JOSEPH-RADIO: Feb 2, DME shutdown. (2-2)
ST JOSEPH-KING'S EASTSIDE ARPT: 243' (1306'MSL) lgtd twr being erected 11.8 n mi NE (45°T) at lat 39-55-21, long. 94-37-05. (12-24)
ST JOSEPH-ROSECRANS MEM'L ARPT-TOWER: ILS lclzr and glide slope shut down until approx April 15, relctn of lclzr. (1-28) FLD: Due to non-visibility, twr unable to ctl tfc in following areas: beginning 260° SE from center intsxn of diagonals on rnwy 13 for a dist of 340' and beginning 300° SW from center intsxn of diagonals on rnwy 22 for a dist of 560'. All rnwys normal. N S rnwy open entire length, 8058' with hi-intensity rnwy lgts. No apch lgts. (2-24) 268' (1328'MSL) lgtd twr being erected 16 n mi SE (150°T) at lat 39-32-29, long. 94-44-53. (12-24)
★ST LOUIS-AIR ROUTE TRAFFIC CONTROL CENTER: Feb 26, trans and rcvrs 118.6 mc and 124.1 mc cmsnd at Columbia peripheral site. (2-27)
ST LOUIS-LAMBERT FLD: Taxiway lgtg installation along side all taxiways in progress. Open ditches parallel to and 10' from taxiway. Caution - men and equip. Shoulders soft. Rnwy apchs rough and unusable. Grass area clsd. New concrete surface on rnwys 6-24 may be slippery when wet. Const in progress on p-line, 100' steel twrs approx 5/8 mi E. 1152' (1649'MSL) lgtd twr being erected 10.5 n mi SSE (169°T) at lat 38-34-08, long. 90-19-51. (2-13) 18' (564'MSL) lgtd bldg being erected 1 n mi WNW (306°T) at lat 38-45-21, long. 90-23-05. (1-21)
ST LOUIS-PARKS METROPOLITAN ARPT-SPECIAL NOTICE: Aerobatic area for student training in following area: bounded by long. 90-00 and 90-15, lat 38-25 and 38-35; in use daily when ceiling and visibility exceed 5000' and 5 mi between 2500-5500'MSL. (4-22)
ST LOUIS-PARKS METROPOLITAN ARPT: When glider operns are in progress, large "G" will be placed next to segmented circle. (4-12)
SEDALIA-MEMORIAL ARPT: Caution - hvy equip in opern, new rnwy const. Use NE/SW rnwy only. (1-4)
SPRINGFIELD-RADIO: Feb 17, VOR shut down until approx Apr 3 - conversion to VORTAC. See page 76 for temp MEAs to be utilized during shutdown period. (2-26)
SPRINGFIELD ARPT: Caution - const in progress near apch end rnwy 19. Use paved rnwy only. (1-8)
SPRINGFIELD-DOWNTOWN ARPT: NW-SE rnwy being extended. Acft apchg from SE extend touchdown NW of yellow bndry mrkrs. (11-12)
MONTANA: BOZEMAN-RADIO: VOR/DME coverage 10°-90°, 20 n mi at 11,000'; 90°-145°, 30 n mi at 12,000'; 145°-185°, 40 n mi at 12,000'; 185°-250°, 40 n mi at 11,000'; 250°-340°, 40 n mi at 9000'; 340°-10°, 30 n mi at 11,000'. (7-23)
BUTTE-RADIO: VOR/DME coverage 317°-352°, 35 n mi at 9000'; 352°-20°, 35 n mi at 10,500'; 20°-68°, 26 n mi at 10,500'; 68°-80°, 35 n mi at 10,500'; 80°-118, 43 n mi at 10,500'; 118°-135°, 35 n mi at 11,000'; 135°-157°, 43 n mi at 11,500'; 157°-164°, 35 n mi at 11,000'; 164°-176°, 26 n mi at 11,000'; 176°-198°, 17 n mi at 10,500'; 198°-220°, 26 n mi at 11,000'; 220°-248°, 35 n mi at 11,000'; 248°-264°, 26 n mi at 11,000'; 264°-317°, 35 n mi at 11,000'. (11-20)
DILLON-RADIO: VOR radial 146°- usable to 39 n mi. About Apr 7, VOR will be shut down until approx Apr 22 - conversion to VORTAC. (2-21)
DRUMMOND-RADIO: DME and VOR coverage from 320°-55°, 17 n mi; 55°-70°, 26 n mi; 70°-110°, 35 n mi at 9000'; 110°-150°, 17 n mi; 150°-260°, 26 n mi at 10,000'; 260°-290°, 17 n mi at 9000'; 290°-320°, 26 n mi at 10,000'.

MONTANA: HELENA-RADIO: VOR flight-checked for en route arwys use only at min instr alts. Westerly radials serving Victor 2 Arwy have lmtd usable dist in the signal shadow areas imposed by intervening high terrain.

HELENA ARPT: Rnwys 5-23 and 7-25 restricted to 35,000 lbs GWT. Rnwy 11-29 restricted to 50,000 lbs GWT single wheel or 70,000 lbs GWT dual wheel. (5-28)

LEWISTOWN-RADIO: VOR flight-checked for en route arwys use only at min instr alts.

LIVINGSTON-RADIO: DME and VOR coverage 320°-15°, 17 n mi at 11,000'; 15°-85°, 43 n mi at 9000'; 85°-200°, 9 n mi at 11,000'; 200°-230°, 26 n mi at 11,000'; 230°-250°, 35 n mi at 10,000'; 250°-280°, 35 n mi at 11,000'. (6-16)

**MILLER-BEACON SITE 37, SEA-HLN: To be perm discont March 20. (2-27)

MISSOULA-RADIO: DME and VOR coverage 355°-40°, 17 n mi at 11,000'; 40°-70°, 26 n mi at 11,000'; 70°-110°, 17 n mi at 9000'; 110°-125°, 26 n mi at 11,000'; 125°-160°, 35 n mi at 11,000'; 160°-175°, 26 n mi at 9000'; 175°-195°, 17 n mi at 9000'; 195°-220°, 26 n mi at 11,000'; 220°-235°, 17 n mi at 9000'; 235°-270°, 26 n mi at 11,000'; 270°-290°, 35 n mi at 9000'; 290°-355°, 26 n mi at 11,000'. About March 24, VOR/DME will be shut down until approx March 28 - freq chng from 111.8 mc to 112.8 mc. Durg shutdown, following arwys will be affected: V2 MLP - DRU unusable. V231 MSO - Charlo Int substituting N course MSO LF rng. Charlo Int. temp redesignated as N course MSO LF rng and 068° radial MLP VOR. (2-14))

MISSOULA-COUNTY ARPT: Taxi strip between rnwys 25 & 29 clsd. Rnwy 2-20 clsd. Rnwy 7-25 clsd to acft over 25,000 lbs gross wt. Last 1300' rnwy 29 unusable for acft over 25,000 lbs. (1-30)

MULLAN PASS-RADIO: Caution - E course LF rng has multiple spread 7° at 35 n mi; W course has multiple spread 7° at 30 n mi which progresses outwards with distance.

WHITEHALL-RADIO: DME and VOR coverage 330°-360°, 26 n mi at 10,500'; 360°-47°, 26 n mi at 11,000'; 47°-70°, 35 n mi at 11,000'; 70°-96°, 35 n mi at 9000'; 96°-118°, 26 n mi at 11,000'; 118°-164°, 17 n mi at 11,500'; 164°-197°, 35 n mi at 10,500'; 197°-213°, 26 n mi at 11,500'; 213°-228°, 17 n mi at 11,500'; 228°-250°, 26 n mi at 11,500'; 250°-277°, 26 n mi at 10,000'; 277°-299°, 17 n mi at 10,000'; 299°-330°, 17 n mi at 10,500'. (6-23)

NEBRASKA: BRUNING-STATE ARPT: Bcn inop. (12-5) NE/SW taxiway clsd. (12-27)

CHADRON-RADIO: Feb 6, H fac operg test basis. Freq: 206 kc. Ident: CDR. Lctd lat 42-50-00, long. 103-06-00. Class: HW. (2-7)

**HAY SPRINGS ARPT: 583'(4578'MSL) lgtd twr erected 2.1 n mi S(180°T) at lat 42-38-25, long 102-42-04. (2-14)

LINCOLN-ARROW ARPT: Caution- NW/SE & NE/SW strips clsd. NW/SE being hard surfaced. Use temp N/S turf area 1500' x 200', W of hangar line. Mrkd with cones. (2-26)

NORTH PLATTE-RADIO: DME inop. (1-28)

OMAHA-RADIO: February 17, VOR/DME will be shut down until approx May 1 - conversion to VORTAC. (1-17) Durg shutdown following temp MEAs may be utilized: V6, V8, V1510 GRI VOR - Int. SUX R151 and GRI R073 (Omaha Temp. Int), 7800'; Omaha Temp. Int. to *Int DSM R254 and Neola R148 (Kimberly Temp. Int), 7800' (*Effective on cmsng Neola, Iowa VOR 3/13/58); Kimberly Temp. Int. - **Middle River Int., 7800' (**MRA 3000); Middle River Int - DSM VOR, 2600'. Direct Route:-STJ VOR via R325 - #Int. GRI R073 and STJ R325 (Omaha Temp. Int.), 7800'; #Omaha Temp. Int. - SUX VOR, 7800' (#After passing intsxn S-bound, descent can be made to 4500'. Descent to 5400' authorized after passing intsxn N-bound). SUX VOR via R166 - Int SUX R166 and Omaha ILS lclzr course 315/135 (Blair Temp. Int.), 2500'; BLair Temp Int. - Omaha LOM, 2700'; Omaha LOM - OMA LFR, 2700'; OMA LFR(bear. 138/318) - STJ VOR via R323, 2700'. (2-20)

OMAHA ARPT: Due to non-visibility twr unable to ctl tfc on SW portion W of N/S taxi strip and S of United Airlines hangar. (12-20) S 500' rnwy 17L-35R clsd, mrkd by threshold lgts. SW 700' rnwy 2-20 clsd, mrkd by cones. Rnwy 2-20 clsd night opern. (9-11) E 300' rnwy 8-26 clsd, mrkd by threshold lgts. (2-26)

ORD ARPT: Caution. Portions of rnwys torn up for reseeding. (11-17)

SCOTTSBLUFF ARPT: 677'(5144'MSL) lgtd twr being erected 8.5 n mi NNW(339°T)at lat 41-59-58, long. 103-39-55. (12-10) Farm operns in progress. Equip. crosses rnwys, taxi strips. Caution. Rough spots S edge rnwy 23 from NE end to intsxn. Use center rnwy.

SCRIBNER-STATE ARPT: NE/SW taxiway available to lgt acft only. (11-6) Bcn inop. (11-9) NW/SE rnwy clsd - const. (2-25)

SIDNEY-SPECIAL NOTICE: Demolition opern approx 7.8 n mi NNW durg daylgt hrs, Mon thru Fri. Area hazardous within a radius of 3000' to an alt of 10,000' MSL.

SIDNEY ARPT: Dirt portion both ends NW/SE rnwy rough. (11-8)

WEEPING WATER-BROWN'S ARPT: Occasional blasting operns rock quarry S edge arpt

NEVADA: BATTLE MOUNTAIN-RADIO: DME coverage 360°-90°, 35 n mi; 90°-125°, 26 n mi; 125°-170°, 17 n mi; 170°-240°, 35 n mi; 240°-300°, 17 n mi; 300°-360°, 43 n mi at 12,000'.

BEATTY-RADIO: Soon, VOR will be cmsnd. Freq: 114.7 mc. Ident: BTY. Lctd lat 36-48-02, long. 116-44-48. (2-18)

BOULDER CITY ARPT: Not maintained. Washout on rnwy. Should not be used. (10-29)

CARSON CITY ARPT: Fld soft off rnwys and taxiways. (6-5)

ELKO-RADIO: VOR coverage 80°-140°, 30 n mi at min terrain clearance alt. (5-18)

LAS VEGAS-SPECIAL NOTICE: Frequent violations have been reported of Prohibited Area 275, northwest of Las Vegas. This area is extremely hazardous to intruding acft. All civil acft are warned to keep clear of this area. (10-8) Caution in Control Zone area, tow target pat. between Nellis AFB and a point 8.7 n mi N Nellis AFB descending from 10,000'

LOVELOCK-RADIO: VOR coverage 40°-60° and 90°-110°, 35 n mi at 12,000'. DME coverage 5°-30°, 30 n mi at 12,000'; 30°-60°, 35 n mi at 12,000'; 60°-160°, 26 n mi at 12,000'; 160°-240°, 43 n mi at 10,000'; 240°-05°, 35 n mi at 12,000'. Feb 10, DME shut down - relctn. Soon, VOR will be shut down until approx March 26 - relctn and conversion to VORTAC. Durg VOR shutdown following V arwys will be unusable IFR conditions: V-6 1502, 1504 between Battle Mountain and Reno, Nevada. (2-2)

MORMON MESA-RADIO: DME coverage 65°-80°, 35 n mi at 13,000'; 105°-115°, 35 n mi at 13,000'; 115°-130°, 26 n mi at 13,000'; 130°-140°, 35 n mi at 13,000'; 270°-280°, 35 n mi at 12,000'; 280°-340°, 26 n mi at 12,000'.

RENO-RADIO: VOR coverage 200°-230°, 30 n mi at 12,000'; 10°-35° and 45°-85°, 35 n mi at 11,000'. DME coverage 45°-75°, 43 n mi at 10,000'; 75°-110°, 26 n mi at 12,000'; 110°-180°, 43 n mi at 13,000'; 180°-200°, 26 n mi at 13,000'; 200°-240°, 17 n mi at 13,000'; 240°-280°, 35 n mi at 11,000'; 280°-350°, 43 n mi at 11,000'; 350°-45°, 35 n mi at 12,000'.

SOD HOUSE-RADIO: VOR coverage 30°-50°, 35 n mi at 12,000'; 50°-80°, 30 n mi at 12,000'.

WELLS-RADIO: VOR flight-checked on arwy radials only. (12-14) VOR radials 180°-215° and 015°-030°, 15 n mi; 335°-015°, 20 mi at min IFR alts. (2-11)

NEW HAMPSHIRE: SPECIAL NOTICE: Arpt condition info is avail by calling the N. H. Aero Comm 0830-1700, Mon-Fri, (tel. Concord, Capital 5-6611, ext. 211 or acft in flight call Concord Arpt on 122.8 mc) or CAA Commun Stn, Concord Mun Arpt any time (tel. Capital 5-6151 or acft in flight call Concord Rdo).

CONCORD-RADIO: DME coverage 315°-325°, 35 n mi at 5000'; 350°-10°, 35 n mi at 5000'; 010°-030°, 26 n mi at 5000'; 030°-075°, 35 n mi at 4000'; 075°-100°, 35 n mi at 2500'; 100°-120°, 26 n mi at 2000'. (9-28)

CONCORD ARPT: Const S end rnwy 17-35, extending rnwy. (1-20)

LEBANON ARPT: E/W rnwy not maintained winter mos. (12-12)

NASHUA-BOIRE FLD: Caution - banner pickups and drops during daylgt hrs - spray equip testing. Safety strips SW side of rnwy unsafe. Caution - nights - green rgn lgts are set so touchdown area is 300' beyond rng lgts SE end rnwy. (12-5)

WOLFEBORO-LAKES REGION ARPT: Clsd - const. (4-2)

NEW JERSEY: BELMAR-MONMOUTH CO. ARPT: Rnwy 14-32 usable 4000' paved from SE end. Const work NW extension resumed. Men & equip on fld. (12-30)

CALDWELL-RADIO: VOR out of tolerance 071° beyond 12 n mi; 204° beyond 10 n mi; 238°, 6 n mi; 259°, 10 n mi; 290°, 13 n mi; 303°, 6 n mi and 356°, 13 n mi at MOCA. Usable from 090° clockwise to 180°, 32 n mi. MRA from CDW VOR to Captain Int. at 5000' along V251 and 8000' from CDW VOR to Bellemeade Int. along V3. (12-17)

FLORENCE ARPT: Clsd. (8-1)

MILLVILLE ARPT: Non-military glider opern week-ends & holidays. Eng testing by acft parked N end rnwy 18, day & night. (1-16)

NEWARK-RADIO-SPECIAL NOTICE: Erroneous ADF reversals Newark 400 kc LOM and Newark LF rng, vicinity New York Metropolitan Area.

NEWARK-RADIO: LF rng has strong multiples three to four degs SW of SE course. Lgt multiples other courses.

NEWARK ARPT-TOWER: Soon, ILS serving rnwy 22 will be cmsnd. Lclzr freq 109.1 mc Ident: ARK. Lctd 575' SW rnwy 22-4. Glide slope freq: 331.4 mc. Glide angle 2.65°. Apch bear. 217° Var. 10°, 57'. MM lctd 3547' from apch end rnwy. Glide slope transmitter lctd 800' from apch end rnwy 22 and 300' NE rnwy centerline. Alt over OM 1763' MSL; OM lctd 8.17 s mi from apch end rnwy. (1-31) Both ILS systems will not be operated simultaneously, except markers. (1-31)

NEW JERSEY: NEWARK ARPT: MILITARY Clsd to mil acft xcpt on ofl bus. Clsd to all fighter type, jet type acft, regardless of ofl orders. Restrictions are not applicable to N. J. National Guard T-6, F-51, C-45 & C-47 type acft based at Newark Arpt. ALL ACFT Clsd to jet, motorless and fighter type acft and acft over 150,000 lbs. Rotary wing acft operg at terminal. NATCC preferential rnwy system in effect. Unusable lndg area rnwy 29 mrkd with red lgts. Earth mound 1250' E of threshold lgts rnwy 29 with obstn lgts 20' high Hangar const lctd 600' N of centerline W end rnwy 11. Equip active on taxiway area immediately adj to site. Const taxiway B from Taxiway A at intsxn F to terminal apron, 300' parallel to taxiway A. Taxiway between warm up block on NE taxiway & E hangar line clsd. Taxiway from Brewster Hangar to hangar 12 clsd. Men & equip. on fld. 130' cranes operg in seaport area E of apch end rnwy 29. Amber screens on ctc lgts on both ends of rnwy 4-22 increased from 1500' to 2000'. 80' crane 800' NE of centerline from apch end rnwy 11 mrkd days and lowered ngts. (1-25) Soon 3000' hi-intensity centerline configuration A apch lgts serving rnwy 22 to be cmsnd. ILS & Apch lgts rnwy 4 to be operd as primary system. ILS & apch lgts rnwy 22 to be operd under instr conditions & hrs of darkness when rnwy 22 in use. (1-31)

PRINCETON-NASSAU AIR PARK: Closed until approx March 15. (1-10)

RIDGEFIELD PARK-MELLOR-HOWARD SEAPLANE BASE: Const at E end of rnwy S side; pile drivers 60' high, along with barges on water on S side of river, lgtd. (9-14)

SCOTLAND LIGHTSHIP-RADIO: Marine rdo bcn operg 294 kc-careful tuning required.

SOMERVILLE-SOMERSET ARPT: On W take-off start left turn as soon as practicable. NW take-off make gentle rgt turn as soon as practicable followed by wide left-hand pat.

STILLWATER-RADIO: VOR monitor. category temp changed to (3). (5-10)

TETERBORO ARPT: Open ditches parallel to rnwy 1-19 E side and to S taxiway both sides. Shoulders rocky and rough. All grass areas subject to marsh conditions. Use rnwys only. Extreme caution taxiing to and from rnwy 24 to apch end. Open ditch parallel to rnwy 6-24 E side N of intsxn. NW/SW taxiway designated as rnwy 14-32 for civil and mil acft of gross rated take-off weight under 9000 lbs. Rnwy 32 clsd for take-offs. Rnwy 14 clsd for lndgs. Rnwy 14-32 avail ngts only on special request. Equip. on fld days. Const adj to all paved surfaces. Clsd to jet propelled acft xcpt with prior permission of arpt mgr. (3-11) 200' x 400' mrkd sod area N of center taxiway & 350' E of west taxiway restricted to lndgs & take offs of STOL type acft having prior permission of arpt mgr. Daylgt opern only. (12-18)

TRENTON-RADIO: TVOR usable dist 026°, 096°, 228°, 230° and 344° radials 17 n mi at MOCA, other azimuths 4 to 17 n mi. (6-14)

TRENTON-MERCER CO ARPT: Acft using rnwy 24 on take-off const straight out to Delaware Riv before executing left turn. All acft operns should be conducted on paved areas only, due to sink holes in sod. Men & equip. working in apch areas of rnwys 24 & 29.

WRIGHTSTOWN-McGUIRE AFB: VFR tfc controlled by radar up to 3000' within 7 mi radius of arpt and 5 mi both sides of centerline from McGuire LFR(WRI) to, and 10 mi beyond the Medford(MFX) bcn. All VFR acft are requested to call McGuire Apch Ctl before entering this zone on freq 137.88 or 121.5 mc. Caution-exten jet operns during VFR and IFR wea up to 20,000'.

NEW MEXICO: **ALBUQUERQUE-KIRTLAND AFB-SPECIAL NOTICE: Use extreme caution at all alts entering, crossing, or converging on ABQ Hi-Density tfc area-military jet century type acft dptg Kirtland AFB 24 hr basis, climbing VFR rapidly at a steep angle on arwys V-12 and Green 4. (2-27)

ALBUQUERQUE-KIRTLAND AFB-TOWER: UHF/DF coverage 40 n mi at min en route alt xcpt 25 n mi at min 15,000' from inbound heading 185° thru 335°. (12-19) FLD: Do not land in overrun areas and hold taxiing across jet barriers to a min. First 2500' rnwy 17 & first 2500' taxiway T-1 not visible from ctl twr. (2-20)

CLOVIS-CANNON AFB: Hvy jet tfc 0600-1500 hrs (MST) daily, Mon-Fri.

COLUMBUS-RADIO: DME coverage 216° thru 360° to 79°, 43 n mi at 10,000'. Coverage in Mexico not checked.

DEMING-RADIO: About Mar 3, VOR will be cmsnd. Freq: 108.6 mc. Ident: DMN. Lctd lat 32-16-33, long. 107-34-12. Class: VORW. (2-17)

DEMING ARPT: Rnwy 17-35 clsd. (11-20)

FARMINGTON ARPT: Rnwy 6-24 ruf at intsxn W taxiway. (10-11)

GRANTS ARPT: Erosion and loose sand near rnwys.

LA JOYA-RADIO: About Mar 21, VORTAC will be cmsnd. Freq: 112.5 mc. Ident: LAH. Lctd lat 34-20-20, long. 106-49-06.

LAS VEGAS ARPT: Bndry and rnwy lgts inop. (12-10)

OTTO-RADIO: VOR radials have scalloping beyond tolerance starting 26 n mi. (6-28)

NEW MEXICO: RATON-CREWS FLD: Rnwy 2-20 lgts inop. (8-26)

SANTA FE(NEW) ARPT: Due hvy diversified tfc operg this arpt, acft are to exercise extreme caution arriving and departing. (8-28)

TAOS-ZIA ARPT: Fuel unavail until April 15. (10-8)

**WHITE SANDS-SPECIAL NOTICE: Frequent violations have been reported of Restricted Area R-209. The nature of testing in this area constitutes an extreme hazard to intruder acft. All civil acft are warned to keep clear of this area. (6-27)

ZUNI-RADIO: VOR has moderate scalloping SW quad. (4-20)

NEW YORK: ALBANY-RADIO: LFR has multiples N and W courses. (6-15) Feb 11, VOR/DME shut down until approx. Mar 17-conversion to VORTAC. (1-31) See page 77 for substitute route structure & MEAs, & temp non-compulsory reporting points durg shutdown.

ALBANY ARPT-TOWER: ILS glide slope unusable beyond MM, inbound. (11-22) FLD:
** 1356'(2176'MSL) lgtd twr erected 25.4 n mi NW(316°T) at lat 43-03-36, long. 74-12-42.

BINGHAMTON-RADIO: Erratic ADF action 4 to 13 n mi SSE of fac at min instr alt.

BINGHAMTON-BROOME COUNTY ARPT-TOWER: Roughness vicinity MM. (10-19)

BUFFALO-RADIO: DME coverage 40°-110°, 39 n mi at MOCA. (6-14) Jan 16, VOR/DME shut down until approx Mar 10-conversion to VORTAC. (2-14) See page 76 for substitute route structure & MEAs and unusable VHF intsxns durg shutdown.

BUFFALO ARPT-TOWER: VHF/DF coverage 40 mi from stn 105° clockwise to 136°, 3000';136°-155°, 3500';155°-198°, 4200';198°-215°, 3300';215°-250°, 2500';250°-105°, 2100'

FLD: ILS lndg mins straight in rnwy 23 will be 300-3/4 until obstns are removed in
** apch area. (9-9) Visibility in touchdown zone ILS rnwy 23 being appended as remarks on BUF observations whenever less than 1-1/2 miles. (2-12)

**BUFFALO-AIR PARK: During winter, snow removed from NE/SW rnwy only. Use rnwys only. Caution-snow banks on each side of rnwy. (2-5)

**CANASTOTA ARPT: Arwy bcn decmsnd. Unicom unavail. (2-24)

CATSKILL-CATSKILL VALLEY ARPT: Closed. (1-20)

DOLGEVILLE ARPT: Closed. (12-31)

DUNKIRK ARPT: Caution-men and equip. all rnwys 0800-1600 Mon-Fri. (1-20)

**FARMINGDALE-REPUBLIC ARPT: Private arpt. Manufacturer's plant-official bus. only. Clsd to all operns unless previous arrangements are made by telephone to have twr open and adequate crash facs. Fuel unavail transient acft. (4-5)

GLENS FALLS-WARREN CO. ARPT: 129'(2257'MSL) lgtd antenna twrs being erected 7.2 n mi WNW(309°T) at lat 43-25-17, long. 73-44-45. (2-1) 91 oct not avail. (6-11)

HUGUENOT-RADIO: VOR coverage restricted to 18 n mi 210° clockwise to 230° at MOCA. VOR monitor. category temp changed to (3). (5-10) Jan 20, VOR shut down until approx. Mar 20-conversion to VORTAC. (2-27) See page 75 for substitute route structure, and MEAs, and temp non-compulsory reporting points to be utilized durg shutdown.

IDLEWILD-RADIO: VOR coverage 50°-75°, 17 n mi;75°-215°, 26 n mi;215°-235°, 17 n mi; 235°-50°, 26 n mi at MOCA. (2-8)

ITHACA-TOMPKINS CO ARPT: Rnwy 1-19 clsd to all tfc. Acft may contact MOH on 129.7, 130.0; ELM twr; or ELM Rdo for lndg info. (12-5)

LAKE PLACID: No seaplane base-no facilities avail. Facilities for landplane avail at Lake Placid Arpt. (7-22)

LIDO-RADIO: H fac unusable beyond 12 mi-acct interference from Ft. Six-McGuire AFB LF rng, careful tuning rqrd. (2-12)

MASSENA-RADIO: J fac temp converted to BMH fac indef. Freq: 242 kc. Ident: MSS. Lctd lat 44-56-00, long. 74-50-30. (1-30)

MASSENA-RICHARDS ARPT: Caution-men & equip. working apch end rnwy 23. (1-22)

MIDDLETOWN-RANDALL ARPT-SPECIAL NOTICE: Extensive gliding and soaring operations conducted during daylgt hrs within 15 mi radius of arpt-all alts from surface to 12,000'. (8-29)

NEWBURGH-STEWART AFB-RADIO: USAF VHF/DF bearings unreliable below 7000' in all quads. (9-23)

NEW YORK CITY AREA-SPECIAL NOTICE: Acft operating VFR be alert for all types of tfc from Newark, Teterboro, LaGuardia, Idlewild, NAS Floyd Bennett, Westchester Co. Arpt, Mitchel AFB and Rockaway Arpt. VFR acft apchg Idlewild from S or W remain well off shore until reaching a point abeam SE of Floyd Bennett. VFR departures from R31L at Idlewild, unless cleared otherwise by Idlewild twr, shall climb straight ahead to an alt of 1200' before turning left. Floyd Bennett tfc can normally be avoided by not exceeding a heading of less than 270° mag until abeam Floyd Bennett prior to proceeding on desired course. VFR acft not intending lndg at any of New York metropolitan arpts should avoid

NEW YORK: apch areas thereto below 2500'. Recommended crossing traffic plan crossing area at 2500' or above, ceiling permitting, avoid shoreline S of Flatbush, Floyd Bennett and Idlewild due hi-density tfc in that area. Acft arriving or departing Idlewild or LaGuardia requested to remain well clear of Mitchel AFB.

NEW YORK CITY-SPECIAL NOTICE: Unless authorized by ATC all acft shall follow standard left-hand rectangular tfc pat. within 4.3 n mi radius of arpt; in lndg join tfc pat. at or above 1200' MSL, weather permitting. This applies to New York International (Idlewild) Arpt; La Guardia Fld, N. Y., and Newark Arpt, N. J.

★NEW YORK AIR ROUTE TRAFFIC CONTROL CENTER: Freqs 124.7, 125.4, 126.4, 310.4, lctd Allentown, Pa. peripheral site. Freqs 125.1, 125.5, 123.6, 120.2, 124.1, 125.9, 343.8, 306.3, 355.8 mc lctd Douglaston, N. Y. peripheral site. Freqs 124.9, 125.6 mc lctd Jermyn, Pa. peripheral site. Freqs 120.1, 124.8, 119.8, 126.0, 317.5 mc lctd at Millville, N. J. peripheral site. Freqs 125.3, 363.1 mc lctd at Philadelphia, Pa peripheral site. (2-12) ATC radar beacon operating intermittently on test basis only. Pilots of commercial acft equipped with transponders are requested to cooperate with the New York ARTC Center during these tests. (2-3)

NEW YORK INTNL (IDLEWILD) ARPT-SPECIAL NOTICE: Nov 1, acft enroute to Idlewild Arpt will be cleared to Brentwood Int, 076° radial of IDL VOR and 185° radial of ILT VOR-holding E one min left turn pattern, Lido rdo bcn holding SW on SW course of HEM rng 1 min left turn pattern when ILS apchs are being conducted to rnwy 22. (12-23)

NEW YORK INTNL (IDLEWILD) ARPT-TOWER: VHF/DF coverage 055°-230°, 1500'; 230° 055°, 2000; at 40 n mi. (9-9) About March 17, ASR will be shut down until approx March 27. FLD: Clsd to fighter type, motorless, & jet propelled acft. Clsd to mil acft xcpt on offl bus. or flag rank or higher. Caution - use paved surface only. Rolling surface S end rnwy 7R-25L. NATCC preferential rnwy system in effect. Caution - taxi A - acft running up on clsd rnwys 7L-25R, S of intsxn with rnwys 13L-31R. No thru taxiing past gates 7A-8A. Const in progress adj all paved surfaces. 150' cranes and hvy truck operns within arpt bndry - mrkd. Follow centerline all taxiways. New taxiways temp mrkd by delineators and/or taxiway lgts irregularly spaced. Unstable shoulders (8-2) Const equip. 35' high active 2000' from apch end rnwy 31R. New rnwy const. (10-24)

NEW YORK HELIPORT: Lctd W 30th St & Hudson River. Two concrete landing pads, 80 x 80. Elev 7'. 91-115 oct fuel. Two way rdo (unicom) required with 30 min advance notice. Caution - ship traffic. (12-31)

NEW YORK-LA GUARDIA FLD-SPECIAL NOTICE: Acft enroute to LaGuardia Fld will be cleared to Sparkhill Int, 360° radial of IDL VOR and 249° radial of ILT VOR-holding S one min. left turn pattern in lieu of the Oradell Holding Pattern. (9-27) VOR rcvr check point signal 108.6 mc shut down. (1-8)

NEW YORK-LA GUARDIA FLD-TOWER: ADF on LOM subject to 30° oscillations in W quad. All inbound acft shall make initial contact with La Guardia apch ctl on 119.9 mc regardless of wea. VHF/DF coverage: at 40 n mi: 360°-105°, 4000'; 015°-100°, 3000'; 100°-110°, 2000'; 110°-260°, 2500'; 260°-280°, 3000'; 280°-360°, 4000'. (2-11) FLD: Clsd to jet propelled acft, motorless, fighter type and acft over 105,000 lbs, also mil acft xcpt those carrying high govt officials. Lndgs and take offs prohibited unless acft equipped with 2-way rdo capable of direct commun with ctl twr on gnd ctl 121.7 mc, or appropriate UHF freq. See Special Notice under New York City. Pilots adhere strictly to CAA approved tfc pat. NATCC preferential system in effect. Transient helicopters land N of bullseye at Marine Air Terminal. Obstns and equip., mrkd - flags days, lgtd ngts. Equip. parked 250' from centerline of rnwys when not in use. (12-3)

NEW YORK-STATEN ISLAND ARPT: No ngt flying permitted. Stay clear of marked-off area in vcnty of windsock. Use grass for taxiing. (5-22)

NIAGARA FALLS ARPT-TOWER: VHF/DF unreliable below 3000' in NE quad, 4000' SE and SW quad and 4500' in NW quad. (1-31) FLD: Due to non visibility twr unable to control tfc first 400' apch end rnwy 10L; that portion of the N perimeter taxiway from rnwy 10L to 100' N; the NW portion of the Navy taxiway and the NE portion of E perimeter taxiway. Lcl flying area consists of arc with diameter of 115 n mi circumscribed from center of arpt with Lake Erie and the Niagara River as W bndry and Lake Ontario as N bndry. Avoid flying over mink farm 2.6 n mi N. Rnwy 18-36 restricted. Usable when wind is 20 mph or or greater from N or S. (1-31)

NIAGARA FALLS-COLONIAL VILLAGE ARPT: E/W rnwy clsd due obstn. (1-17)

PLATTSBURGH-RADIO: VOR radials 260° - 280° usable dist 35 n mi at MOCA. (6-14) DME coverage 265° - 280°, 35 n mi at 6000'; 280° - 310°, 35 n mi at 4700'; 310° - 10°, 35 n mi at 2000'. (6-12)

NEW YORK: PLATTSBURGH MUN ARPT: VFR tfc pat for all civil acft in vcnty of arpt is 800' to insure adequate separation from mil jet acft & jet turbulence. Non-rdo equip. acft will maintain 2000' MSL until W of arpt. Over that position acft shall let down to pat alt.

POUGHKEEPSIE-RADIO: DME coverage 290° - 90°, 43 n mi at 5000'. LFR S quad out of tolerance beyond 35 n mi due interference. Blue arwy 18 from Ridgewood Int. to Poughkeepsie unsuitable IFR tfc. (11-1)

RIVERHEAD-RADIO: About Mar 18, DME will be shut down until approx May 9 - relctn.

ROCHESTER-RADIO: VOR out of tolerance beyond 5 mi from 35° - 80°, MOCA. (9-13)

ROCHESTER-MONROE CO. ARPT: Due to non-visibility twr unable to ctl tfc in areas S side of fld at E end of hangar line and in vcnty of T-type hangars. Caution taxiing in these areas. No signal btwn sunset-sunrise to indicate gnd visibility of less than 3 mi and/or a ceiling of less than 1000'. (3-3) Caution - rnwy 5-23 clsd for lndg and take-off acct broken pavement. Avail. for taxiing only. (1-28)

ROMULUS-SPECIAL NOTICE: Heavy ammunition demolition approx 3 n mi NW at lat 42-46-57, long. 76-53-17, 0730-1615, Mon-Fri. Blasts cause shock and flying missiles up to 1000'.

SCHENECTADY CO. ARPT: Due to non-visibility twr unable to ctl tfc on apch end rnwy 10, NG ramp, and portions of taxiway serving rnwys 22 and 33. Caution - lndg jet acft using left hand pat. at 1879' MSL. (5-17)

SPITFIRE LAKE: No seaplane facilities avail. (7-30)

SYRACUSE-RADIO: VOR coverage 180° - 220°, 35 n mi at MOCA. (6-14)

UPPER ST. REGIS LAKE: No seaplane facilities avail. (7-30)

UTICA-RADIO: ILS LMM freq 254 kc usable dist 10 n mi from 270° clockwise to 360°.

UTICA MUN ARPT: Mil acft will not fly over arpt below 2000' MSL. Lgt acft operg in vcnty of Marcy during daylgt hrs. (10-22)

WATERTOWN ARPT: Contact lgts all rnwys and taxi strips mrkd with 4' flag stakes.

WAVERLY-CHEMUNG VALLEY ARPT: Caution - sod rnwys soft from rain & snow. (3-1)

WESTHAMPTON BEACH-SUFFOLK CO. AFB-RADIO: USAF Rdo bcn unreliable west quad beyond 20 mi. (3-22)

WHITE PLANS-WESTCHESTER CO. ARPT: First 400' rnwy 23 not visible from ctl twr. Taxiway "D" clsd. (10-21) Rnwy 5 clsd ngt opern. (1-15)

WURTSBORO-MAMAKATING ARPT: Glider and soaring operns being conducted during daylgt hrs within a 10 mi radius of arpt, 33 mi 300° heading from Newburgh.

NORTH CAROLINA: ASHEVILLE-RADIO: Soon VOR will be shut down - conversion to VORTAC. During shutdown, following temp MEAs will apply: V35 and V53 Roan Mountain Int to AVL via TRI VOR radial 187° and 100° bearing AVL Rbn, 8500'; V53 SPA to AVL via SPA radial 324° and 100° bearing AVL Rbn, 6000'; V35 Clemson Int to AVL via RYN VOR radial 033° and 100° bearing AVL Rbn, 6000'; V185 W unusable Tigersville Int to AVL; V185 Piedmont Int to AVL VOR unusable. V185E Ottway Int to AVL VOR unusable. CLT-AVL direct route redesignated CLT LFR-AVL Rbn. (1-17)

CHARLOTTE-DOUGLAS ARPT: All acft operating in and out of arpt required to have operg transmitter and receiver on a twr freq, xcpt in emerg or on prior approval of twr or arpt mgr's office. (1-20) Hi-intensity rnwy lgts, rnwy 23 inop. (1-29)

★CHERRY POINT MCAS-RADIO: Navy Bogue FM cmsnd at lat 34-42-00 long 77-01-56, ident three dashes. Riverdale FM cmsnd at lat 34-50-24, long 76-58-50, ident four dashes. (2-21) VOR may have radial error to 9° in 180° - 300° sector.

COFIELD-RADIO: About March 15, VOR shut down until approx April 30 - conversion to VORTAC. The following MEAs will apply during shutdown period: V-194 RMT VOR to temporary Cofield Int., 2500'; V-194 temporary Cofield Int. - temporary Corapeake Intersection, 3400'; V-229 EWN VOR - temporary Cofield Intersection, 5000'; V-1 La Grange Intersection to Cofield VOR, V-282 ECG VOR to Cofield VOR unusable; temporary Cofield Intersection RMT-063 R and LVL 123R temporary Corapeake Intersection RMT 063° radial and HPW 155° radial. (2-18)

ELIZABETH CITY-RADIO: VOR/DME operg test basis at new location, lat 36-15-27, long. 76-10-33. (9-25)

GREENSBORO-RADIO: DME coverage 140° - 160°, 35 n mi at MEA. VOR radials 310° - 360° out of tolerance due to excessive roughness and bends. (6-10)

**KINSTON-STALLINGS FLD: Rnwy lgts available only on prior request. Fone 71520 0730 to 1600, Mon - Fri. (1-21) 185' (292'MSL) lgtd twr being erected 19 n mi W (282°T) at lat 35-23-03, long. 77-59-32. (12-31)

LUMBERTON-RADIO: Pilots are requested to contact Fayetteville rdo when reporting over LBT or SOP. (12-1)

210°, 26 n mi; 310°-360°, 35 n mi at MIN. VOR radials 030°-085° and 110°-275° out of tolerance, roughness and bends. (6-14) About Mar 15, VOR will be shut down for relctn. Durg this period, the following temp MEAs are established: V45 GSO - EWN via GSO 109 and EWN 302, MRA 4500'. V45E Reid Int. - RDU unusable. V45W GSO - Moncure Int., MRA 2100' (Moncure Int. flagged 10,000' MRA.) V136 SBV - intsxn RMT radial 257°, MRA 2000'. V155 LVL - intsxn GSO radial 109°, MRA 2500'. V194 RMT - intsxn SBV radial 167°, MRA 2000'. V194 CLT - intsxn SBV radial 167°, 12,000'. V3 FLO - FAK and V3W FLO - RDU unusable. Temp. Apex Int. - RDU ILS lclzr and GSO radial 109°, min hold alt, 3000'. Temp Leesville Int. - RDU ILS lclzr and SBV radial 167°, min hold alt 3000'. Temp Clayton Int. RMT radial 241° and EWN radial 302°, min hold alt 4500'. Temp Moncure Int. GSO radial 125° and CLT radial 060°, flagged 10,000' MRA. Temp. Highfalls Int. GSO radial 150° and CLT radial 069°. Temp RDU Int. - RMT radial 257° and GSO radial 109°, MRA. 2500'. Wake Forest Int. unusable. (1-28)

RALEIGH-DURHAM ARPT: Due to non-visibility twr unable to ctl tfc on taxiway between rnwys 5 and 32. No signal between sunset-sunrise to indicate ground visibility of less than 2.6 n mi and/or a ceiling of less than 1000'. Rnwy 18-36 lgtd sunset-sunrise when wind less than 6 mi unless other rnwy requested. (8-27)

RICH SQUARE ARPT: New arpt reported Lat 36-15, long. 77-17; elev: 78'; 1 strip, turf, 2900', NW/SE; no facs; P-line NW. (10-7)

ROCKY MOUNT-RADIO: VOR radials 060° thru 070° and 250° thru 265°, out of tolerance acct roughness and bends. (2-25)

SALISBURY-ROWAN CO. ARPT: Const. Clsd xcpt with prior approval durg daylgt hrs.

WILMINGTON-RADIO: VOR quad 65° to 235° flgt-checked to shoreline only. (8-14)

WILMINGTON-NEW HANOVER CO. ARPT: Helicopters lndg and take-off use caution to avoid 55' unlgtd overhead hi-voltage p-line running W from ctl twr to arpt bndry. Due to non-visibility twr unable to ctl tfc on taxi strip between rnwys 16 and 23 and section W of hangar on taxi strip from term ramp to rnwy 9. (10-8)

WINSTON-SALEM-SMITH REYNOLDS ARPT: Arpt tfc ctl exercised from temp twr lctd at NE edge of term ramp. Due to non-visibility twr unable to ctl tfc for 3000' on SE end rnwy 15-33 and taxiway parallel thereto and a portion of base leg rnwy 3 and final apch rnwy 9. Rnwy 33 clsd to no-rdo acft. (9-11)

NORTH DAKOTA: ENDERLIN-OEHLKE ARPT: Closed until approx Apr. 15. (2-10)

FARGO-RADIO: VOR radials 104° and 340° out of tolerance acct roughness and scalloping.

GRAND FORKS INTNL ARPT: 315' (1145' MSL) lgtd twr being erected 4.5 n mi NNW (350°T) at lat 48-00-25, long. 97-07-02. (12-23)

LANGDON ARPT: Caution - NW/SE rnwy rough & under const. Parallel strip usable.

PEMBINA ARPT: Bcn lgtd but not rotating. (4-11)

WESTHOPE ARPT: Field rough - use with caution. (6-14)

OHIO: AKRON ARPT: Due to non-visibility twr unable to ctl tfc SSW airdock on apch to rnwy 36. (12-4)

AKRON-CANTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown - acct roughness. (1-24) FLD: Non-ctld area bounded by Arwys Amber 6, Red 19, Victor 103 and Red 17, perm U.S. NAS Akron, Ohio acrobatic - camera gunnery area from surface to 20,000' durg daylgt hrs VFR conditions only. (11-28)

APPLETON-RADIO: About Apr.4, VOR will be shut down until approx May 6 - conversion to VOR TAC. See page 79 for substitute route structure and MEAs and temp non-compulsory reporting points durg shutdown. (2-10)

CINCINNATI-RADIO: DME coverage 60°-150°, 35 n mi at MOCA. (6-14) VOR 45° radial V5 out of tolerance due hvy visual and aural interference. (7-26)

CINCINNATI-GREATER CINCINNATI ARPT: Due to non-visibility twr unable to ctl single-eng tfc on NW/SE taxiway from rnwy 18 to 200' SE of rnwy 18 unless such tfc remains on fld side of this taxiway. After lndg on rnwy in use acft taxi straight ahead to nearest intsxn No 180° turns on rnwy prior to rcvg approval from twr.

CINCINNATI-LUNKEN ARPT: Due to non-visibility twr unable to ctl tfc on 360' of rnwy 20 beginning 1160' from apch end and in tfc pat directly NW of fld. Prior to departure acft with no rdo are rqrd to fone twr for taxi and take-off instructions. (4-22)

CLEVELAND-RADIO: DME coverage 60°-100°, 43 n mi at 2900'; 100°-145°, 35 n mi at 2500'; 170°-190°, 35 n mi at 2500'; 245°-310°, 35 n mi at 2000'; 310°-060°, not checked.

CLEVELAND-HOPKINS ARPT-TOWER: Radar surveillance PPI apch not avail. VHF/DF coverage 50°-180°, 2500'; 180°-50°, 3000' at 40 n mi. (9-26) FLD: Rnwy 14-32 restricted to NW take-off & SE lndgs. 500' extension rnwy 9L-27R unlgtd, no threshold lgts 27R. Unlgtd obstns from 20' to 60' protruding above apch lgts within apch zone rnwy 5L. 65' twr [illegible] being erected 3 n mi SSE (160°T) at lat 41-22-18, long. 81-50-24. (1-28)

CLEVELAND-LAKEFRONT ARPT: Two 120' booms lctd 1000' WSW of rnwy on dredge. Seasonal obstn lgtd ngts and durg periods low visibility. (1-24)

**COLUMBUS-SPECIAL NOTICE: Durg daylgt hrs Flight Test Area at any alt is established within the following described area: beginning at intsxn of S bndry of Arwy Red8 and SE bndry Amber 6 & proceedung SW along the SE bndry of Amber 6 to point of intsxn with the NE bndry Red 18; thence SE along the NE bndry of Red 18 to the point of intsxn with the N bndry of Aryw V128; thence E along the N bndry of Arwy V128 to point of intsxn with the NW bndry Arwy V44; thence NE along the NW bndry of V44 to point of intsxn with the W bndry Blue 81, northerly along the W bndry Blue 81 to point of intsxn with the SW bndry V38; NW along SW bndry V38 to intsxn S bndry Red 8; W along S bndry Red 8 to point of beginning. Test opern include: (1) Rolls in excess of 90° of level flgt; (2) dives in excess of 5000'/min rate of descent, or greater than 20° dive angle; (3) stalls; (4) spins; (5) maneuvers durg which a load of three "g" is exceeded; (6) low level test runs conducted at high speeds. Only item 6 will be conducted within the confines of Victor Arwy 45 and Blue 15. (8-29)

COLUMBUS-OHIO STATE UNIVERSITY ARPT: Const E/W rnwy clsd. Hvy equip. crossing rnwys. (12-11)

COLUMBUS-PORT COLUMBUS ARPT-SPECIAL NOTICE: VFR Jet Traffic Rules - Take-offs: Rnwy 27 - turn to a heading of 360° as soon as safety will permit and maintain 360° heading until clear of arpt ctl zone. Rnwy 9 - turn to a heading of 110° as soon as safety will permit and maintain 110° until clear of arpt ctl zone. Enetering ctl zone - maximum airspeed 250 knots. Maintain 2000' MSL until on base leg for lndg apch. VFR Muti-engine Rules - Take-offs: Rnwy 23 and 27, a rgt turn following tk-off is rqrd to avoid hvy populated area W and SW of arpt. Approach for Landing: Maintain 2000' MSL until on base leg or if a straight-in apch is used maintain 2000' MSL as long as practical before starting normal descent on final approach.

COLUMBUS-PORT COLUMBUS ARPT: Due non-visiblity twr unable ctl tfc on E taxi strip between hangars 1 & 4. Excavation 2' deep 150' wide in extension N taxiway between 6500' 8000' mark. Men & equip. working 0700-1700 daily. Men & equip. also working 30' N of rnwy 12-30 0730-1600. Earth excavations and piles of dirt lctd at edges of rnwys 5-23 & 18-36 approx 75' N of intsxn with rnwy 12-30 and at edges of taxiway "I" approx 75' N of intsxn with rnwy 12-30.

COLUMBUS-PRICE FLD: E/W rnwy clsd. Const - use caution taxiing. (10-3)

DAYTON-RADIO: Feb 17, VOR/DME shut down until approx Mar 21 - conversion to VOR-TAC. See page 78 for temp MEAs durg shutdown period. (2-16)

DAYTON ARPT: Caution when apchg arpt as fluorescent street lgtg paralleling S bndry of arpt can be mistaken for rnwy lgtg. Due non-visiblity twr unable ctl tfc on taxiway from E & N side to W side of hangars. Use unpainted area of concrete for taxiing in line with blacktop on taxi strip. Unlgtd obstns from 40' to 60' protruding above apch lgts within apch zone rnwy 6. (12-26)

DAYTON-PATTERSON/WRIGHT-PATTERSON AFB RADIO: USAF VHF /DF unreliable below 3000', 295°-305°; below 2500', 306°-294°.

FINDLAY-RADIO: DME coverage 220°-140°, 44 n mi' 140°-220°, 35 n mi at MOCA.

GALION-CRESTLINE ARPT: N/S rnwy clsd. (12-12)

GROVE CITY-REAVER ARPT: E/W rnwy clsd. (4-16)

HAMILTON ARPT: W end E/W rnwy being extended. (6-28)

JEFFERSON-RADIO: VOR coverage restricted to 30 n mi from 90° clockwise to 105° and 120° to 185° at MOCA. VOR monitor. category temp changed to (3).

LEBANON-J & J ARPT: N end N/S strip being extended. Graddd areas soft when wet.

MANSFIELD-RADIO: VOR out of tolerance from 3 to 5 mi from stn from 100° clockwise to 190°. Establish over position by positive To-From indication. (6-14)

MARION ARPT: Use hard surface at all times. Holes of various depths alongside. (1-4)

MARION-COUNTY ARPT: Avoid fresh dirt fill on NE/SW rnwy. Mrkd by flags. (12-30)

MIDDLETOWN ARPT: Caution - obstn, unlgtd smoke stack, 900' MSL. SW corner of fld.

NAVARRE-RADIO: Dec 4, VOR test site, experimental basis. Freq: 109.0 mc. Ident: CAK. Lctd lat 40-44-24, long. 81-25-50. (12-4)

NEWCOMERSTOWN-RADIO: About Mar 13, VOR will be cmsnd. Monitoring category (3).

PORT CLINTON ARPT: Const Men & equip. on fld. N end N/S rnwy unusable. Fld lgts on, but clsd ngts to all xcpt emerg tfc. Lndg & taxiing at own risk. (9-30)

PUT-IN-BAY ARPT: Caution - blind spots to acft on gnd preparing to tk-off, autos cross SW end NE/SW rnwy, fld ruf. Soft when wet. Approx 600' new gravel 18' wide on NE/SW rnwy rough. Ctc Port Clinton Unicom for fld conditions. (7-16)

SPRINGFIELD ARPT L Caution - controlled jet tfc operg off fld. (9-29)

OHIO: TOLEDO-EXPRESS ARPT: Rnwy 7-25 usable length 6050'. 850' extension NE end and adjacent taxiway opened and lgtd. 950' extension SW end not yet opened. (11-20)
WATERVILLE-RADIO: VOR coverage 39 n mi at MOCA. (6-14) DME coverage 260°-280°, 34 n mi at 2000'. (10-5)
WILLOUGHBY-LOST NATION ARPT: Caution - const NE/SW rnwy being extended to NE - flagged days. (12-13)
YOUNGSTOWN ARPT-TOWER: VHF/DF unreliable 100°-260° below 3000'; 270°-030° below 3500'. (3-25) UHF/DF unreliable below 3000' MSL all quads. (10-24) FLD: Under VFR conditions fighter type acft within 13 n mi and below 6000' will apch arpt within bndry NW quad Youngstown Rng. Due to non-visibility, twr unable to control tfc on section of concrete NW/SE taxiway from the intsxn of the E/W taxiway NW to the end.
OKLAHOMA: ARDMORE-RADIO: DME coverage 230°-280°, 35 n mi at 2300'.
BARTLESVILLE-RADIO: Acft may ctc Bartlesville rdo on 118.5 mc.
BEAVER CITY ARPT: Clsd due men & equip. on fld and rnwys unsafe. (7-10)
CLAREMORE-WILL ROGERS ARPT: No servicing, fuel avail. Bcn lgt and arpt bndry lgts unreliable. Rnwys not maint - use at own discretion. (1-25)
DURANT-EAKER FLD: 1000' NW end NW/SE rnwy clsd. 3500' avail. (12-18)
GAGE-RADIO: January 2, VOR shut down until approx March 5 - conversion to VORTAC. (9-23) Durg shutdown VOR flights will be authorized to utilize LF rng fac in lieu of VOR on all arwys. Bearings and MEAs remain as charted. VOR equipped acft AMA to ANY via V12, 11,000'. V17 OKC to Int of V12 (GAG) 11,000'. (12-12)
MC ALESTER ARPT: Ident bcn inop. (2-20)
MOORE -SOUTHSIDE ARPT: Drilling rig lctd 210' E of centerline of rnwy and 210' N of S end of rnwy - use extreme caution. (3-11)
MUSKOGEE-DAVIS FLD: NW/SE rnwy temp clsd. (2-10)
NORMAN-WESTHEIMER ARPT: Const - all rnwys clsd xcpt N/S. Men & equip. on fld.
OKLAHOMA CITY-TINKER AFB-RADAR APPROACH CONTROL: PPI apchs not authorized rnwy 30. (10-29)
PERRY ARPT: Caution on Sun. NW/SE and NE/SW rnwys clsd, drag racing. Use N/S rnwy.
PONCA CITY-RADIO: About March 1, VOR will be shut down - modernization. Durg shutdown flights are authorized to utilize PNC H fac in lieu of VOR on V77 OKC to PNC; V74 TUL to ANY; V74S TUL to PNC. Bearings and MEAs remain as charted. V77 PNC H fac to VOA H fac direct 2500'; V77 VOA H fac to temp Milton Int. direct 2900'; V190 SGF VOR to Capron Int. unusable. V1516 SGF VOR to Clear Lake Int. unusable. Temp Mayfield Int. VOA H fac 140 and ICT S course ILS; Temp Milton Int. VOA H fac 320 and ICT 216. These routings unusable for VOR only equipped acft. (1-28)
SOUTH COFFEYVILLE-JENSEN ARPT: NW/SE and NE/SW rnwys hazardous - deep holes.
STILLWATER-SEARCY FLD: Until approx May 1, extensive ramp repairs, installation of N/S rnwy lgts, and other arpt const. Men & equip on rnwys & taxi strips. Use extreme caution. Night flying hazardous during this period. (1-28)
TULSA ARPT-TOWER: ILS lclzr has bends within tolerance between mrkrs. Glide slope restricted to use on apchs to MM. (9-14) FLD: Rnwys 17R and 21R clsd for take-offs to all tactical type acft and all multi-engine acft exceeding 26,000 lbs take-off weight. Rnwy lgts inop. (11-26)
OREGON: SPECIAL NOTICE: The following state forest service strips clsd acct snow: Wallowa, Pinehurst, Lake of the Woods, Crescent Lake-Junction, Lapine, Stearns, Santiam-Junction. (1-29)
ALBANY ARPT: Caution - N/S rnwy surfaced with fresh loose gravel. Use at own risk. Hangars & buildings being moved E to edge of sod strip. (12-12)
BAKER-RADIO: VOR radial 119° lmtd to usable dist 31 n mi at 9000'; 125° lmtd 31 n mi usable dist at 9000'; alt radial 140° lmtd to 32 n mi usable dist at 9000'. About March 15, VOR will be shutdown until approx April 15 - conversion to VORTAC. Durg shutdown following arwys unusable for IFR; V4 PDT-BOI; V182 DLS-BKE. (1-28)
BEAVER MARSH ARPT, 73, RIV-DLS: Clsd acct snow. (12-18)
BEAVERTON-BERNARD ARPT: Road const N end of rnwy. Hvy equip in motion. (11-6) Gas pipe line being trenched N edge of strip. Const equip. dirt piles, flagged days, lgtd nights.
EUGENE-RADIO: VOR has occasional severe scalloping, making course line information unusable in NE quad - caution. (9-25)
EUGENE-MAHLON SWEET ARPT: Numbers & other markings not painted on rnwy 16-34. No warm-up apron at N end or taxiway to N end rnwy 16-34. Soft shoulders at ends and both sides rnwy 16-34. (11-6) Rnwy lgts & apch lgts rnwy 16-34 not installed. (11-20)
HAINES-BEACON SITE 42, SLC-PDT: Inop. (11-21)
HERMISTON SPECIAL NOTICE: Demolition approx 8.7 n mi W. Mon-Fri, 0730-1615, up to 2000'. N-lat 45-51-50; E-long. 119-29-20; S-lat 45-49-40; W-long. 119-30-47.
LAKEVIEW ARPT: SE end of taxiway restricted to acft weighing 12,500 lbs or over.
MADRAS-SPECIAL NOTICE: Caution in Deschutes River, Willow Creek area, construction - Pelon Dam. Transmission lines and cables crossing canyons. (4-25)
MEDFORD-RADIO: DME and VOR coverage 134°-189°, 35 n mi at 10,000'; 189°-255°, 35 n mi at 8000'; 255°-306°, 26 n mi at 8000'. (9-1)
MEDFORD ARPT: Industrial acft operg from taxiway SW side of fld. All take-offs to W using left tfc pat. All lndgs to E using right tfc pat. All pats. below 300' & taxiway used only when tfc is on rnwy 14-32. (2-3)
NEWBERG-RADIO: VOR flight-checked for en route Victor Arwys and route use only and on the 334° and 347° radials, at min instr alts. Occasional brief flag activity may be experienced within the service area of fac. 360° radial on Sauvies Island, usable dist 26 n mi at 3000'. (9-26)
NEWPORT ARPT: Severe washout on arpt. Lctd 21' W of ctr intsxn, 100' deep. (1-16)
NORTH BEND-RADIO: The following radials are beyond tolerance: 003° at 30 n mi 6000'; 21° at 21 n mi 5000'; 162° at 23 n mi 6400'; 344° at 25 n mi 4500'. Coverage 360°-10°, 40 n mi at 7500'; 10°-45°, 40 n mi - 6000'; 45°-75°, 40 n mi - 6500'; 75°-110°, 40 n mi - 6000'; 110°-185°, 40 n mi - 8000'; 185°-340° over Pacific Ocean; 340°-360°, 40 n mi - 6000'.
PORTLAND INTNL ARPT-TOWER: VHF/DF and UHF/DF unreliable 170°-190° below 5000'; 190°-205° below 6000'; 205°-225° below 7000'. (2-20) FLD: S portion of East N/S taxiway not lgtd. (11-25)
PORTLAND-TROH'S SKYPORT: Caution - trucks crossing N end rnwy intermittently. (7-30)
REDMOND-RADIO: VOR usable dist of many radials lmtd in the signal shadow area imposed by intervening high terrain. Flight-checked for en route arwys use at min instr alts. Coverage 12°-14°, 35 n mi at 7500'; 80°-110°, 32 n mi at 9000'; 228°-231°, 35 n mi at 11,000'; 235°-240°, 35 n mi at 11,000'; 352°-354°, 35 n mi at 7500'. (10-28)
ROME-RADIO: VOR operns normal xcpt usable dist of many radials are lmtd in signal shadow areas due to terrain.
SPRINGFIELD ARPT: Tfc pat right-hand when lndg on rnwy 25. On take-off to W, make 45° turn to right at 400'. (11-23)
THE DALLES-RADIO: Feb 11, VOR shut down until approx March 10 - conversion to VORTAC. Following V arwys unusable durg IFR conditions: V112, V112N PDX-PDT; V182, V182N PDX-BKE; V25 YKM-RDM; V25E YKM-DLS. Substitute LF rng for VOR durg shutdown.
PENNSYLVANIA: ALLENTOWN-RADIO: VOR radials 275° thru N to 75° usable 26 n mi at MOCA. (6-14) DME coverage 290°-330°, 35 n mi at 4000'; 330°-055°, 26 n mi at 4000'.
ALLENTOWN-BETHLEHEM-EASTON ARPT-TOWER: ILS glide slope unusable from MM to touchdown. FLD: Due to non-visibility, twr unable to ctl tfc 100' of E end rnwy 9-27 and taxi strip leading to Bethlehem Steel hangar. Unlgtd trees and p-line btwn MM and rnwy 6.
ALTOONA-BLAIR CO. ARPT: Sod area soft. Surveyor's stakes driven in sod area about 50' from boundary entire fld. Not mrkd. Use rnwys only. (8-19) 129'(3185'MSL) lgtd antenna twrs being erected 11.3 n mi WSW(269°T) at lat 40-17-43, long. 78-34-35. (1-17)
BEAVER FALLS-BEAVER CO. ARPT: E/W rnwy clsd due const. Extreme caution advised when using N/S rnwy due men & equip on fld. (9-17)
BRADFORD-HARRI-EMERY ARPT: Clsd due snow and soft fld conditions. (12-2)
BRISTOL-3M ARPT: Caution - const equip. on S apch N/S rnwy - hazardous. (12-16)
BUTLER-RADIO: H fac usable dist 17 n to 26 n mi - due hvy interference.
CHAMBERSBURG-SPECIAL NOTICE: High explosive demolition approx 6.9 n mi NW, Mon-Fri, 0800-1700. N bndry - lat 40-01-00; S - lat 39-59-30; E - long. 77-47-00; W - long. 77-49-00.
DOWNINGTON ARPT: New arpt reported: Lat 39-58, long 75-43; elev 580'; 2 strips, 1800' ESE/WNW and 2000' SSE/NNW. Attended week ends only. Limited services. (12-11)
ERIE-RADIO: VOR usable dist 35 n mi V37 at 3000'; 43 n mi all other V arwys; 35 n mi at all other azimuths at MOCA. DME coverage 35 n mi at MOCA. (6-14)
ERIE-PORT ERIE ARPT: Sod area 300' around new term bldg clsd. Flagged. Unlgtd. (1-8)
GETTYSBURG-SPECIAL NOTICE: Acft are requested to avoid flying with 2 n mi of the Eisenhower farm, lat 39-47-37, long. 77-15-48, unless cleared by ATC to make an instrument apch to Gettysburg Arpt under actual instrument conditions.
GETTYSBURG-DOERSOM ARPT: Clsd until approx April 1 due soft fld conditions. (2-4)
GRANVILLE-CARGILL ARPT: Clsd due to snow and soft turf. (2-26)
GREENVILLE ARPT: Closed, due soft turf. (1-6)

n mi at MOCA. (6-14) DME coverage 50°-70°, 43 n mi at 3500'; 70°-150°, 43 n mi at 2500'; 150°-210°, 35 n mi at 3000'; 210°-240°, 35 n mi at 5500'; 240°-280°, 39 n mi at 5500'; 280°-310°, 26 n mi at 5500'; 310°-330°, 26 n mi at 4000'; 330°-350°, 17 n mi at 4000'; 350°-50°, 17 n mi at 3500'. (6-3)

HARRISBURG-STATE ARPT: Due to non-visibility twr unable to ctl tfc first 300' apch end rnwy 20, first 50' apch end rnwy 2 and 900' S end of taxiway serving rnwy 2. (10-25) 3 obstn lgts on warehouse S side of arpt inop. (1-14)

HUGHESVILLE-RADIO: H fac has erratic ADF action between 2 and 4 mi from stn in E quad at min instr alt. (11-8)

MONTGOMERYVILLE ARPT: NW/SE rnwy clsd. (5-13)

NEW LONDON ARPT: New arpt reported, lat 39-47, long. 75-53; lctd 1/4 mi NW; 1 rnwy 2550'; S5 facs; Fl fuel. (9-20)

OIL CITY-SPLANE MEML ARPT: Due ice and snow operns limited to necessary flgts.

PHILADELPHIA INTNL ARPT-TOWER: VHF/DF coverage at 40 n mi from stn 10° clockwise to 50°, 2000'; 50°-130°, 1800'; 130°-170°, 2000'; 170°-260°, 1800'; 260°-300°, 2000'; 300°-10°, 2500'. About March 3, ILS lclzr and glide slope will be shut down until approx March 7 - lclzr antenna modernization. (2-26) FLD: Twr unable to observe NE ramp of Atlantic Aviation taxiways from ramp to rnwy 17 and 250' of apch end rnwy 17. Two 90' booms 3000' SW rnwys 4 and 9 - flagged days, lowered ngts. 125' pile driver approx midway between rnwys 4 and 35 on river's edge - flagged days, lgtd ngts. All trans acft will park at executive term, transportation and services avail, load and unload stops at Pier C only avail for 3 min. Acft requiring customs service use Pier C, then move to executive term for static parking. (10-24)

PHILADELPHIA-NORTH PHILADELPHIA ARPT: 40' unlgtd p-line 950' W of apch end rnwy 10. Use paved surfaces only. (1-28) 1116' (1364'MSL) lgtd twr being erected 11 n mi WSW (257°T) at lat 40-02-38, long. 75-14-26. (1-28)

PHILIPSBURG-ALBERT ARPT: New arpt reported. Lctd 6 mi NW. Lat 40-58, long. 78-15; 1 strip, shale, E/W, 3650'. Fuel avail. (11-14)

**PITTSBURGH-ALLEGHENY CO. ARPT: 842' (2042'MSL) lgtd twr erected 7.5 n mi NW (336°T) at lat 40-27-47, long. 80-00-17. (7-17) Rnwy 12-30 - double yellow line along SW side indicates edge of usable rnwy. Double white line indicates the approx centerline. Floodlight standards around fld bndry are unlgtd and unmrkd. No lgtd wind direction indicator for ngt operns. Due non-visibility, twr unable to observe tfc W ramps, 300' apch end rnwy 5, taxiway leading to rnwy 5, and last 1/2 mi final apch rnwy 5. Caution - non-controlled vehicles operg on all ramp areas. (7-15)

PITTSBURGH-GREATER PITTSBURGH ARPT-TOWER: ILS glide slope usable to apch end of rnwy no touchdown. VHF/DF coverage 45°-180°, 4000'; 180°-45°, 2500', 40 mi. FLD: Extensive civil air carrier tfc. Steep drop off on apch end rnwy 28. First 500' rnwy 28 overrun, do not land short of threshold mrkgs. Hazardous conditions in all overrun areas. First 2500' rnwy 10 slopes downward to E. Jet tfc pat 2700'MSL. E dock of term under const vcnty E parking area. (1-20)

PITTSBURGH-GREATER PITTSBURGH(RIVER)-RADIO: Usable dist H fac 26 n mi.

POTTSTOWN-RADIO: VOR MRA 3000'MSL 80° clockwise to 115°. (6-14)

POTTSTOWN ARPT: Clsd due hvy snow and drifts. (2-20)

POTTSVILLE-TROPP ARPT: New arpt reported, lat 40-43, long. 76-13; lctd 3 mi NW; 1 rnwy 2400'; S3 facs; Fl fuel. (9-20)

READING-GENERAL SPAATZ FLD: Due to non-visibility, twr unable to control tfc S taxi strip leading to rnwy 5. (3-6)

SELINSGROVE-RADIO: VOR coverage 26 n mi at MOCA. (6-14) DME coverage 5°-100°, 35 n mi at 4000'; 100°-120°, 26 n mi at 4000'; 120°-150°, 17 n mi at 4000'; 150°-180°, 26 n mi at 3500'; 180°-215°, 35 n mi at 3500'; 215°-255°, 35 n mi at 4000'; 255°-305°, 26 n mi at 4000'; 305°-335°, 35 n mi at 4000'; 335°-005°, 26 n mi at 4000'.

SOMERSET-COUNTY ARPT: Clsd. Men and equip on rnwys. (11-13)

STROUDSBURG-RADIO: VOR usable dist 35 n mi 230°-265° at MOCA. (6-14)

TITUSVILLE ARPT: S third rnwy soft, fld rough. (12-14)

TOWER CITY-RADIO: VOR shut down. (10-17)

WASHINGTON ARPT: Caution - const. NE/SW rnwy clsd. Soft shoulders E/W rnwy.

WILKES-BARRE-SCRANTON ARPT-TOWER: ILS glide slope unusable between MM and touchdown acct roughness. (2-10)

WILLIAMSPORT-LYCOMING CO. ARPT: Rnwy 15-33 clsd to air carrier operns. (6-12) Equip and work in progress extreme W end rnwy 27. All work off rnwy. (9-4)

lat 41-13, long. 77-05; lctd 3.5 mi W; elev 538'; 1 strip, sod, 2500'; major repairs and F2 fuel avail. (10-15)

YARDLEY-RADIO: VOR coverage 250°-265° and 275°-290°, 17 n mi; 265°-275°, 10 n mi.

ZELIENOPLE-TASA ARPT: New arpt reported; lat 40-48, long. 80-10; lctd 3/4 mi WNW; elev 945'; 2 rnwys; Sl facs; Fl fuel. (7-19)

RHODE ISLAND: PROVIDENCE-GREEN ARPT-TOWER: ILS LOM usable dist 12 mi 260° clockwise thru 310°. (1-3) FLD: Caution - exten const - turf areas clsd. Jet and transient mil practice operns prohibited. (5-20) 185'MSL rdo twr erected 2500' W apch end rnwy 10 and 1200' S centerline. Lat 41-43-36, long. 71-26-37; unmrkd; unlgtd. (1-24)

SOUTH CAROLINA: ALLENDALE-RADIO: VOR radials 165° clockwise to 189° out of tolerance - scalloping. (11-22)

CHARLESTON-SPECIAL NOTICE: Demolition of ammunition daylgt hrs when wea above VFR mins. Area dangerous to acft below 3000' and is lctd at approx lat 32-59-40, long. 79-58-00.

CHARLESTON-RADIO: Jan 27, VOR/DME shut down. During this period, the following temp flgt opern procedures are established: V1 SAV-MYR, 3000'; V3 FLO-CHS LFR direct 2000'; V18 North Int-CHS LFR, 5000'; Jamestown Int FLO 183°-MYR 236°; Lake Moultrie Int FLO 198°-MYR 247°; Holly Hill Int CAE 138°-ALD 075°, flag MRA 2000'; St George Int ALD 081°-CAE 144°, flag MRA 2000'. Following intsxns unusable: Bull Point Isle of Palms, Tybee and Azalea. Portable VOR, monitored by Charleston Twr operg test basis. Freq: 111.6 mc, ident: CHS-test. Lctd lat 32-54-40, long. 80-02-45. Class: VORW. Area from 190° clockwise to 295° out of tolerance. (2-4)

CHARLESTON AFB/MUN ARPT-TOWER: Feb 12, ILS glide slope, MM and LMM shut down until approx May 12 - relctn. ILS clclzr back crs unusable. (2-12) FLD: Men and equip installing taxiway lgtg in close proximity to all taxiways. Open ditches, mrkd, days; lgtd, ngts. Sections of taxiways clsd for short periods during const. (9-21) Apch lgts rnwy 15 inop. (12-23) First 750' rnwy 15 clsd. Rnwy lgts and green threshold lgts indicate usable portion of rnwy ngts. Rnwy 3-21 clsd. Approx Mar 5, rnwy 3-21 will open and rnwy 15-33 will be clsd. From approx Apr 15 to May 1, while main intsxn being paved 5400' NW end rnwy 15-33 and 5300' SW end rnwy 3-21 will be open. Men and equip will be in close proximity to open rnwys. (2-26)

CHESTER ARPT: Drag races in progress every Sat 1000-1800E. At least one rnwy will be open for acft operns. (5-8)

FLORENCE-RADIO: VOR radials 225°-265° out of tolerance - roughness and bends. (11-22)

GREENVILLE-SPECIAL NOTICE: Intensive activity by C-124 type acft within 25 mi of GRL rng. All pilots exercise extreme caution and if possible avoid flgt in proximity of Donaldson AFB. (6-6)

MYRTLE BEACH-SPECIAL NOTICE: Air-to-air gunnery in Warning Area W-177 being conducted days at all alts.

MYRTLE BEACH-RADIO: VOR courses in Ocean sectors not fully flgt-checked. (10-9)

SOUTH DAKOTA: ABERDEEN-SAUNDERS ARPT: N/S rnwy clsd to acft over 13 tons, xcpt emerg. (2-27)

EDGEMONT-SPECIAL NOTICE: Demolition opern approx 10.8 n mi SSW at Blackhills Ordnance Depot lctd at lat 43-08-11, long. 103-55-36. Pilots are cautioned against flying over or near area at any alt due to possibility of encountering toxic gases.

HURON-HOWES ARPT: Rnwys 17-35 and 8-26 clsd to acft over 12,500 lbs gross weight xcpt portion of rnwy 8-26 from intsxn E to taxi strip. Sod areas clsd xcpt 150' adj to rnwys inside of bndry lgts, usable for lgt acft at pilots' discretion. (4-25)

MOBRIDGE ARPT: Hi-way const center of arpt N to S. NE/SW rnwy clsd. NW/SE usable length 2000'; N/S 2600'. Usable strips mrkd. Taxi strips across hi-way const. Caution.

PHILIP ARPT, 31, CYS-HON: 24' unlgtd p-line N from bcn to transmission line.

RAPID CITY ARPT: 393' (4173'MSL) twr being erected 8.8 n mi W (280°T) lat 44-04-17, long. 103-15-07. (8-8)

WATERTOWN-RADIO: Feb 4, VOR shut down until approx Mar 18 - conversion to VORTAC. Temp VORW cmsnd Freq: 117.4 mc. Lctd lat 44-58-51, long. 97-08-33; 500' from regular VOR at azimuth 336°T. Monitor category (l). V78 ATY-MSP MRA chngd from 6600' to 7000'.

WATERTOWN ARPT: 310' (2209'MSL) lgtd twr being erected 27.8 n mi WSW (265°T) at lat 44-52-39, long. 97-48-57. (10-7)

TENNESSEE: SPECIAL NOTICE: Attention of all pilots proposing flgt on Green Arwy #5 via Knoxville is invited to the proximity of the W crs of Knoxville rdo rng to the Atomic Energy Prohibited Area. Slight deviations to the N of crs in this area often result in inflgt identification and the filing of alleged violations against the pilot.

TENNESSEE: **CHATTANOOGA-LOVELL FLD: All acft operg from Lovell Fld between hrs of sunset and sunrise shall be equipped with a transmitter and rdo receiver capable of receiving instructions from ctl twr. All acft operg into and out of this fld during daylgt hrs shall be equipped with a rcvr capable of rcvg instructions from ctl twr at all times while operg within the limits of the arpt tfc actl zone. (8-23) Transmissometer cmsnd rnwy 19. (1-24) 278'(2356'MSL) lgtd twr erected 9 n mi NW(323°T) at lat 35-09-41, long. 85-19-03. (1-31)

DYERSBURG-RADIO: Jan 14, VOR shut down, conversion to VORTAC. Durg this period H fac may be substituted and the following MEAs will apply: V140 DYR MH to ARG VOR as charted, DYR MH to Milan Int. as charted, Milan Int. to McEwen Int. 7000'; V11 DYR MH to PUK VOR as charted; DYR MH to MEM VOR via DYR MH 225° mag MEM VOR 355° as charted; V140S DYR MH to GHM VOR as charted. The following arwys and intsxns are unusable: V11E La Grange, Williston, Fisherville, Union City, Randolph & Joiner Ints.

**KNOXVILLE-SPECIAL NOTICE: Effect. Feb 1, inbound VFR flgts contact TYS apch ctl on 118.1 mc or 382.2 mc approx 25 mi out for lndg instructions. TYS apch ctl will specify the reporting point where flgt will change to TYS twr freq. (12-29)

KNOXVILLE-RADIO: LF rng has moderate to severe multiples on N and NE courses. Caution-VOR has occasional momentary course disturbance in mountainous areas.

KNOXVILLE-McGHEE TYSON ARPT-TOWER: ILS glide slope operg test basis only. (10-22 FLD: Rnwy lgts rnwy 18-36 inop. (6-19)

MEMPHIS-RADIO: About Mar 15, VOR will be shut down until approx Apr 30-conversion to VORTAC. (2-17) Durg shutdown, VOR flgts are authorized to use temp Capleville H fac (396 kc) in lieu of MEM VOR. Intsxns, arwys and alts remain as charted. (2-19)

MEMPHIS ARPT-TOWER: About Mar 10, radar departure control will be inaugurated in conjunction with long range clearance procedures. (2-3) FLD: Caution. Const. Resurfacing rnwy 9-27. Portions of rnwy and occasionally entire rnwy will be clsd. (11-25) Inbound VFR in rdo equipped acft, contact MEM apch ctl on 119.1 or 291.6 mc approx 25 mi out for lndg instructions. MEM apch ctl will specify the reporting point where flgt will change to MEM twr freq. (12-27) 286'(573'MSL) lgtd twr being erected 4.5 n mi N (9°T) at lat 35-07-52, long. 89-58-18. (2-12)

MORRISTOWN-MURRELL ARPT: 263'(1552'MSL) lgtd twr being erected 4 n mi NE(63°T) at lat 36-12-54, long. 83-17-24. (10-30)

NASHVILLE-RADIO: VOR courses 60°-120° beyond 15 n mi and 210°-250° have bends and roughness out of tolerance. VOR/DME signal coverage 180°-270°, 35 n mi at MEA. (1-20)

NASHVILLE-BERRY FLD-TOWER: Effect. Feb 1, apch ctl will utilize radar procedures to effect ctl and separation of departing tfc from Berry Fld. Departure routes specified individually. (12-27) About Mar 4, radar arrival ctl freq 118.1 mc will be chgd to 123.7. FLD: Effect. Mar 4, inbound VFR flgts to Berry Fld in rdo equipped acft contact Nashville apch ctl on 123.7 mc civilian, 383.8 mc military, approx 25 mi out for lndg instructions. Nashville apch ctl will specify the reporting point where flgt will change to Berry

** Twr freq. (12-27) Taxiway between ends of rnwy 9 and 15 clsd. (12-18) Unicom 123.0 mc cmsnd. (3-3)

TRI-CITY ARPT-TOWER: ILS glide slope usable for apchs to MM only. (7-29)

TEXAS: ABILENE MUN ARPT: Due to non-visibility twr unable to control tfc on taxiway from large hangar N including T-hangar area. (2-16)

ALICE ARPT: Rnwy lgts inop. (10-22) 165' AGL drilling derrick being erected 1.5 n mi SE(152°T) at lat 27-43-00, long. 98-01-00. (1-13)

AMARILLO-SPECIAL NOTICE: Avoid flgt over or within 0.2 n mi of the following helium plants because of the possible release of natural gas: Amarillo Helium Plant on R.I. RR about 6.1 n mi W of Amarillo, Exell Helium Plant on S.F. RR about 30.3 n mi N.

AMARILLO AIR TERMINAL-TOWER: ILS lclzr has severe reflections from 98°-135° from 4 s mi out. (8-26) Jan 13, ILS glide slope and MM shut down until approx Jan 1959. ILS lclzr course structure may be affected beyond systems monitor area due proximity to proximity of hvy const equip, the ILS course structure may be affected beyond the systems monitor area. ILS apchs to rnwy 3 and 31 cancelled. (1-16) 465'(4044'MSL) lgtd twr erected 9 n mi WNW(296°T) at lat 35-17-33, long. 101-50-48, height being increased to 722'AGL(4295'MSL). (11-14) 834'(4295'MSL) lgtd twr being erected 8.8 n mi WNW (308°T) at lat 35-18-55, long. 101-50-03. (10-31) hvy const equip. ILS apchs rnwy 3 and 21 cancelled, xcpt ADF portion. (1-21) FLD: Due

ANAHUAC-CHAMBERS COUNTY ARPT: 313'(334'MSL) lgtd twr being erected 1.1 n mi SW(240°T) at lat 29-45-30, long. 94-41-00. (1-20)

**AUSTIN-SPECIAL NOTICE: Effect. Feb 17, Austin, Tex. ILS portion of ILS-30L instru-

TEXAS: AUSTIN-RADIO: About Apr 15, VOR will be shut down-conversion to VORTAC. Durg shutdown AUS H fac bears will be substituted for AUS VOR radials for intsxns and arwys V17, V17E, V76, V76N and V180. V17W AUS-Spring Branch redefined as AUS H fac 230. Redesignated New Braunfels Int. as SAT VOR 065/LVR H fac 005, Butler Int. as AUS H fac 100/CMK H fac 042, Spring Branch Int as SAT VOR 353/AUS H fac 230, use Smithville H fac in lieu of Smithville Int. Blanco Int and Kyle Int unusable. (2-13)

AUSTIN-MUELLER ARPT-TOWER: Dec 10, ILS glide slope shut down until approx July 1-

** relctn to lat 30-17-37, long. 97-41-35. (2-17) FLD: 575'(1498'MSL) lgtd twr erected 4.4 n mi W(274°T) at lat 30-18-34, long. 97-47-34 dismantled. Acft lndg and taking-off are cautioned to avoid Bergstrom AFB tfc pat. - exten jet opern all alt. Neon apch lgt sys inop. Unlgtd obstruction on apch end rnwy 30. Touchdown point intsxn rnwy 30 with rnwy 3-21. Green range lgts on rnwy 30 designate touchdown point ngts. (10-4) Const in progress 1100' SE of advertised touchdown point on rnwy 30L. (5-7)

BEAUMONT ARPT: 320'(351'MSL) lgtd twr being erected 3.8 n mi NNE(36°T) at lat 30-07-41, long. 94-10-11. (2-25)

BEAUMONT-JEFFERSON CO. ARPT: Due non-visibility twr unable to ctl tfc on ramp N of hangar #1. (2-13)

BIG LAKE ARPT: 250'(2915'MSL) lgtd twr being erected 3.5 n mi WSW(259°T) at lat 31-11-31, long. 101-32-10. (2-17)

BIG SPRING-SPECIAL NOTICE: Acft operg in vicinity of Big Spring range and Webb AFB in VFR wea exercise extreme caution due to intensive jet tfc. Alt below 5,000' saturated on Arwy Green 5 and V-16. (4-22)

BIG SPRING-HAMILTON ARPT: Caution all alts-intensive jet trng. 250'(3049'MSL) lgtd twr being erected 4.2 n mi SSE(165°T) at lat 32-12-17, long. 101-26-46. (12-10)

BOWIE MUN ARPT: Reported to be abandoned. (2-26)

**BROWNWOOD ARPT: 549'(2049'MSL) lgtd twr erected 4.8 n mi SSW(214°T) at lat 31-43-33, long. 90-00-45. (5-3)

COLLEGE STATION-RADIO: DME coverage 60° to 90°, 26 n mi at 2000';95°-110°, 35 n mi at 2000';110°-135°, 35 n mi at 1600';135°-165°, 35 n mi at 2000'. (2-6)

CORPUS CHRISTI-RADIO: Feb 1, VOR shut down-modification. During shutdown, following temp MEAs established: V20 ALI-PSX 4000';V68 Kingsville Int to CRP and CRP to Int of V68 and V163 unusable. (2-13)

DALHART-RADIO: About April 15, VOR will be shut down until approx May 15, conversion to VORTAC. See page 84 for substitute route structures and MEAs. (2-27)

**DALLAS-FORT WORTH TERMINAL AREA-SPECIAL NOTICE: Effect Feb 14, Hensley Fld N takeoff corridor cancelled. All Hensley takeoff tfc will make turns within the Hensley control zone. All VFR tfc operg between Love and Carter remain N of Hensley Fld control zone. All acft not lndg Hensley Fld avoid Hensley Control Zone unless cleared by Hensley tower. (2-14)

DALLAS-RADIO: VOR radial 253° out of tolerance beyond 20 mi; radials 325°-345° out of tolerance-severe scalloping. (11-19)

DALLAS-ADDISON ARPT: Use rnwy 15-33 only. NE/SW rnwy unsafe acct const. (12-13)

DALLAS-LOVE FLD: Inbound VFR flgts in rdo equipped acft, contact apch ctl on 121.1 or 307.2 mc approx 25 mi out for lndg instructions. Dallas Apch Ctl will specify the reporting point where flgt will change to Love Twr freq. Acft not equipped for 2-way commun on 121.1 or 307.2 mc will use other avail. freq and contact Love Twr. (12-30) Formation tk-offs not permitted. Caution-acft often hidden from ctl twr view by bldg 250' NNE of twr when at alts of 2000' or less. Extensive ditching, grading, and paving operns in progress entire arpt area including taxiways and ramp adj to rnwys and new term bldg. Hazard marked and lighted. (11-14) 255'(635'MSL) lgtd twr being erected 3.4 n mi SSE(168°T) at lat 32-47-58, long. 96-50-19. (12-20)

DEL RIO ARPT: About 10 March, 205'(1275'MSL) lgtd twr will be erected 1.8 n mi NE (46°T) at lat 29-23-23, long. 100-54-17. (2-17)

EL PASO-BIGGS AFB-RADAR APPROACH CONTROL: Soon, radar arrival and departure ctl will be implemented for El Paso Intnl Arpt and Biggs AFB. Radar separation as specified in MANOP Radar Procedures for Arpt Tfc Ctl Twrs will be applied. Arriving acft will normally be cleared to El Paso LOM, LFR, VOR, Waterhole VHF intsxn, Hueco H fac, Newman VOR, Harrington Ranch LF and VHF intsxns, Clint H fac. Normal arrival ctl freqs 118.1, 363.8 mc. Departing non-jet acft will normally be cleared to following short range clearance limit: Hudspeth VOR, Fabens VHF intsxn, Salt Flat VOR, LFR; Pinon VOR, Hueco H fac, Columbus VOR and LFR, Harrington Ranch LF and VHF intsxn. Normal depart ctl freqs 119.1, 270.6 mc. About Mar 15, PPI apchs approved for rnwys 22 and 26 El Paso Intnl and rnwy 31 Biggs AFB. (2-14)

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one cross wind leg to 90° after take-off; following vertical separation in ctl zone; hvy and mil acft no higher than 5000' MSL or 1000' above terrain; lgt acft no higher than 4500' MSL or 500' above terrain. All 360° overhead apchs will be made at 1000' above terrain and and pitch out to left. Simulated apch ILS not allowed under 200' daylgt hrs. Rnwy 30 intermittently clsd. Tfc make left hand apch to rnwys 26, 22 and 17; rgt hand rnwy 35, 04 and 08. Exercise vigilance to maintain lateral separation with acft on final apch rnwy 03 Biggs Air Force Base. Formation take-offs prohibited. Turn on lndg lgts 5 mi out, during darkness.

FALFURRIAS-BROOKS CO. ARPT: 268'(298'MSL) lgtd twr being erected 17.8 n mi ENE (73°T) at lat 27-17-15, long. 97-48-30. (10-18)

FT. WORTH-CARTER FLD-TOWER: About Apr. 1, freqs 123.9, 119.6 will be cmsnd.(1-29)

FLD: Paving equip. operg in rnwy extension area SE of rnwy 13-31. Rnwy will be clsd to NW lndgs periodically when equip. is adj to rnwy end. (12-2) Effect 0002C Mar 13, Inbound VFR flgts, in rdo equipped acft, contact Ft Worth Apch Ctl on 118.1, 236.2, 363.8 mc approx 25 mi out for lndg instructions. Ft Worth Apch Ctl will specify reporting point where flgt will change to twr freq. (2-10)

FT.WORTH-MEACHAM FLD-TOWER: ILS lclzr and glide slope shut down until approx April 4. (1-29)

FT WORTH-SAGINAW ARPT: First 300' rnwy 36 not usable acct p-line not yet removed.

GREENVILLE-MAJORS ARPT: All rnwys clsd xcpt 17R-35L due men & equip. working during daylgt hrs. Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Ngt lndgs not advisable. (8-13)

**HARLINGEN-HARVEY RICHARDS ARPT: 994'(1049'MSL) lgtd twr erected 5 n mi SW(225°T) at lat 26-08-56, long. 97-49-18. (7-20)

HONDO AIR BASE: Inten day and ngt USAF primary trng VFR to 10,000' Mon-Fri, within 35 mi radius. Clsd to all civil acft xcpt ofl bus. or prior approval USAF Operns or Civil Director of Flying. 2-way rdo rqrd. Clsd all acft ngts, Sat, Sun and holidays xcpt emerg or prior approval. Approval obtained durg normal duty hrs or by letter. (1-23)

HOUSTON-RADIO: VOR radials 120° thru 140° and 306° radial unreliable. (1-16)

HOUSTON-CLOVER ARPT: Cauton on lndgs and takeoffs. 80'(AGL) oil derricks erected on arpt and adj to boundaries. New N/S 6400' rnwy and paralleling taxi strips under const. Use only existing rnwys. (12-26)

**HOUSTON INTN'L ARPT - SPECIAL NOTICE: Effective Feb. 10, inbound VFR flgts in rdo equipped acft contact Houston apch ctl on 118.1 or 284.6 or 257.8 mc approx. 25 mi out for lndg instructions. Houston apch ctl will specify when flgt will change to Houston twr freq. (1-9)

HOUSTON INTNL ARPT: Non-rdo equipped acft use extreme caution and abide by ctl twr lgt signals. Deep ruts on E shoulder of NW/SE rnwy. Stay on pavement. Rnwy 8-26 opened for tk-offs to E only, no lndgs. (3-11)

HUMBLE ARPT: New arpt reported: lat 29-59, long. 95-17; lctd 2 SW; elev 87; 1 strip, 17-35, sod, 2984'; S3 serv; F2 fuel. P-lines & trees S. Trees & 80' bridge N. Attended daylgt hrs. (2-15)

JEFFERSON-CYPRESS RIVER ARPT: Rough - use extreme caution. (4-25)

KARNACK-SPECIAL NOTICE: Avoid flying over Longhorn Ordnance Plant approx 1.7 n mi ESE below 3000'-photo flash explosions daily 0700-1700. (11-3)

KERMIT-ROBINSON ARPT: Closed due to oil well drilling. (9-6)

LA GRANGE-GUNTHER FLD: N/S rnwy clsd. Use rnwy 15-33 only. Use taxi strip to hangar

LAMESA-ADCOCK ARPT: New arpt reported Lat 32-48 Long 101-36; lctd 5 mi NNE; elev 3050'; 1 strip N/S 2000' Fl fuel. (8-27)

LAMESA-JOHNSON ARPT: New arpt reported. Lctd 1 mi N; 2 strips, N/S 2640', E/W 1620'; 91 oct fuel. (10-7)

LAPORTE ARPT: NW/SE rnwy clsd.

LAREDO - SPECIAL NOTICE: Acft operg around Laredo LFR and/or VOR or Laredo AFB should exercise extreme caution due to intensive jet tfc. Recommended arrivals and departures to Laredo Mun Arpt are NW or SE along Rio Grande for at least 15 mi prior to arriving over arpt or prior to departing on course. (8-3)

LEONA-RADIO: Caution when using VOR radials 35 mi N, due to severe scalloping. (11-19)

LEVELLAND ARPT: 388'(3958'MSL) lgtd twr being erected 3.5 n mi NNW(337°T) at lat 33-36-11, long. 102-24-05. (10-16)

LOMETA-RADIO: About March 10, VOR will be shut down - conversion to VORTAC. During shut down: V-163 Spring Branch Int to Mill Int., V-163W Lometa to Fredericksburg Int. unusable. Kingsland Int and Marble Falls Int unusable. Llano Int redesignated as AUS VOR bound, 5000' Westbound. (2-27) V76N between SJT VOR and AUS VOR unusable.

LONGVIEW-GREGG CO ARPT: Due non-visibility twr unable to ctl tfc on taxiway from N hangar to rnwy 13. (9-13)

LUBBOCK-RADIO: About April 15, VOR will be shut down until approx May 15 - conversion to VORTAC. See page 84 for substitute route structures and MEAs. (2-27)

LUBBOCK ARPT: E ramp clsd until approx Apr 1. W 300' open as taxiway. (12-11) Only S 6300' rnwy 17-35 lgtd. (12-27)

LUFKIN-RADIO: DME coverage : 017°, 34 n mi at 2400'; 032°, 35 n mi at 2400'; 090°, 20 n mi at 2000'; 170°, 40 n mi at 1600';190 , 40 n mi at 1600';310°, 35 n mi at 2500'. (5-8)

LUFKIN-ANGELIA CO. ARPT: Sod strip clsd. Use hard surface rnwy only. (8-22) Men & equip working near N end of rnwy. (1-28)

McALLEN-MILLER INTN'L ARPT: 150'(276' MSL) lgtd stack being erected 9.2 n mi W(282°T) at lat 26-13-00, long. 98-24-30. (12-18) Rnwy 18 clsd for take-offs and lndgs.

MARSHALL-BEER'S CADDO LAKE ARPT: Auto races being conducted periodically daylgt hrs Sundays. Fld will be clsd by a white X both ends of strip. Acft desiring to land circle fld and fld will be opened as acft will be given priority. (4-17)

MIAMI-CLARK ARPT: New arpt reported. lat 35-45, long 100-45; lctd 10 mi NW; elev 3100' 2 strips, N/S 4500', E/W 1700', grass turf. (10-8)

MIDLAND ARPK: Mil student flying restricted from use of N/S rnwy. (10-12)

SUNDAY-LEFLAR ARPT: 433'(1939'MSL) lgtd twr being erected 9.8 n mi WSW(258°T) at lat 33-25-00, long. 99-48-16. (10-21)

**ODESSA-ECTOR CO. ARPT: Rnwy 7-25 closed. (12-18)500'(3444'MSL) lgtd twr erected 5.5 n mi SSW(220°T) at lat 31-50-50, long. 102-27-15. (9-19) 268'(3374'MSL) lgtd twr being ere erected 12.1 n mi SW(227°T) at lat 31-46-45, long. 102-33-32. (11-14) 394'(3294'MSL) lgtd twr being erected 4 n mi SE(137°T) at lat 31-51-40, long. 102-19-42. (11-29)

**ORANGE-BROWN ARPT: 144' drilling derrick erected lat 30-04-49, long 93-48-24. Lctd 100' E of N/S rnwy extension. Obstn lgtd. (2-20)

ORANGE-BROWN ARPT: 767'(787'MSL) lgtd twr being erected 10 n mi WNW(297°T) at lat 30-08-59, long. 93-58-54. (10-3)

PORTLAND-HUNT ARPT: 172'MSL lgtd drilling derrick being erected 5 n mi ESE(113°T) at lat 27-51-46, long. 97-15-41. (9-18)

PORT LAVACA-REIKERT ARPT: 153'(169' MSL) lgtd twr being erected 1.2 n mi ENE(69°T at lat 28-36-43, long. 96-37-22. (12-7) Two 190'MSL lgtd twrs being erected 4 n mi NE (59°T) at lat 28-38-42, long. 96-33-46. (1-16)

RAYMONDVILLE-FOX ARPT: 286'(301'MSL) lgtd twr being erected 4.5 n mi SSE (177°T) at lat 26-24-13, long. 97-47-32. (10-26)

ROCKPORT-ARANSAS CO. ARPT: Caution - oil drilling operns, structures are moved intermittently and any rnwy may be clsd on short notice. (2-10)

SAN MARCOS ARPT: NE/SW strip rough - caution. (8-6)

SHERMAN ARPT: 316'(1060'MSL) lgtd twr being erected 8 n mi NNE(35°T) at lat 33-44-23, long. 96-29-56. (10-29)

SNYDER-WINSTON FLD: Caution. Const of new E/W rnwy and connecting taxiway. 120' water twr under const 2000' E of admin bldg. To be painted & lgtd. (1-30)

SPEARMAN ARPT: 315'(3422'MSL) lgtd twr being erected 1.3 n mi SE(147°T) at lat 36-11-03 long. 101-11-55. (1-16)

TEXARKANA-SPECIAL NOTICE: Demolition in progress during daylight hours on Green Arwy #5 approx 13.4 n mi WSW of Texarkana LF rng.

UVALDE-GARNER ARPT: About 10 March, 205'(1087'MSL) lgtd twr will be erected 3.2 n mi WSW(248°T) at lat 29-11-10, long. 99-48-18. (2-14)

UVALDE-LEONA RANCH STRIP: New hdg area reported: lctd 35 n mi NW; lat 29-30, long 100-22; elev 1720'; 1 strip - 2800' long. (1-28)

WACO-RADIO: DME coverage 190°-290°, 35 n mi at 2300'; 290°-190°, 43 n mi at 2300'. Coverage over Restricted Areas 219 and 443 not certified.

WACO ARPT: Caution - men & equip. on fld 0800-1700C every Fri. (7-31)

WACO-CONNALLY AFB-RADAR APPROACH CONTROL: Soon, freqs 134.1, 136.8, 137.88, 142.02, 143.64 mcs will be decmsnd. (2-13)

WEATHERFORD-GAARE ARPT: Closed. (11-28)

WHEELER-HOLT ARPT: 400'(2930'MSL) lgtd twr being erected 1.8 n mi SSW 205°T) at lat 35-25-47, long. 100-16-28. (12-19)

TEXAS: WICHITA-FALLS-RADIO: About April 15, VOR will be shut down until approx May 15 - conversion to VORTAC. See page 84 for substitute route structures and temp MEAs and redescribed intsxns. (2-27)
WICHITA FALLS-GILCHRIST ARPT: E/W rnwy clsd. Oil wells & tanks on each end.
WINK ARPT; 18, ELP-FTW: Caution - loose gravel on all rnwys. Brush alongside rnwys.
Utah: BLANDING ARPT: Shoulders soft. Acft advised stay on rnwys & taxiways. (10-15)
BONNEVILLE-RADIO: DME coverage 295°-350°, 35 n mi at 12,000'.
BRYCE CANYON-RADIO: VOR has lgt roughness below 13,000'.
DELTA-RADIO: VOR coverage 40°-80° and 100°-135°, 35 n mi at 11,000'. DME coverage 40°-90°, 26 n mi at 13,000'.
LUCIN-RADIO: VOR usable dist at min IFR terrain clearance alt 280° to 300°, 35 n mi; 350°-30° and 180°-220°, 25 n mi. (11-26)
MILFORD-RADIO: VOR coverage 20°-140°, 22 n mi; 235°-330°, 35 n mi at MEA. (2-18)
OGDEN-RADIO: VOR coverage 5°-120°, 30 n mi at 11,000'; DME coverage 360°-150°, 17 n mi at 12,000'.
SALT LAKE CITY-RADIO: VOR course scalloping prevalent between 290°-350°. Coverage this area 17 n mi at 6500'; 30 n mi at 11,000' MSL. Coverage 10°-135°, 22 n mi at min terrain clearance alt. DME coverage 20°-140°, 17 n mi at 13,000'; 180°-235°, 35 n mi at at 12,000'; 340°-20°, 26 n mi at 12,000'. (8-10)
★SALT LAKE CITY AIR ROUTE TRAFFIC CONTROL CENTER: Feb 24, trans & rcvr 125.8 mc cmsnd Las Vegas Nev. Peripheral site.
SALT LAKE CITY MUN #1 ARPT-TOWER: UHF/DF bearing 335° to 95° and 185° to 235° from stn unreliable below 15,000'. 95° to 135° from stn unreliable all alts. FLD: Stay on rnwys, taxiways, and aprons. Shoulders soft. (12-22)
UTAH LAKE-RADIO: VOR usable dist at 14,000' from 010° thru 040°, 35 n mi; 40°thru 50°, 30 n mi; 50°-85°, 40 n mi at 13,000' from 145° thru 155°, 35 n mi and 275° thru 295°, 30 n mi. Course roughness exists over mountain ridges N thru E between 15 and 20 n mi. (2-1)
Vermont: SPECIAL NOTICE: Arpt condition info avail. by calling Vt. Aero Comm (tel. CApital 3-2311, ext. 808) 0830-1630, Mon thru Fri or CAA Commurs Stn, Barre-Montpelier Arpt anytime (tel. CApital 3-2376). Acft in flgt call Montpelier Rdo.
BARRE-BARRE MONTPELIER ARPT: Rnwy 5-23 clsd to winter opern. (1-9)
BURLINGTON-RADIO: VHF/DF bearings unreliable inbound headings 055°-110° below 6000'; 110°-140°, below 4000'; 235°-255° below 4000'; 255°-355° below 9000' all beyond 50 n mi. UHF/DF bearings unreliable inbound headings beyond 40 n mi; 345°-067° below 6000'; 344°-280° below 7600'; 279°-255° below 9500'; 255°-175° below 8500'; 174°-135° below 7500'; 134°-066° below 5000'. (10-16)
VERGENNES-BASIN HARBOR ARPT: New arpt reported. Lctd 5 mi WNW; elev 130'; 1 strip 1900'; P-line N. (10-25)
VIRGINIA: BLACKSTONE (CAMP PICKETT)-BLACKSTONE AAF: Fld open to civil acft in emerg or prior arrangements thru C.O. Camp Pickett, Va. Frequent parachute dropping exercises involving personnel and equip. Exercise extreme caution when in vicinity. Contact Blackstone Rdo foradvisory info. (7-25) Rnwy 3-21, 12-30 and 8-26 clsd & mrkd with white X. (10-16)
BROOKE-RADIO: VOR out of tolerance beynnd 35 n mi 180°-220° at MOCA. (9-25)
CAPE CHARLES-RADIO: Feb. 19, VOR shut down until approx Mar 22 - conversion to VORTAC. (2-26)
DAHLGREN-SPECIAL NOTICE: Restricted Area (r-38) daily air and surface firing present. Extreme hazard to acft all altitudes all times.
FLAT ROCK-RADIO: VOR out of tolerance due roughness at MOCA 20°-40° from stn to 12 mi; 225°-310° from stn to point of attenuation. (2-21)
FREDRICKSBURG-SHANNON ARPT: Ngt opern prior req basis only. (10-24)
FRONT ROYAL-RADIO: VOR coverage 120°-160°, 175°-200°, 220°-226°, 270°-010°, 35 n mi at 4000'. (1-9)
FRONT ROYAL-STOKES ARPT: Caution - E/W rnwy being resurfaced. Men & equip on fld.
GORDONSVILLE-RADIO: DME coverage 55°-75°, 35 n mi at 1500'; 75°-85°, 30 n mi at 1500'; 85°-130°, 35 n mi at 1500'; 130°-160°, 39 n mi at 3000'. (6-11)
HERNDON-RADIO: VOR usable dist 35 n mi at MOCA NE quad. (6-14) VOR/DME shut down until approx Mar 7 - conversion to VORTAC. (2-27) See page 74 for substitute route structure and MEAs, and temp non-compulsory reporting points durg shutdown.
HOPEWELL-RADIO: About Mar 24, VOR will be shut down until approx Apr 25 - conversion to VORTAC. Durg shutdown, substitute V213 BMT VOR direct AVY LF rng. Hdng 16-

VIRGINIA: Tappahannock LF rng non-compulsory reporting point, MEA 1500' for Tappahannock VHF non-compulsory reporting point. (2-4)
HOT SPRINGS-INGALLS FLD: Clsd until approx Apr 15. Use in emerg only. (11-20)
INDEPENDENCE-COX ARPT: Closed. (7-1)
LANGLEY AIR FORCE BASE: Lndgs and take-offs prohibited unless acft equipped with 2-way rdo. Closed to civil acft unless on ofl bus. Follow centerline all taxiways. Intensive jet operns 50 mi radius to 45,000' cont 0800-2400E. Conventional acft use rectangular pat alt 1000' MSL. Rnwy 12-30 perm clsd for lndgs and take-offs. Indicate in flgt plan when destined for NACA or TAC Hq. No overruns rnwy 17-35. Do not land short rnwys 07 or 25 acct jet barriers. Caution - hvy civil air tfc crossing extension line of rnwy 07-25, 3 to 5 mi from apch end of rnwy 07. (10-29)
LAWRENCEVILLE-RADIO: VOR radials 185°-240° usable only to 22 n mi MOCA. (6-14)
LEXINGTON ARPT: Land at own risk. Unattended - no fuel.
LYNCHBURG-PRESTON GLEN ARPT: Signal for below VFR wea minimums inop, ngts.
MONTEBELLO-RADIO: VOR coverage 110°-220°, 35 n mi at MOCA. DME coverage 150°-180° 35 n mi at 3000'; 180°-210°, 35 n mi at 5000'. (6-14)
NEWPORT NEWS-PATRICK HENRY ARPT: Rnwy 2-20 length 5000' - 1500' extension N end not to be used by acft over 26,000 lbs. (7-26)
NORFOLK ARPT-TOWER: VHF/DF coverage 1500' within a 40 mi radius.-(8-29)
PULASKI-RADIO: VOR coverage 305°-15°, 22 n mi; 15°-55° and 195°-210°, 35 n mi at MOCA. DME coverage at 6000': 10°-40°, 35 n mi; 40°-120°, 43 n mi; 120°-200°, 35 n mi; 200°-225°, 26 n mi; 225°-255°, 43 n mi; 255°-10°, 26 n mi. (6-14)
QUANTICO MCAS-SPECIAL NOTICE: Extensive helicopter and conventional acft operns involving flight testing, training, and simulated straffing demonstations conducted daily in the Quantico MCAS arpt tfc control zone surface to 2000'. Over flights operg on arwys Red 45, Green 5, and Victor 16 are cautioned to remain clear of the Quantico tfc pat area during VFR opern. (5-15)
**RICHMOND-BYRD FLD: Rnwy 6-24 open entire length. Last 1000' NE end open 150' width only & outlined flares ngt, flags days. Broken shoulders 75' wide each side NE end of rnwy. Const area mrkd by flares ngt, flags days. Rnwy lgts mrk 300' width exclusive of const area. Threshold for NE end rnwy 6-24 mrkd by flares. Rnwy 15-33 clsd - const. All acft required to have operg 2-way rdo for ngt opern and at least functioning rdo rcvr for day-lgt opern. Due to non-visibility twr unable to ctl tfc N portion N/S taxiway parallel to rnwy 2-20. Use paved areas only, all others soft. Lndg fees for non-sked and executive acft waived with certain servicing. (1-2) 308' (471' MSL) lgtd twr being erected 6.3 n mi W (271°T) at lat 37-30-02, long. 77-27-28. (2-3)
ROANOKE-WOODRUM FLD: Due to non-visibility twr unable to ctl tfc last 200' NE/SW taxi strip and 200' approx midway E/W strip. Men and equip. adj all rnwys and taxiways - caution. No 180° turns on rnwys.
WAVERLY ARPT: Unattended - no services avail. - land at own risk.
WASHINGTON: SPECIAL NOTICE: Unmrkd p-lines across coves in Puget Sound area & lakes.
BELLINGHAM-RADIO: VOR radial 281° beyond tolerance at 13 n mi, 1500'. Coverage 80°-90°, 25 n mi at 11,000'; 260°-300°, 15 n mi at 1500'. (12-4)
BREMERTON-KITSAP CO. ARPT: The first 2000' rnwy 1 clsd to all Naval acft.
BREMERTON-LEISURELAND ARPT: Land at own risk. No fuel or serv avail. (12-2)
EASTON ARPT, 5B, SEA-HLN: Clsd winter months. (12-20)
ELLENSBURG-RADIO: DME and VOR coverage 40°-60°, 26 n mi at 7000'; 60°-150°, unknown prohibited area; 150°-175°, 26 n mi at 5500'; 175°-260°, 43 n mi at 10,000'; 260°-290°, 43 n mi at 8000'; 290°-40°, 26 n mi at 10,000'.
EPHRATA-RADIO: DME and VOR coverage 124°-209°, unknown prohibited area; 227°-280° 35 n mi at 8000'; 280°-340°, 26 n mi at 5000'; 340°-350°, 35 n mi at 5000'.
OLYMPIA-RADIO: VOR coverage 340°-45°, 43 n mi at 4000'; 45°-135°, 43 n mi at 8000'; 135°-155°, 43 n mi at 7000'; 155°-225°, 43 n mi at 5000'; 225°-275°, 17 n mi at 5000'; 275°-340°, 43 n mi at 8000'. 314° radial on Shelton usable for 26 n mi at 2000'. 143° radial on Portland, Oreg. intsxn usable for 35 n mi at 5000'. (5-3)
OTHELLO ARPT: Caution - unlgtd power line approx 50' high E end - unmrkd.
RENTON ARPT: Until about March 15, construction in progress - use runways and taxiways only.
SEATTLE-BOEING FLD: Two-way rdo required xcpt on prior request. Lgt gun signals issued on final apch. All daylgt VFR operns of single-eng acft confined to rnwy 12-30 (short rnwy) E of rnwy 13-31. Traffic pat E of arpt at 1000'. If equipped with retractable landing gear drop gear prior to entering tfc pat. Avoid flying over rnwy 13-31 and apchs

[illegible]. All turns when taxiing off rnwy 12-30 made toward the term (E). Multi-eng and jet acft use rnwy 13-31. Multi-eng acft tfc pat W of the arpt 1500'. Jet tfc pat W of the arpt 2500'. Due to non-visibility twr unable to ctl tfc on parking apron #4 and W of blast fence in front of Boeing Flgt Ctr. (3-15)

SEATTLE-TACOMA INTNL ARPT-SPECIAL NOTICE: Green River instructor practice area for lgt acft lctd approx 3 mi SE. Practice acft flying at 800' and below. Other tfc cross this area at 1500' MSL min. (5-22)

★SEATTLE-TACOMA-INTNL ARPT-TOWER: Mar 13, until approx. March 19 ILS OM and LOM will be shut down-relctn. (2-27) Mar 3, ILS lclzr relctd 8100' N of approach end of rnwy 34. Back course of lclzr usable. Glide slope rough not approved for auto. apch. FLD: N 1000' rnwy 16-34 clsd until approx Nov 1. Men & equip. working daylgt hrs vcnty apch end rnwy 16. (2-14) 10' ILS lclzr bldg lctd on clsd portion of rnwy 600' from N end of usable portion of rnwy. 3 threshold lgts on each side of N end of usable portion of rnwy.

SPOKANE-RADIO: VOR has course roughness and excursions exists at Min Instr Alts and below in all areas from 8 to 17 mi from the stn. 340° radial beyond tolerance at this dist. Apch radial 027° has roughness from 2 mi to the arpt at alt of 3200' to 2700'.

SPOKANE-FELTS FLD: Lgt acft use rectangular tfc pat. and mrkd area S of rnwy.

SPOKANE-GEIGER FLD: Caution. Soft shoulders entire length rnwy 3-21. Interim taxiway to apch end rnwy 25 clsd to 4 eng acft. (11-6)

TROUT LAKE-HOLLENBECK AIR STRIP: New arpt reported: Lat 46-00-30, long. 121-32-00; elev 1820; 1 rnwy (E/W) 1700' x 70'; remarks-trees E. (8-29)

TACOMA-SOUTH TACOMA AIRPARK: Due interference with McChord AFB tfc, use right hand pat for S rnwy and left hand pat for N rnwy. All tfc keep W of rnwy. (2-19)

WESTPORT ARPT: New arpt reported. Lctd 0.7 NNE, bay E;elev 5'; 1 strip, 1400'. No fuel or serv. Closed winters. (2-3)

YAKIMA-RADIO: VOR flgt-checked for en route Victor Arwys use only at min instr alts, and on the 123°.161°, 191°, 298°, 321° and 336° radials at min terrain clearance alts. VOR coverage 30°-90°, unknown prohibited area; 90°-130°, 40 n mi at 5000';130°-195°, 8000';195°-30°, 40 n mi at 10,000'. (9-20)

WEST VIRGINIA: BECKLEY-RADIO: Dec 16, VOR placed on test basis only. Freq: 109.8 mc. Ident: BKW. Lctd lat 37-46-49, long. 81-07-25.

CHARLESTON-RADIO: VOR coverage 10°-58°, 26 n mi at 3000';270°-330°, 26 n mi at 2500'. (6-14)

CHARLESTON-KANAWHA COUNTY ARPT: Taxiway B clsd for repair to slide from SE end rnwy 32 to E side of county ramp. (1-8)

ELKINS-RADIO: LF rng has multiples and fades all courses. (5-31) DME coverage 35°-95°, 43 n mi at 6000';95°-120°, 35 n mi at 6800';120°-165°, 26 n mi at 6800';165°-195°, 35 n mi at 6800';195°-220°, 43 n mi at 6800';220°-35°, 43 n mi at 5000'. (7-1)

ELKINS ARPT: Rnwy 4-22 clsd ngt opern acct rnwy lgts inop. (1-15)

HUNTINGTON-TRI-STATE ARPT: Men & equip N & S of rnwy and 200' beyond W end, daylgt hrs only. Ditches along N side rnwy. Use rnwy only. Four antenna posts 8' high, 200' beyond E end of rnwy. Obstn lgtd.

MARTINSBURG-RADIO: DME coverage 50°-95°, 35 n mi at 2500';95°-150°, 35 n mi at 2000'.

MARTINSBURG ARPT: Taxiway from civil parking ramp S to rnwy 35 clsd acct parked jet acft. Jet & other hvy acft use rnwy 8-26 regardless of wind direction. Other civil tfc land according to tfc direction indicator located adj to NE taxiway running from civil ramp to rnwy 8-26. For rnwy info call Martinsburg Rdo. Caution lndg rnwy 17-35. Watch for conflicting jet tfc. (11-14)

MORGANTOWN-RADIO: LF rng has multiples and fades all courses. About Mar 17, VOR/DME will be shut down until approx Apr 1-conversion to VORTAC. See page 77 for substitute route structure and MEAs, and temp non-compulsory reporting points durg shutdown period.

RAINELLE-RADIO: Feb 19, VOR placed in opern on test basis only. Freq: 108.8 mc. Ident: RNL. Lctd lat 37-58-32, long. 80-48-20. (2-19)

WISCONSIN: EAGLE RIVER ARPT: 148'(1758'MSL) unlgtd twr being erected 3 n mi S(200° T) at lat 45-52-50, long. 89-17-26. (11-22)

EAU CLAIRE ARPT: 265'(1191'MSL) lgtd twr being erected 7.1 n mi NE(46°T) at lat 44-56-54, long. 91-22-55. (10-21)

FOND DU LAC-COUNTY ARPT: New arpt reported. Lat 43-46, long. 88-29;elev 808'; 1 rnwy N/S 3600' x 100' hard surface; facs: bcn, rnwy lgts, F4 fuel, S5 serv, Unicom. E/W rnwy under const. Equip. on field. (11-27)

HAYWARD ARPT: 306'(1491'MSL) lgtd twr being erected 4.5 n mi WSW(244°T) at lat 45-59-03, long. 91-32-20. (11-22)

WISCONSIN: MADISON-TRUAX FLD: Caution crossing hwy lndg rnwys 22,26,31. E taxiway N of admin bldg perm closed to all acft over 10,000 lbs. Sod unsafe.

MERRILL ARPT: Closed due construction. (10-3)

MILWAUKEE-GENERAL MITCHELL FLD-TOWER: All acft apchg Milwaukee with intentions to land will, durg VFR conditions and if equipped with multiple rdo freq, make the first contact with Milwaukee apch ctl on 124.9 mc. This contact should be made at or before reaching a point 15 mi from the arpt giving position and alt. (5-10) VHF/DF coverage 3500' at 40 n mi all azimuths. ILS glide slope unusable from MM to touchdown. No automatic apchs. (11-18) FLD: Obstn lgts on apch end of rnwy 13 are obscured by trees. Parking facilities lmtd; itinerant military acft on unofficial business may find parking facilities unavailable. Avoid confusing rnwy 1 with parallel taxiway to left. (8-15) Rnwy 13-31 clsd to jet acft. (8-21) 4350' rnwy 7L-25R open to daylgt opern only. 630' not usable mrkd with yellow line and yellow cone. (11-20)

OSHKOSH-RADIO: VOR coverage 205°-235°, 36 n mi at MEA. (1-20)

OSHKOSH-WINNEBAGO CO. ARPT: Caution-bldg const on fld-use rnwys only. Use only N/S and E/W rnwys during winter months. (2-21)

PHILLIPS ARPT: 100' unlgtd TV twr erected 900' W of S end of N/S rnwy. (6-26)

WATERTOWN ARPT: 103'(923'MSL) lgtd pole & pipe supporting an antenna being erected approx. 0.8 n mi N at lat 43-10-57, long. 88-43-15. (10-23)

WAUSAU ARPT: 648'(2549'MSL) lgtd twr being erected 3.1 n mi WSW(263°T) at lat 44-55-10, long. 89-41-12. (11-12)

WOODRUF-ARBOR VITAE ARPT: Attended part time until May 1. Fone Minoqua 367 for service. (11-12)

WYOMING: CASPER AIR TERMINAL-TOWER: ILS glide slope has moderate to severe path roughness above 7300' and beyond 6 n mi. Not to be used for auto pilot apchs. (12-5)

CHEYENNE-RADIO: About May 1, VOR/DME will be shut down until approx June 1-conversion to VORTAC. (3-1)

GILLETTE ARPT: Rnwys open & usable as follows: S3400' of N/S, 2300' of NW/SE, 3000' E/W, 3000' NE/SW. N 2000' of N/S rnwy soft & rough. Not maintained. Emerg or overrun only. (11-5)

GREYBULL ARPT: E/W rnwy clsd. Const equip. stored E of N/S rnwy. (11-12)

JACKSON ARPT: Bcn & rnwy lgts turned off for remainder of winter. (12-19)

KEMMERER ARPT: Clsd. Unsafe for acft. Use only in extreme emerg. All lgts turned off.

LARAMIE-RADIO: DME coverage 155°-225°, 34 n mi at 15,000';225°-300°, 26 n mi at 15,000'.

NEWCASTLE-MONDELL ARPT: Caution-men and equip. working on rnwy 14-32. (8-9)

ROCK SPRINGS-RADIO: ILS glide slope has lgt to moderate roughness between OM and LFR. (1-16)

SARATOGA-SHIVELY ARPT: Const in progress 1500' SW end NE/SE rnwy-area mrkd by red flags. (8-16)

SHERIDAN-RADIO: VOR coverage lmtd to approx 35 n mi between 150° and 280°. Moderate course roughness exists in mountainous area.

THERMOPOLIS ARPT: Caution-1800' S end N/S rnwy clsd-const;only 3300' avail. (12-5)

TORRINGTON ARPT: Oil well storage tanks lctd on S edge E/W rnwy 300' from W end. Oil well pumping unit lctd on E side NE/SW rnwy 300' from SW end. New arpt and rnwy under const 1 mi E of town. Clsd to all tfc until completion approx. Mar. (11-11)

PUERTO RICO: SAN JUAN-PUERTO RICO INTNL ARPT: Due to non-visivility, twr unable to ctl tfc S portion of taxi strip leading to Air National Guard ramp and ANG ramp area. Pilots will assume full responsibility for avoiding all surface tfc in blind area. Caution-parking circles 2,3,4 & 5 on N departure ramp not fully visible from twr. (2-26)

VIRGIN ISLAND: ST THOMAS-HARRY S. TRUMAN ARPT: Men surveying & test boring 500' E of rnwy. (1-14)

REVISIONS TO STANDARD INSTRUMENT APPROACH PROCEDURES

Bearings, headings, courses & radials are magnetic. Elevations & altitudes are in feet MSL. Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles.

CORRECTIONS

NORWOOD, MASS., -NORWOOD MEMORIAL ARPT, ADF Proced. No. 1, Original, Effective 15 March 58: Please destroy the above procedure, issued with Transmittal Letter No. 58-4. New procedure to be issued in the near future.

DETROIT, MICH., -WILLOW RUN ARPT, Comb. ILS/ADF Proced. No. 4R-L, Amdt. 9, Effective 29 March 58: In the location line, correct Procedure No. to read "4R-L" in lieu of "14R-L".

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ADF

If an instrument approach procedure of the above type is conducted at the below named airport, it shall be in accordance with the following instrument approach procedure, unless an approach is conducted in accordance with a different procedure for such airport authorized by the Administrator of Civil Aeronautics. Initial approaches shall be made over specified routes. Minimum altitudes shall correspond with those established for en route operation in the particular area or as set forth below.

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Cleveland VOR	Stadium RBn	Direct	2500	T-dn	300-1	300-1	200-½
Cleveland LFR	Stadium RBn	Direct	2500	C-d	700-1½	700-1½	700-1½
Chagrin Falls Int	Stadium RBn	Direct	2500	C-n	700-2	700-2	700-2
				A-dn	800-2	800-2	800-2
Radar terminal area transitions:		within:					
	S, NW, & N quad. CLE-LFR	10 mi	2000				
	S, NW, & N quad. CLE-LFR	30 mi	3000				
	SE quad. CLE-LFR	30 mi	3000				

Procedure turn North side of crs, 054° Outbnd, 234° Inbnd, 2500' within 10 miles.
Minimum altitude over facility on final approach crs, 2000'
Crs and distance, facility to airport, 234°-6.9
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 6.9 miles, climb to 2200' on 234° from Stadium RBn to LOM.
CAUTION: 1970' TV towers approximately 6 mi ESE of airport.
CAUTION: Unlighted obstructions in approach zone Rnwy 5L protruding above approach lights 60' (3000' from end of runway) to 20' (between end of runway and 1000' marker crossbar).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	RBn SUM	2, Orig, 5 Apr 58	None (Formerly ADF portion of Comb. ILS-ADF Proc. ILS-23R)

Boston LFR	CTS RBn	Direct	1800	T-dn	300-1	300-1
				C-dn	600-1	600-1
				A-dn	NA	NA

Procedure turn West side of crs, 176° Outbnd, 356° Inbnd, 1600' within 10 mi.

Minimum altitude over facility on final approach crs, 900'

Crs and distance, facility to airport, 356-1.1

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 1.1 miles, make an immediate left climbing turn and return to the Canton RBn at 1800'

NOTES: Voice communications on 122.8 available sunrise to sunset.
Contact Boston Approach Control for Air Traffic clearance.
No weather reporting.
Night lighting Runway 17-35 only.
Facility owned and operated by the State of Massachusetts.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Norwood, Mass	Norwood Memorial 50'	MH CTS	1, Amdt 1, 16 Mar 58	Orig, 15 Mar 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

Procedure CANCELLED, effective 21 February 1958.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Baltimore, Md	Friendship Intl. 146'	SBMRLZ BAL	1, Amdt 1 15 May 54	Orig 10 Apr 53

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE LFR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
From	To	Course and Distance	Minimum Altitude	Condition	Two Engine or Less: 65 Knots or Less	Two Engine or Less: More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Columbia VOR	CBI-LFR	Direct	2200	T-dn	300-1		
→ Int S crs CBI-LFR & R-203				C-d	500-1		
→ CBI-VOR	CBI-LFR	Direct	2200	C-n	500-1½		
				S-10-d	400-1		
				S-10-n	400-1½		
				A-dn	800-2		

Procedure turn S side W crs, 276 Outbnd, 096 Inbnd, 1900' within 10 mi.

Minimum Altitude over facility on final approach crs, 1400'

Crs and distance, facility to airport, 089-3.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ within 3.4 mi, climb to 2600' on E crs within 5 miles then make left turn and return to CBI-LFR.

City and State: Columbia, Mo — Airport Name & Elev.: Columbia 778' — Fac. Class & Ident.: SBRAZ CBI — Procedure No. & Eff. Date: 1, Amdt 7, 12 Apr 58 — Sup. Amdt. No. Dated: 6, 22 Jan 55

Corinne FM-HW	OGD-LFR	Direct	10000	T-dn	400-1	400-1	400-1 ←
Layton FM	OGD-LFR (Final)	Direct	5300	C-d	800-2	800-2	800-2 ←
Ogden VOR	OGD-LFR	Direct	11000	C-n	800-3	800-3	800-3 ←
Huntsville FM	OGD-LFR	Direct	11000	A-d	800-2	800-2	800-2 ←
				A-n	800-3	800-3	800-3 ←

Procedure turn W side S crs, 152 Outbnd, 332 Inbnd, 7500 within 10 miles
Minimum Altitude over facility on final approach crs, 5300'
Crs and distance, facility to airport, 106-3.0
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0.0 miles, climb to 9000' on W crs Ogden LFR within 20 miles
SHUTTLE: To 10,000' on N crs within 20 miles. All turns W of crs
AIR CARRIER NOTE: Sliding scales NA except that landings are authorized down to 1 mile visibility, provided ceiling is unlimited and top of visibility restriction is below 7500' MSL.

City and State: Ogden, Utah — Airport Name & Elev.: Municipal 4155' — Fac. Class & Ident.: SBRAZ OGD — Procedure No. & Eff. Date: 1, Amdt 5, 5 Apr 58 — Sup. Amdt. No. Dated: 4, 12 Nov 55

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR

Procedure CANCELLED, effective 21 February 1958.

City and State: Baltimore, Md — Airport Name & Elev.: Harbor 14' — Fac. Class & Ident.: BVOR BAL — Procedure No. & Eff. Date: 1, Amdt 2 5 May 54 — Sup. Amdt. No. Dated: 1 1 Aug 51

#T-dn*	300-1	300-1	300-1
S-dn*-25	700-1	700-2	700-2
C-dn*	800-1	800-2	800-2
A-dn*	800-2	800-2	800-2

#300-1 authorized for Rnwy 7-25 only. 800-1 required for other runways.
*Night operation authorized on Rnwy 7-25 only.

Procedure turn S side of crs, 071° outbnd, 251° inbnd, 8000' within 15 mi. NA beyond 15 mi.
(Procedure turn conducted South for more favorable terrain.)
Minimum altitude over facility on final approach crs, 7000'
Crs and distance, facility to airport, 251°-5.8
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.8 mi climb to 8000' on R-251 within 15 mi of FMN VOR.

City and State: Farmington, N.M. — Airport Name & Elev.: Farmington Mun. 5509' — Fac. Class & Ident.: BVOR FMN — Procedure No. & Eff. Date: 1, Orig, 5 Apr 58 — Sup. Amdt. No. Dated: None

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

Stinson Beach Int	SFO-VOR	direct	2500	T-dn	300-1	300-1	•200-½
				C-dn	500-1	600-1	600-1½
Richmond VHF Int	SFO-VOR	direct	2500	S-dn-19L	400-1	400-1	400-1
AGW VOR	SFO-VOR	direct	2500	A-dn	800-2	800-2	800-2
Fremont FM-HW	SFO-VOR	direct	2500				
OAK VOR	Int R-224 OAK and R-014 SFO	direct	2000				
Int R-224 OAK & R-014 SFO	SFO VOR (Final)	direct	400				
→ OAK VOR	SFO VOR	Direct	2500				

•300-1 required for take-off runway 19 L-R

Aircraft may be vectored to final approach radial in accordance with patterns approved for radar approach.
Procedure turn E side 014 Outbnd, 194 Inbnd, or teardrop type 039 Outbnd, 194 Inbnd, 1000' within 6 miles.
Beyond 6 mi (N of AGW 301 R) NA.
Minimum Altitude over facility on final approach crs, 400'
Crs and distance from break-off point to app end of rnwy 19L, 190-0.7
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, make immediate left climbing turn to 2000' on R-101 within 10 miles.
NOTE: Circling minimums do not provide standard clearance W and SW of airport.
Major Change: Deletes Half Moon Bay Int.

City and State: San Francisco, Calif — Airport Name & Elev.: International 11' — Fac. Class & Ident.: VOR SFO — Procedure No. & Eff. Date: TerVOR-19L, Amdt 4, 5 Apr 58 — Sup. Amdt. No. Dated: 3, 22 Feb 58

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE Terminal VOR

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		More Than Two Engine. More Than 65 Knots
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	
Stinson Beach Int	SFO-VOR	direct	2500	T-dn	300-1	300-1	*200-½
				C-dn	500-1	600-1	600-1½
Richmond VHF Int	SFO-VOR	direct	2500	S-dn	400-1	400-1	400-1
AGW VOR	SFO-VOR	direct	2500	A-dn	800-2	800-2	800-2
OAK VOR	SFO-VOR	direct	2500				
Fremont FM-HW	SFO-VOR	direct	2500				
→ AGW VOR	SFO LOM (Final)	direct	1700				

*300-1 required for take-off Rny 19 L-R

Procedure turn, no procedure turn as such authorized. All necessary maneuvering and descent shall be accomplished in accordance with and within the confines of the SFO LOM holding pattern (one minute, left turns, 2000' min. Alt.); final appr crs: 101 Outbnd 281 Inbnd.
Minimum Altitude over facility on final approach crs, 400'
Crs and distance, breakoff point to app end rny 28, 281 final approach crs parallel and between rnys 28 L-R
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 3000' on R-292 within 20 miles
NOTE: Circling minimums do not provide standard clearance W and SW of airport.
Major Change: Deletes Half Moon Bay Int.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★San Francisco, Calif	International 11'	VOR SFO	TerVOR-28L-R, Amdt 2, 5 Apr 58	1	28 Jun 56

T-dn	300-1	300-1	200-½
C-dn	600-1	600-1	600-1½
S-dn	600-1	600-1	600-1
A-dn	800-2	800-2	800-2

→ Procedure turn W side of crs, 350 Outbnd, 170 Inbnd, 2200' within 10 miles.

Minimum Altitude over facility on final approach crs, 1500'

Crs and distance, breakoff point to app end rny 18, 182-0.4

If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 0 miles, climb to 2500 on R-194 within 20 miles

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★Waterloo, Iowa	Municipal 870'	BVOR ALO	TerVOR-18, Amdt 4, 12 Apr 58	3,	10 Oct 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE VOR-DME

10 mi fix R-277	0 mi fix R-277	direct	1900	T-dn	300-1	300-1	300-1
0 mi fix R-040	8.1 mi fix R-040 (Final Arpt)	direct	1900	C-dn	600-1	600-1	600-1½
				A-dn	NA	NA	NA

Procedure turn S side R-277, 2500' within 10 miles (not required with DME). Procedure authorized without DME, but procedure turn required.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ at 8.1 mi turn left, climb to 3000 on N crs OKC ILS within 20 miles
NOTE: When authorized by ATC, DME may be used within 10 N miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★Oklahoma City, Okla	Tulakes 1302'	BVOR-DME-OKC	VOR-DME-Arpt #1 (R-040) Amdt 1, 12 Apr 58	Orig,	3 Mar 56

10 mi fix R-277	0 mi fix R-277	direct	1900	T-dn	300-1	300-1	300-1
0 mi fix R-005	8.1 mi fix R-005	direct	1900	C-dn	600-1	600-1	600-1½
R-005	R-037 (Final - 12)	8.1 orbit	1700	S-dn 12	400-1	400-1	400-1
12 mi fix R-005	8.1 mi fix R-005	direct	2400	A-dn	NA	NA	NA

Procedure turn S side R-277 2500 within 10 miles (not required)
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ at R-037 turn left climb to 3000 on N crs OKC ILS within 20 miles
NOTE: When authorized by ATC, DME may be used within 10 N miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★Oklahoma City, Okla	Tulakes 1302'	BVOR-DME-OKC	VOR-DME-12, Amdt 1, 12 Apr 58	Orig,	3 Mar 56

10 mi fix R-277	0 mi fix R-277	direct	1900	T-dn	300-1	300-1	300-1
0 mi fix R-075	8.2 mi fix R-075	direct	1900	C-dn	600-1	600-1	600-1½
R-075	R-043 (Final-30)	8.2 Orbit	1800	S-dn-30	500-1	500-1	500-1
12 mi fix R-075	8.2 mi fix, R-075	direct	2500	A-dn	NA	NA	NA

Procedure turn S side R-277, 2500' within 10 miles
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
→ at R-043 turn right climb to 3000 on N crs OKC ILS within 20 miles
NOTE: When authorized by ATC, DME may be used within 10 N miles at 2400' orbiting altitude to position aircraft for a final approach, with elimination of procedure turn. This procedure not approved for air carrier. No weather or communications available at this airport.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No.	Dated
★Oklahoma City, Okla	Tulakes 1302'	BVOR-DME-OKC	VOR-DME-30, Amdt 1, 12 Apr 58	Orig,	3 Mar 56

STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots

ILS portion superseded by Proc. No. ILS-23R, Amdt. 7, Effec. 5 Apr. 58.
ADF portion superseded by ADF Proc. No. 1, Amdt. Orig., effec. 5 Apr 58.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	ILS CLE	ILS-23R, Amdt 6, 8 Feb 58 Comb. ILS-ADF	5, 4 Jan 58

Cleveland VOR	Stadium RBn	Direct	2500	T-dn	300-1	300-1	200-½
Cleveland LFR	Stadium RBn	Direct	2500	*C-dn	400-1	500-1	500-1½
Chagrin Falls Int	Stadium RBn	Direct	2500	*S-dn-23R	400-1	400-1	400-1
Stadium RBn	4 mile Radar fix (Final)	Direct	1500	A-dn #	800-2	800-2	800-2
		within:					
Radar Terminal Area Transitions:	S, NW, & N quad. CLE-LFR	10 mi	2000				
	S, NW, & N quad. CLE-LFR	30 mi	3000				
	SE quad. CLE-LFR	30 mi	3000				

*Descend to landing minimum after passing 4 mile radar fix.
#When radar fix not available, 700-1½ minimums will apply.

Procedure turn N side NE crs, 054° outbnd, 234 inbnd, 2500' within 10 miles of Stadium RBn.
No glide slope or markers. Minimum altitude over Stadium RBn Inbnd final - 2000'. Minimum altitude over 4 mile radar fix Inbnd final - 1500'.
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 4 mi after passing radar fix or 6.9 mi after RBn, climb to 2200' on SW crs ILS to LOM.
NOTE: Four mile radar fix not normally provided by ATC unless weather is below 700-1½.
CAUTION: 1970' TV towers approximately 6 mi ESE of airport.
CAUTION: Unlighted obstructions in approach zone Rnwy 5L protruding above approach lights 60' (3000' from end of runway) to 20' (between end of runway and 1000' marker crossbar).

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Cleveland, Ohio	Cleveland-Hopkins 789'	ILS CLE	ILS-23R, Amdt 7, 5 Apr 58	6 (Comb. ILS-ADF) 8 Feb 58

→ Lake Charles RBn	LOM	Direct	1500	T-dn	300-1	300-1	200-½
Lake Charles VOR	LOM	Direct	1500	C-dn	500-1	500-1	500-1½
Radar Vectoring Position	LOM (Final)	Direct	1500	S-dn-15			
			ILS	ILS#	300-¾	300-¾	300-¾
			1000	ADF*	500-1	500-1	500-1½
		ADF	A-dn	ILS	600-2	600-2	600-2
				ADF	800-2	800-2	800-2

Radar terminal transition altitude 1500' within 25 miles. Radar may be used to position aircraft for a final approach, within 5 miles of LOM, with the elimination of a procedure turn.
*ADF descent below 600' MSL not authorized until past LMM
#When ILS glide slope not used 500-¾ required, and descent below 600' MSL not authorized until past LMM.

Procedure turn W side NW crs, 326 Outbnd, 146 Inbnd, 1500' within 10 mi. NA beyond 10 mi.
→ ILS - Altitudes and distances to approach end of Rnwy 15 - OM, 1515-5.4; at MM 205-0.5; Minimum G.S. int alt 1500'
ADF - Altitude, bearing and distance from LOM on final 1000', 146 - 5.4
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 5.4 mi after passing LOM (ADF), climb to 1300' on SE crs ILS (146) within 20 mi, or when directed by ATC, turn left, climb to 1500' on R-111 LCH VOR within 20 mi; (ADF) climb to 1500' on 111° mag. crs. from LCH RBn within 20 mi.
AIR CARRIER NOTE: No approach lights. 200-½ ILS straight-in landing minima authorized when the runway length available exceeds by 3000' the runway length required by the applicable aircraft performance requirements of the CAR's and the high intensity runway lights are operating on the entire length of the runway.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Lake Charles, La	Lake Charles AFB/Mun 19'	ILS I-LCH LOM LC	ILS-15, Amdt 2, 12 Apr 58 Comb. ILS-ADF	1, 1 Feb 58

Chatham RBn	NE crs ILS	095-14.5	1900	T-dn	300-1	300-1	200-½
Caldwell VOR	NE crs ILS at OM	117-13.1	1800	C-dn	600-1	600-1	600-1½
Patterson RBn	NE crs ILS (Final)	161-7.5	1800	*S-dn-22	300-¾	300-¾	300-¾
Teterboro LMM	OM (Final)	Direct	1800	A-dn	600-2	600-2	600-2
Newark LFR	SW crs ILS	058-2.1	1800				
Int NW crs LGA LFR & NE crs ILS	OM (Final)	Direct	1800				

Radar vectors may be used to effect above transitions.
Radar transitions:

058	090	within 20 mi	2500'
090	058	within 20 mi	2000'
S quad EWR-LFR		" 15 mi	1500'

*600-1 required when glide path inoperative.

Procedure turn W side NE crs, 037° outbnd, 217° inbnd, 1800' within 10 miles.
Minimum altitude at G.S. int inbnd, 1800'
Altitude of G.S. and distance to appr end of Rny at OM 1763-6.1; at MM 210-.6
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . .
within 6.1 miles after passing OM, climb to 1500' on SW crs of the ILS to the outer compass locator serving Rnwy 4 or, as directed by ATC, make climbing right turn to 2000' direct to Chatham RBn.
CAUTION: 50' hangar row 200' east of approach light lane between MM and end of Rnwy 22.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
★Newark, N J	Newark 18'	ILS ARK	ILS-22, Orig, 1 Mar 58 or com. of fac.	None

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STANDARD INSTRUMENT APPROACH PROCEDURE—TYPE ILS (Continued)

TRANSITION				CEILING AND VISIBILITY MINIMUMS			
					Two Engine or Less		
From	To	Course and Distance	Minimum Altitude	Condition	65 Knots or Less	More Than 65 Knots	More Than Two Engine, More Than 65 Knots
Weatogue Int	LOM (Final) ILS	direct	2300	T-dn	300-1	300-1	200-½
Weatogue Int	LOM (Final) ADF	direct	1700	C-dn	400-1	500-1	500-1½
Int R-015 HFD & NE crs ILS or brng 238 to LOM	LOM	direct	2500	S-dn-6 ILS*	200-½	200-½	200-½
				ADF	400-1	400-1	400-1
→ Int R-015 HFD & R-092 POU	LOM	Direct	2500	A-dn ADF	800-2	800-2	800-2 ←
				ILS	600-2	600-2	600-2 ←

*400-¾ required with glide slope inoperative.

Procedure turn S side SW crs, 238 Outbnd, 058 Inbnd, 2300 within 10 mi.

Minimum Altitude at G.S. int inbnd, 2300 ILS, minimum altitude over LOM inbnd final ADF 1700
Altitude of G.S. and distance to approach end of rny at OM 1650-4.5; at MM 415-0.6

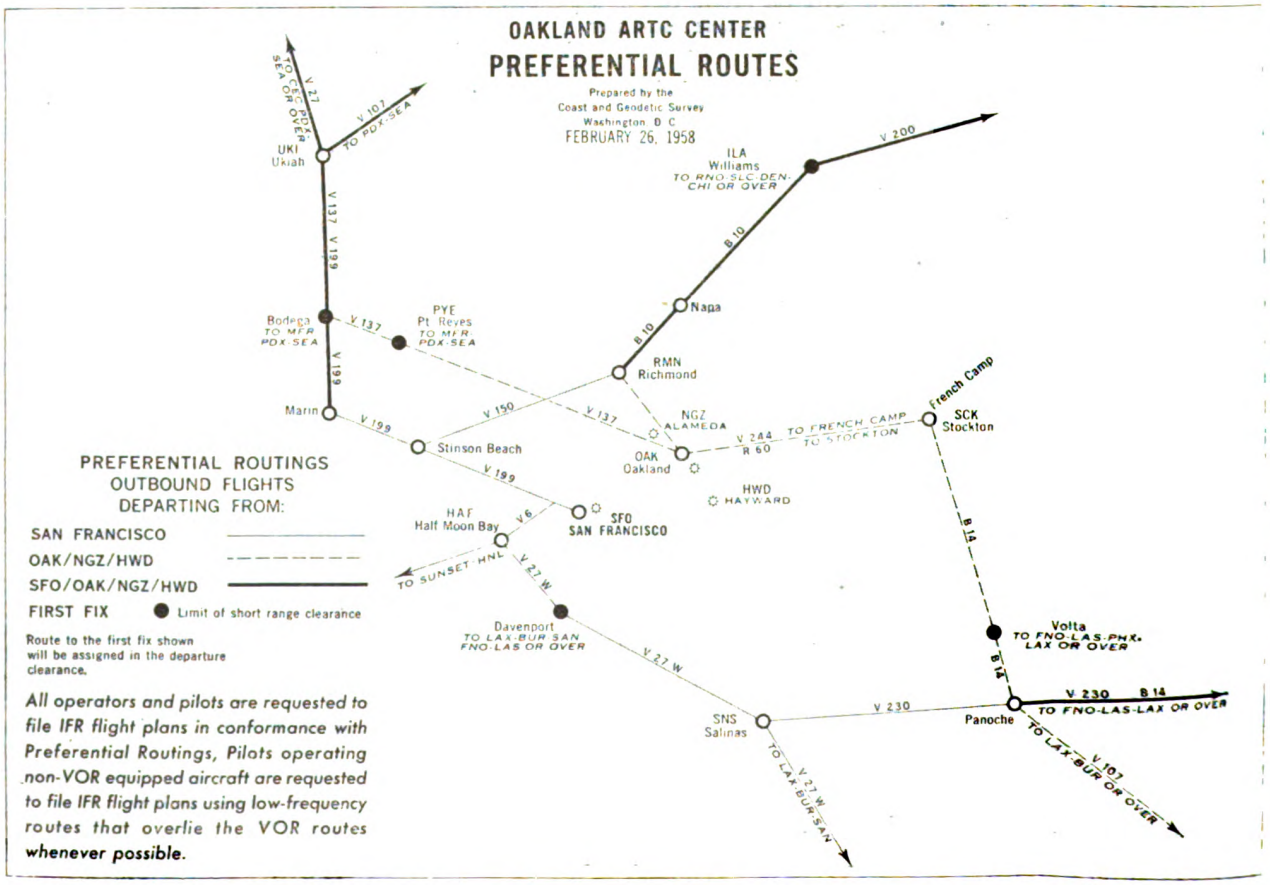
If visual contact not established upon descent to authorized landing minimums or if landing not accomplished . . . . . within 4.5 mi after passing LOM (ADF) climb to 2500 on NE crs ILS or 058 crs from LOM within 15 mi. Alternate missed approach procedure when requested by ATC, make a climbing right turn to LOM at 2500'.

NOTE: Standard clearance not provided for straight-in minimums over ridge approx 1 mi N of OM.

IFR departure via Hartford VOR: departure direct from Bradley Field to HFD VOR via R-355 is authorized at 2000' MEA. (Departure route only)

CAUTION: Unlighted hills 2.4 mi NW of airport approx 768' MSL.

City and State	Airport Name & Elev.	Fac. Class & Ident.	Procedure No. & Eff. Date	Sup. Amdt. No. Dated
Windsor Locks, Conn	Bradley Field 173'	ILS-BDL, LOM-BD	ILS-6, Amdt 10, 12 Apr 58 Comb ILS-ADF	9, 5 Jan 57



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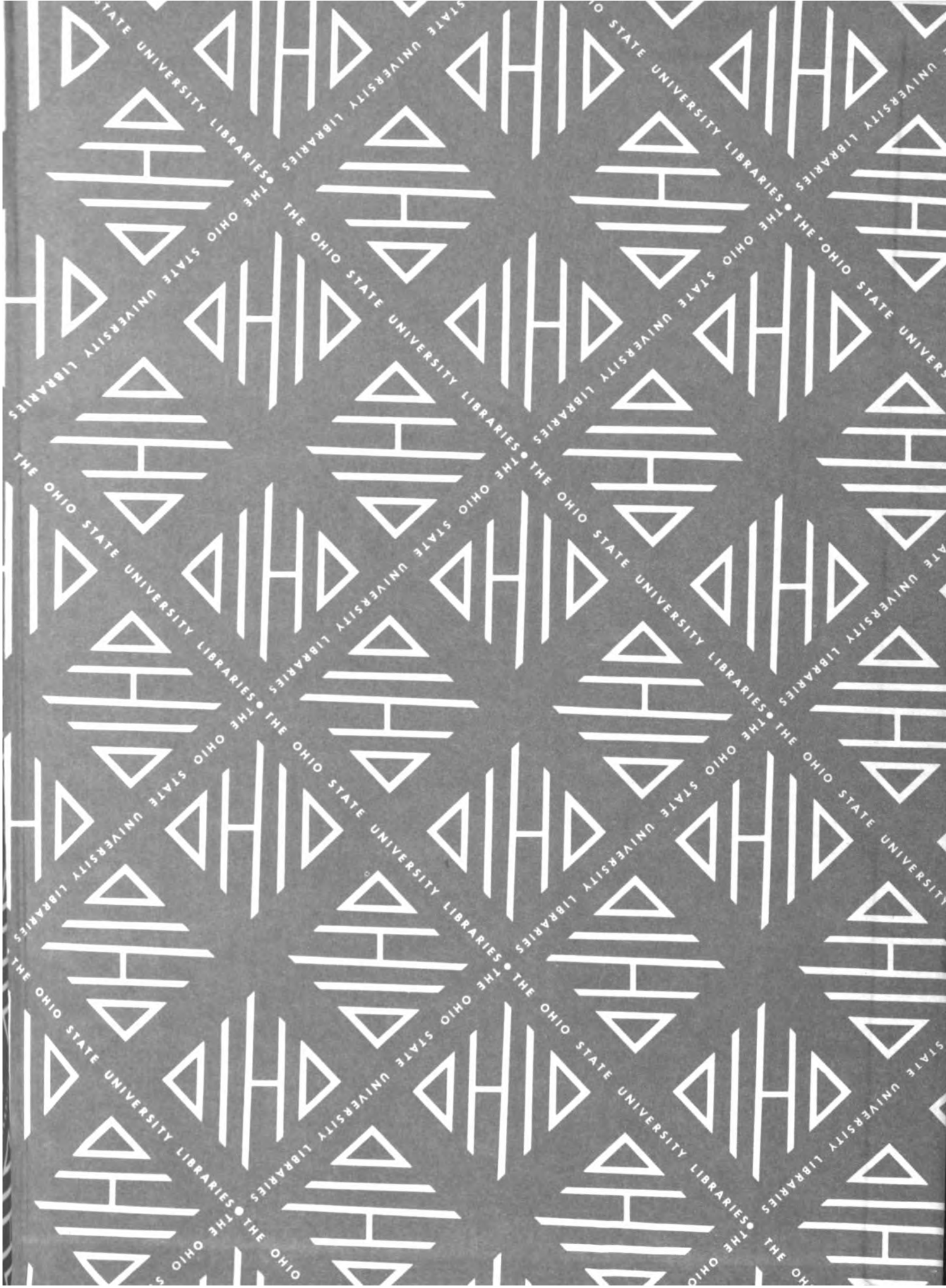
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